Traffic Management Plan

Prepared for Eversource Energy

Underground Cable Modernization Program

Line 1704- Southwest Hartford Substation to South Meadow Substation

Line 1722- Northwest Hartford Substation to Southwest Hartford Substation

Hartford, Connecticut

APRIL 2024

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benesch

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1 INTRODUCTION

Benesch has been retained to develop this Traffic Management Plan to allow for the construction of Eversource Energy's 1704 and 1722 Underground Cable Modernization Program in Hartford, Connecticut. Line 1704 will include the installation of a new 115kV XLPE single circuit underground transmission line that will connect the Southwest Hartford substation to the South Meadows substation. Line 1722 will include the installation of a new 115kV XLPE single circuit underground transmission line that will connect the Southwest Hartford substation to the Northwest Hartford substation.

The scope of work involved in the preparation of this document includes:

- Review the proposed construction methods for the installation of the transmission line duct bank and splice vaults.
- Perform traffic counts along key streets along the transmission line route.
- Perform visual observations of the surrounding area along the transmission line routes.
- Obtain data pertaining to the physical characteristics of the roadways and the adjacent land use.
- Discuss the existing traffic conditions and temporary traffic control with the engineering staff from the City of Hartford.
- Meet with various stakeholders from the City of Hartford to understand the existing conditions and the associated considerations when implementing temporary traffic control (TTC) plans.
- Coordinated with the City of Hartford and CTDOT regarding planned infrastructure improvement projects in the vicinity of the project limits.
- Develop TTC Plans to allow for the safe movement of pedestrian, bicycle, transit and vehicular traffic while construction progresses.

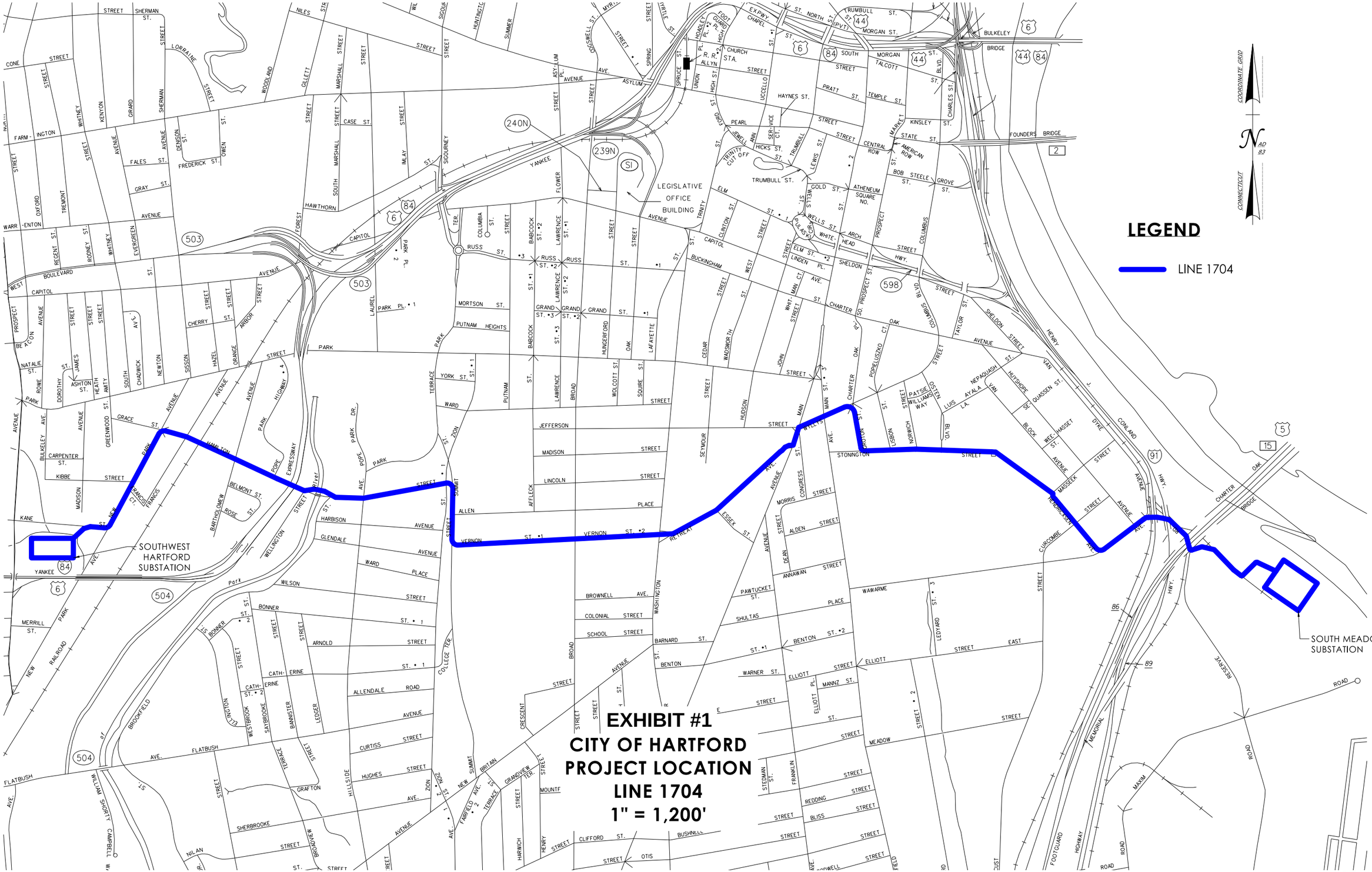
2 DESCRIPTION OF PROPOSED ROUTE

A description of the routes for each of the transmission lines is provided in the following sections.

2.1 Line 1704: Southwest Hartford Substation to South Meadow Substation

The proposed route for Line 1704 between the Southwest Hartford substation and the South Meadows substation is approximately 3.8 miles long and primarily follows city streets (See Exhibit 1). Beginning at the Southwest Hartford Substation, the route will traverse the following route:

- North through private property to Kane Street
- East along Kane Street to New Park Avenue
- Northeast along New Park Avenue to Hamilton Street
- East along Hamilton Street. Trenchless crossings will be used on Hamilton Street to cross under the CTfastrak busway and adjacent railroad tracks between Francis Avenue and Bartholomew Avenue.
- Continue east along Hamilton Street, beneath the Interstate 84 (I-84) overpass.
- Shift north to run parallel to Hamilton Street to another trenchless crossing beneath the concrete-lined river channel between Wellington Street and Brookfield Street.
- Shift south back under Hamilton Street. Continue east crossing Zion Street to the intersection with Summit Street.
- South along Summit Street to Vernon Street


SOUTHWEST HARTFORD SUBSTATION
SOUTH MEADOW SUBSTATION
LEGISLATIVE OFFICE BUILDING
240N
239N
SI
LEGEND
LINE 1704
EXHIBIT #1
CITY OF HARTFORD
PROJECT LOCATION
LINE 1704
1" = 1,200'
COORDINATE GRID
NAD 83
CONNECTICUT

- East along Vernon Street through the Trinity College campus, adjacent to the Hartford Magnet Middle School and the Greater Hartford Academy of Arts to Washington Street
- Northeast crossing beneath Washington Street along Retreat Avenue past Hartford Hospital to Maple Avenue
- North on Maple Avenue to Wyllis Street
- Northeast on Wyllys Street to Groton Street
- Southeast on Groton Street to Stonington Street
- East on Stonington Street to the terminus near Richard J. Kinsella Magnet School
- Southeast through Colt Park to Hendricxsen Avenue
- Southeast along Hendricxsen Avenue to Wawarme Avenue
- Northeast along Wawarme Avenue to Reserve Road
- East along Reserve Road beneath the Interstate 91 (I-91) and Route 15 overpasses. Trenchless crossings will be used on Reserve Road to cross under two sets of railroad tracks in the vicinity of Wawarme Avenue and Charter Oak Landing
- East through private property to the South Meadow Substation.

Starting at the Southwest Hartford Substation, the transmission line route passes through a mix of commercial and residential areas along Kane Street, New Park Avenue, and Hamilton Street to the intersection with Zion Street. Trenchless crossings will be used on Hamilton Street to cross beneath the CTfastrak Busway and adjacent AMTRAK railroad line, as well as beneath the concrete-lined river channel between Wellington Street and Brookfield Street. The route will also pass beneath the I-84 overpass on Hamilton Street east of Pope Park Highway.

East of Zion Street, the route will pass through the Trinity College Campus along Summit Street and Vernon Street west of Broad Street. East of Broad Street, the route will follow Vernon Street adjacent to residential properties, the Hartford Magnet Trinity College Academy, and the Greater Hartford Academy of the Arts to the intersection of Washington Street. East of Washington Street, the route follows Retreat Avenue past Hartford Hospital and along medical, office, commercial, and residential uses to the intersection of Maple Avenue. Along Maple Avenue and Wyllis Street, the route passes through mixed residential and commercial areas and adjacent to Barnard Park and Porter Memorial Park.

From Wyllis Street, the route passes through a mixed residential and institutional area on Groton Street and then follows Stonington Street on the north side of Colt Park through a residential area, past the Richard J. Kinsella Magnet School. The route then extends through Colt Park onto Henricxsen Avenue alongside the parking area for Trinity Health Stadium and through a residential area to the intersection of Wawarme Avenue. From Hendricxsen Avenue, the route follows Wawarme Avenue adjacent to residential, industrial and office uses to the intersection with Reserve Road. On Reserve Road, the route will pass beneath the Interstate 91 (I-91) and Wilbur Cross Highway (Route 15) overpasses. Trenchless crossings will be used to cross beneath two sets of railroad tracks on Reserve Road. Once past the I-91 and Route 15 overpasses, the route passes through private property to the South Meadow Substation. The attached photo logs show the existing conditions along the Line 1704 transmission line route.

2.2 Line 1722: Northwest Hartford Substation to Southwest Hartford Substation

The proposed route for Line 1722 between the Northwest Hartford substation and the Southwest Hartford substation is approximately 2.9 miles long and primarily follows city streets (See Exhibit 2). Beginning at the Northwest Hartford Substation, the route will traverse the following route:

- Northwest through private property from the Northwest Hartford substation.
- West along Albany Street (Route 44) for approximately 375 feet
- Continue south along Scarborough Street from Albany Street (Route 44)
- Continue south along Whitney Street crossing Asylum Street, Elizabeth Street, and Fern Street
- South along South Whitney Street crossing Farmington Avenue, Warrenton Avenue, West Boulevard and Capitol Avenue to Park Street
- West along Park Street to Bulkeley Avenue
- South through private property continuing along Bulkeley Avenue to Park Street
- East along Kane Street for approximately 375 feet
- South through private property to southwest Hartford substation

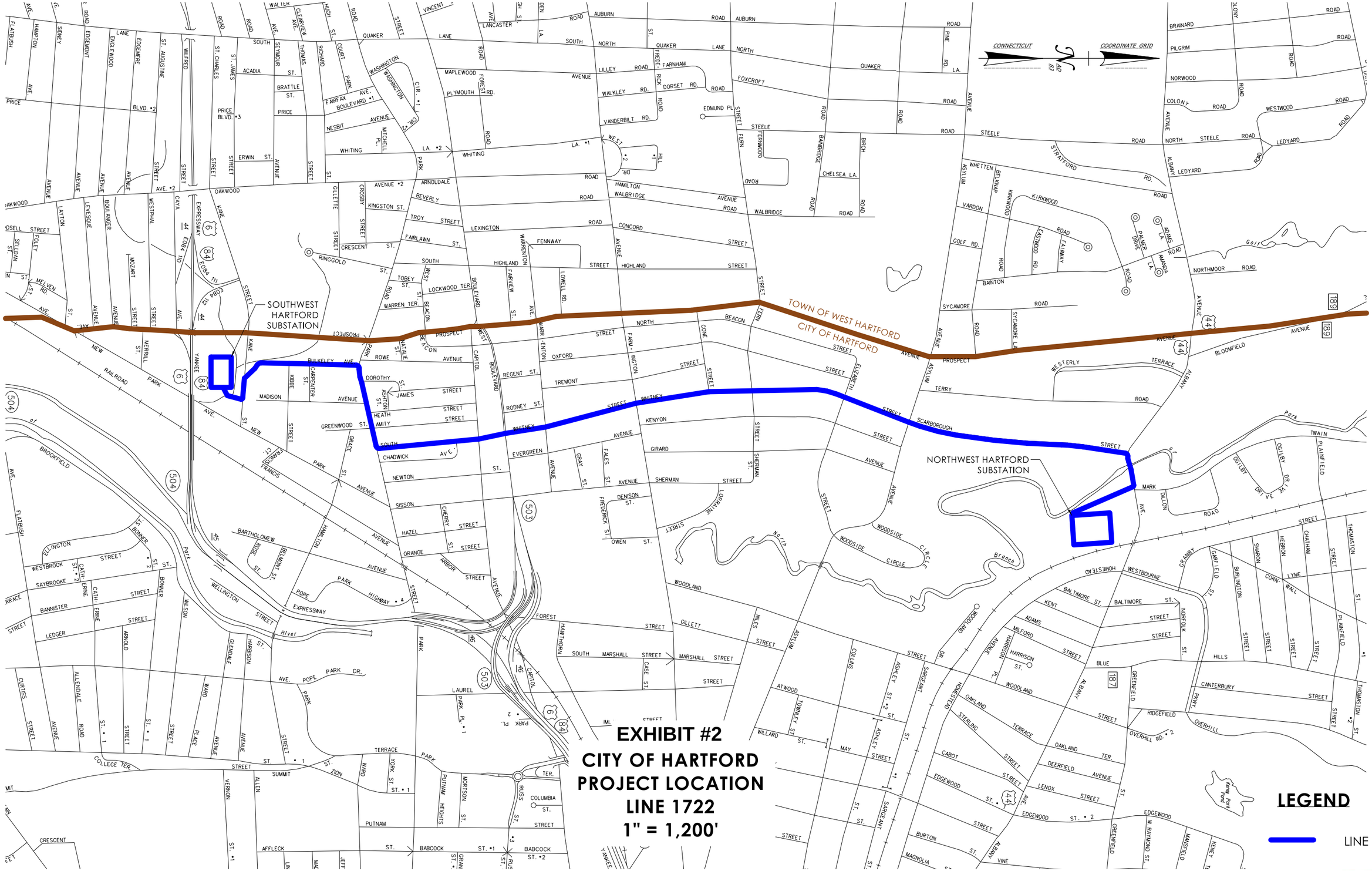
Starting at the Northwest Hartford Substation, the transmission line travels west along Albany Avenue (Route 44) where it turns to the south along Scarborough Street through a primarily residential area with some institutional uses. It continues south across the intersection of Asylum Avenue, and onto Whitney Street. The route continues south past Elizabeth Park through another primarily residential area through the intersections of Elizabeth Street, Fern Street and Cone Street. The route continues south along Whitney Street and South Whitney Street and passes Noah Webster Micro Society Magnet School, other institutional and commercial uses and through the Farmington Avenue intersection. The route returns to a primarily residential area and crosses Warrenton Avenue, West Boulevard, and Capitol Avenue. The route reaches Park Street and then turns west through a mixed residential and commercial area toward Bulkeley Avenue. At Bulkeley Avenue, the route turns south along the residential street, continues south through private property toward Kane Street. The route crosses to the southern side of Kane Street and travels east toward the Southwest Hartford Substation. The route turns south and enters the substation. The attached photo logs show the existing conditions along the Line 1722 transmission line route.

The order of locations for the Line 1722 work has been changed to reflect the change to an alignment running north-south. The stationing highlighted in yellow represents the old south-north alignment. The old south-north alignment will be updated at a later date.

3 INSTALLATION CONSIDERATIONS

The underground cable modernization project will include the installation of cross-linked polyethylene (XLPE) underground cable circuits in a concrete encased duct bank with precast concrete splice vaults. The installation of the proposed transmission line will primarily occur within city streets and sidewalks with limited work within the State of Connecticut right-of-way. The following five primary construction activities will occur sequentially during the project:

- Splice Vault Installation
- Duct Bank Installation
- Cable Pulling
- Cable Splicing and Terminating
- Final Restoration


SOUTHWEST HARTFORD SUBSTATION
NORTHWEST HARTFORD SUBSTATION
TOWN OF WEST HARTFORD
CITY OF HARTFORD
CONNECTICUT
COORDINATE GRID
EXHIBIT #2
CITY OF HARTFORD
PROJECT LOCATION
LINE 1722
1" = 1,200'
LEGEND
LINE 1722

Some of the local streets that will be impacted are defined by the City of Hartford as Critical Areas, which serve key commuter and emergency routes, as well as provide access to key land uses within the city. All local streets that are not identified as critical areas are defined as Local and Land Service Streets.

All work and temporary traffic control within the city right-of-way must conform with the current City of Hartford Rules and Specifications Regulating Curb and Walk Layers and Street Excavation. Per the City of Hartford requirements, the allowable hours for work on City streets and sidewalks are presented below:

- Critical Areas: 9:00 a.m. to 3:00 p.m., Monday through Friday, non-holidays
- Local and Land Service Streets: 7:00 a.m. to 5:00 p.m., Monday through Friday, non-holidays

The allowable hours to perform the work and temporary traffic control within the Critical Areas must be approved by the City of Hartford Bureau of Engineering Services. Within the Critical Areas, full street closures require the submission of a detour plan a minimum of one week in advance of the work. In Critical Areas that require restoration of concrete base pavement, steel plates that conform to the City of Hartford requirements must be used to cover all cuts and trenches with surface widths of five feet or less.

All work within the state right-of-way will require a CTDOT encroachment permit, which will be subject to the limitations of operations that are identified by CTDOT.

All traffic signals along the transmission line routes must remain operational, unless law enforcement is used to direct traffic during construction operations. Adjustments to the traffic signal timing may be required to address traffic conditions. City of Hartford Police Officers will be allowed to operate traffic signals in congested areas during construction. Any adjustments to the traffic signal timing must be coordinated with City of Hartford Department of Public Works and Police Department prior to the initiation of construction near the traffic signals. Any adjustments to signal equipment must be performed in accordance with the enclosed special provision for Item No. 1118XXXA- Temporary Signalization. If required, the use of alternating one-way traffic signals or signalization at unsignalized intersections must comply with City, CTDOT, and MUTCD requirements, and in accordance with the enclosed special provision for Item No. 1118101A- Temporary Signalization at Unsignalized Intersections. The contractor must exercise care when excavating in the vicinity of these signalized intersections to minimize impacts to traffic signal equipment, conduit, and loop detectors. Based on discussions with the City of Hartford Department of Public Works, many of the traffic signals are operating with video detection, however, based on field observations, there are some signalized intersections that still rely on loop detectors for traffic detection. Any existing operational loop detectors that are disturbed by the project must be replaced and tested by the contractor in accordance with CTDOT Standard Details TR_1000_01, TR_1111_01, and the enclosed special provision for Item No. 1111451A- Loop Detector Sawcut. The contractor will be required to install temporary signal detection at any signalized intersections where loop detectors will be impacted. The temporary detection shall be installed per the enclosed special provision for Item No. 11112XXA- Temporary Detection and must be coordinated with the City of Hartford Department of Public Works prior to implementation.

The contractor will be required to coordinate the temporary traffic control and construction with other active construction projects in the area. The Farmington Avenue Streetscape (City of Hartford DPW Project #24-01) will be starting construction during the Summer of 2024 and is expected to occur over an approximate 2-year period. The contractor will need to schedule and perform any work in the vicinity of this project, as well as implement traffic control measures, in cooperation with this active project. The contractor should also expect that other projects that have not been identified may arise during construction and coordination with these projects will be needed. The contractor will be required to coordinate any temporary traffic control measures with adjacent

projects to minimize any conflicting or confusing traffic patterns. Unless approved by the City of Hartford, the contractor must schedule the work to ensure that overlapping detours on this project or adjacent projects do not run concurrently. The detours should also not be implemented when active construction is taking place along the detour route, unless approved by the City.

The Contractor shall provide written notice to Eversource a minimum of 3 weeks prior to the start of construction on the splice vaults or any segment of duct bank. Eversource shall provide written notice to the City of Hartford a minimum of 2 weeks prior to the start of construction on any splice vault or segment of duct bank.

3.1 Line 1704: Southwest Hartford Substation to South Meadow Substation

The route for transmission line 1704 follows a 3.8-mile path along city streets within Hartford between the Southwest Hartford Substation and the South Meadow Substation. The installation of the 115kV single-circuit duct bank will require the excavation of a continuous trench along city streets with 11 splice vaults and associated communication handholes. The proposed route for Line 1704 either follows or crosses the following streets that are defined by the City of Hartford as Critical Areas:

- Broad Street
- Hillside Avenue
- Maple Avenue
- New Park Avenue
- Retreat Avenue
- Seymour Street (between Retreat Avenue to Jefferson Street)
- Washington Street
- Wethersfield Avenue
- Wyllys Street
- Zion Street

There are 14 city-owned signalized intersections along the route at the following intersections:

- New Park Avenue at Kane Street
- New Park Avenue at Hamilton Street
- Hamilton Street at CTfastrak Busway
- Hamilton Street at Bartholomew Avenue
- Hamilton Street at Hillside Avenue
- Hamilton Street at Zion Street
- Vernon Street at Broad Street
- Vernon Street/Retreat Avenue at Washington Street
- Retreat Avenue at Seymour Street
- Retreat Avenue at Helen and Harry Gray Cancer Center Driveway
- Retreat Avenue at Maple Avenue
- Maple Avenue/Main Street at Jefferson Street/Wyllys Street
- Wyllys Street at Main Street/Wethersfield Avenue
- Wyllys Street at Groton Street

3.2 Line 1722: Northwest Hartford Substation to Southwest Hartford Substation

The route for transmission line 1722 follows a 2.9-mile path along city streets within Hartford between the Northwest Hartford Substation and the Southwest Hartford Substation. The installation of the 115kV single-circuit duct bank will require the excavation of a continuous trench along city streets with 7 splice vaults and associated communication handholes. The proposed route for Line 1722 either follows or crosses the following streets that are defined by the City of Hartford as Critical Areas:

- Asylum Avenue
- Capitol Avenue
- Farmington Avenue
- Fern Street
- Park Street
- Scarborough Street
- South Whitney Street
- West Boulevard
- Whitney Street

There are eight city-owned signalized intersections along the route at the following intersections:

- Park Street at Greenwood Street/Amity Street
- Park Street at South Whitney Street
- South Whitney Street at Capitol Avenue
- South Whitney Street at West Boulevard
- South Whitney Street/Whitney Street at Farmington Avenue
- Whitney Street at Fern Street
- Whitney Street at Elizabeth Street
- Whitney Street/Scarborough Street at Asylum Avenue

The proposed route also follows along the following street that is maintained by the Connecticut Department of Transportation:

- Albany Avenue (Route 44)

There is one state-owned signalized intersection along the route at the following location:

- Albany Avenue (Route 44) at Scarborough Street

4 TEMPORARY TRAFFIC CONTROL

Temporary traffic control (TTC) patterns will be implemented as part of the construction of Lines 1704 and 1722 to allow for the safe movement of vehicular, pedestrian and bicycle traffic adjacent to and around the work areas. All TTC setups must be implemented according to the Manual on Uniform Traffic Control Devices (MUTCD), the City of Hartford Rules and Specifications Regulating Curb and Walk Layers and Street Excavation, the City of Hartford Standard Details, and the enclosed Temporary Traffic Control Plans. Where work occurs within the CTDOT right-of-way, all work must be performed in accordance with the CTDOT Form 818: The State of

Connecticut Department of Transportation Standard Specifications for Roads, Bridges and Incidental Construction, the CTDOT Standard Details, and the conditions of the CTDOT Encroachment Permit.

The TTC plans will be implemented based on the space requirements of the proposed work activities and the available area for traffic to bypass the work area. All temporary traffic control patterns must prioritize the safety of all traffic users and the construction personnel, while also maximizing the flow of traffic to minimize undue delays to the traveling public. The TTC patterns will include the use of detours, alternating one-way traffic control, lane closures, and lane shifts to facilitate the construction and maintain traffic access. Each TTC pattern will include the use of construction signs, changeable message signs (CMS), channelizing devices (traffic cones, drums, and barricades), barricade warning lights, arrow boards, temporary traffic barrier, and sand barrel arrays to guide traffic around the work areas.

Where alternating one-way, lane closures, detours, or temporary traffic control through intersections is required, the contractor must first coordinate with the City of Hartford Police Department to request police officers to direct traffic through the work zones. If City of Hartford Police Officers are not available, certified flaggers will be allowed to direct traffic through the work zones with concurrence from the City of Hartford Police Department. Certified flaggers will not be permitted to direct traffic at signalized intersections.

Detours will be used for work areas where adequate lane widths cannot be provided adjacent to the work area or where a segment of road must be closed to facilitate the installation of the splice vaults and accommodating the space needed for the trenchless duct bank installations. To the maximum extent possible, detours will be removed at the end of a work shift. For the splice vault installations and trenchless duct bank setups, which require greater space needs, deeper excavations, and longer construction periods, long-term detours will be needed to allow for construction to be completed safely and efficiently. The detour plans included within this Traffic Management Plan have been developed to maximize the use of arterial and collector streets, minimize the detour route length, and avoid low clearance bridges. CMS signs will be posted a minimum of 14 days prior to the implementation of a detour and during the detour to provide advance warning to traffic. At least 14 days prior to implementation of the detour, the contractor must also provide advance warning to the City of Hartford so that additional notice can also be communicated to the public through community outreach. All detour signage shall be covered when the detour is not in operation and shall be removed when the detour is no longer required. Any existing signage that conflicts with a detour route must also be covered when the detour is in operation.

The contractor must plan and schedule all work to avoid overlapping traffic control patterns and detours that could cause confusion for the traveling public. The enclosed Temporary Traffic Control Matrix shall be used by the contractor in planning the active work areas to minimize traffic delays and avoid having overlapping work zones that have conflicting signage or may cause excessive delays. The contractor must follow the combinations outlined in the Temporary Traffic Control Matrix unless alternate arrangements are approved by the engineer and the City of Hartford.

The contractor must monitor all active temporary traffic control patterns to ensure that traffic is not experiencing unnecessary traffic delays and that queues are not spilling back into intersections. Adjustments to the temporary traffic control patterns or the removal of the patterns during peak periods may be necessary to clear traffic queues and address traffic conditions. The length of alternating one-way patterns must be minimized and in general should be no greater than 300 feet in length unless approved by the City of Hartford and Eversource. The City of Hartford and Eversource can require the removal of a temporary traffic control pattern at any time to address traffic conditions or emergency situations.

Emergency services shall also be notified at least 14 days in advance of any detours so that emergency response routes can be adjusted as necessary. The contractor must provide a minimum 3 days-notice to the City of Hartford Fire Department if any fire hydrants will be blocked by construction activities or temporary traffic control measures.

Per the City of Hartford requirements, the allowable hours for work on City streets and sidewalks is outlined below:

- Critical Areas: 9:00 a.m. to 3:00 p.m., Monday through Friday, non-holidays
- Local and Land Service Streets: 7:00 a.m. to 5:00 p.m., Monday through Friday, non-holidays

The contractor will be required to work within these periods unless alternate hours are approved by the City. The following thresholds are generally used in determining the capability of a street to handle alternating one-way operations or a lane closure on a multi-lane facility.

- Alternating one-way: Combined traffic volumes less than 750 vehicles per hour in both directions on a two-lane roadway
- Lane Closure: Traffic volumes less than 900 vehicles per hour in the affected direction to allow for closure of one lane in each direction on a four-lane facility

It is anticipated that night work may be needed in some of the non-residential areas where the daytime traffic volumes are too high to allow for lane closures or alternating one-way operations or where the construction activities may cause significant disruptions to area businesses, institutions, or the Hartford Hospital. A summary of the traffic volumes for a typical weekday on each of the major streets along the transmission line routes for Lines 1704 and 1722 are identified in the Traffic Volume Summaries included within this report.

The contractor must allow for access and egress to all streets and driveways at all times. Driveways may be closed only if arrangements have been made with the property owner and tenants. Emergency access to all properties must be maintained at all times throughout construction. For TTC patterns that encompass existing commercial driveways, the contractor must install “Business Open During Construction” signs for each affected driveway.

All temporary traffic control plans must accommodate all roadway users including vehicular, pedestrian, bicycle, and transit traffic. The appropriate pedestrian warning and detour signage must be used whenever a sidewalk or crosswalk is closed in accordance with the enclosed TTC plans and the MUTCD. All pedestrian detour routes must meet PROWAG guidelines and ADA standards. Temporary sidewalk ramps must be provided along any pedestrian detour route where existing curb ramps do not exist. All construction barricades that are used along pedestrian routes must be detectable in accordance with the enclosed special provision for Item No. 0979004A- Construction Barricade Detectable.

Temporary traffic control patterns that require the closure of existing bike lanes shall have the appropriate advance warning signage and “Share the Road” signage installed so that bicyclists are advised on the temporary traffic condition.

Any temporary traffic control plans that affect transit stops must be coordinated with CTtransit to either temporarily relocate or close the transit stop. The contractor must install the appropriate signage that is required by CTtransit to address any bus stop closures or relocations. The transit stops must be reopened as soon as practical and safe for users to restore transit service.

Temporary precast concrete traffic barrier shall be installed adjacent to all pavement drop-offs adjacent to traffic. The temporary traffic barrier shall be installed with temporary sand barrel arrays or alternate impact attenuation devices at the barrier termini within the clear zone to allow for impact attenuation. The temporary sand barrel arrays or impact attenuators shall be sized according to the prevailing speeds on the roadway. The temporary traffic barrier shall be installed so that the drop-off is not within the deflection distance of the barrier. The temporary traffic barrier shall meet CTDOT standards as shown on details HW-0822_02a thru HW-0822_02c. Protective fencing shall be installed on the barrier and around all excavations when work is not occurring to keep pedestrians out of the work site. Turf reinforcement mats may also be used to cover the open excavations but must have temporary barrier installed to prevent vehicles from entering the excavation.

When work is not progressing, the contractor will be allowed to use steel plates to cover the trench excavations between April 1 and November 30. All plates need to be pinned and recessed. Steel plates must be skid-resistant and properly posted with advance warning signs. Steel plating during the winter months must be approved by the City of Hartford and will require the contractor to perform the required snow removal and meet the City's additional inspection requirements.

The temporary traffic control sign supports and channelizing devices must be installed according to CTDOT standards as shown on details TR-1201_01, TR-1201_02, and TR-1220_02. High intensity barricade warning lights must be installed for all diamond-shaped, post-mounted construction signs and all signs mounted to Type III barricades that will remain in place at night. Any existing signage that conflicts with a temporary traffic control pattern must also be covered while the pattern is in effect. Any existing signage that is damaged by the contractor must be replaced at no additional cost to the City, CTDOT, or Eversource.

Temporary pavement markings shall be installed to restore any lane markings that are disturbed by construction. The temporary pavement markings shall be maintained throughout construction until the final pavement restoration is completed and the final pavement markings are installed. All pavement markings must conform with the City of Hartford, CTDOT, and MUTCD requirements and in accordance with the CTDOT standard details TR-1210_04, TR-1210_08, and TR-1210_09.

All work in the vicinity of Hartford Hospital must be closely coordinated with the hospital administration so that they are kept current on the work hours and temporary traffic control patterns that will be in effect on the adjacent street network so that Emergency Response, hospital visitors, and hospital staff are aware of current conditions so that they appropriately plan their routes to the hospital with minimal confusion and delay.

All temporary on-street parking closures must be coordinated with the City of Hartford Parking Authority. The contractor will be required to pay any fees required by the parking authority to offset the lost revenue caused by the closure of paid parking spaces. The closure of parking spaces in the vicinity of apartment buildings and residential areas without off-street parking should be coordinated with the residents prior to implementing the on-street parking closures.

All work on the streets in the area of Trinity College and the area schools should be prioritized during the summer months to minimize disturbances to operations when school is in session. Work in the vicinity of Trinity College and the streets that provide access to the college must be coordinated with the college administration. The following schools were identified in the vicinity of the new transmission lines:

- Hartford Magnet Trinity College Academy
- Montessori Magnet School

- Greater Hartford Academy of Arts
- Greater Hartford Academy of Math and Science
- Richard J. Kinsella Magnet School of the Performing Arts
- Sports and Medical Sciences Academy
- Noah Webster Micro Society Magnet School

Work in the vicinity of all area schools and along school bus routes must be coordinated with the City of Hartford Board of Education and the Capitol Region Education Council (CREC) to minimize impacts to bus routes and drop-off/pick-up operations.

The contractor will be required to coordinate all work with the City of Hartford Office of Community Engagement to advise of where work will be progressing and coordinate outreach efforts in cooperation with Eversource. All work and temporary traffic control in the vicinity of Colt Park, Pope Park, Elizabeth Park, and Charter Oak Landing must be coordinated with the Office of Community Engagement. Through coordination with the Office of Community Engagement, the contractor must be familiar with the schedule of any special events and holidays that may affect construction. Unless alternate arrangements have been secured through the city, the contractor will be required to avoid working during any holidays and special events and must have all temporary traffic control measures removed and the roadways open during these events and holidays.

The contractor will be responsible for snow plowing any sections of road that are closed for construction to maintain access for local traffic.

The TTC plans to be incorporated as part of this TMP include the Metropolitan District (MDC) Maintenance and Protection of Traffic Design Guidelines, the CTDOT Construction Traffic Control Plans, customized Detour Plans, and customized Traffic Management Plans. The MDC and CTDOT standard traffic control plans and details address the TTC requirements for typical construction work areas that will be encountered on the project. The customized Detour and Traffic Management Plans address site-specific situations that require additional details than those provided on the MDC and CTDOT standards. All temporary traffic control work shall be performed in accordance with the enclosed special provision for Item No. 0971001A- Maintenance and Protection of Traffic.

The following Sections 5 through 8 identify the temporary traffic control measures to be implemented for the following activities:

- Section 5: Splice Vault Installation
- Section 6: Duct Dank Installation
- Section 7: Cable Pulling
- Section 8: Cable Splicing

Each section includes the allowable hours of construction, the appropriate TTC plan, and any special considerations that must be accounted for based on site conditions.

5 SPLICE VAULT INSTALLATION

The underground precast concrete splice vaults will be installed in line with the duct bank alignment and will be spaced approximately 2,000 feet apart. The splice vaults will be used to splice together the segments of cable during construction and provide a means for inspecting the underground cable system during the operations phase. Each of the splice vaults corresponds to a single transmission line circuit and will house three (3) cable

splices; one splice for each phase of the circuit. The splice vaults will have outside dimensions of 24 feet long, 9 feet wide, and 9 feet high, with an approximate wall thickness of 12 inches. The vault excavations will be performed to an average depth of 13 to 15 feet to allow for a minimum 3 feet of cover. The splice vault excavations will extend approximately 2 to 3 feet beyond the extent of the vault footprint to allow for workspace and will require temporary shoring systems to be installed. Each splice vault will be accompanied by a 4-foot wide, 4-foot long, and 4-foot-deep telecommunication handhole to store equipment for fiber optic communications cable. The telecommunications handholes will be installed at the same time as the splice vault construction.

The splice vault installation will generally occur within a three-week period to allow for excavation, setting the vault, and backfill of material over the vault. During the vault excavation and backfill, temporary traffic control plans will be implemented to prioritize safe traffic operations for vehicular, pedestrian, bicycle, and transit users, while maximizing the number of lanes for use by traffic. Where possible, lane shifts and alternating one-way patterns will be used to keep the existing roadways open, however in some locations, temporary detours will be needed to ensure safe traffic operations and reduce construction schedule. A crane will be required to pick the precast splice vaults off a trailer and place it within the excavated area. For most of the splice vault locations, this operation will require a full closure of the roadway and implementation of a detour due to space constraints. Detour plans have been developed for each of the splice vault locations where road closures are needed. The picking and setting of the splice vaults generally occurs over a 24-hour period. A summary of the allowable work hours, special considerations, and traffic control requirements for the splice vault installations along Lines 1704 and 1722 are provided below:

5.1 Line 1704: Southwest Hartford Substation to South Meadow Substation

Splice Vault V01: Kane Street between Prospect Avenue and New Park Avenue

Station 17+10

- Land use in the area of construction is predominantly Commercial.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- During vault excavation and installation, the Contractor will be allowed to close Kane Street. Implement Detour Plan **1704-DTR-V01** to allow for crane placement, splice vault delivery and setting the vault within the excavation. Traffic will be detoured via New Park Avenue, Park Street, and Prospect Avenue or via Prospect Avenue and New Park Avenue.
- See Traffic Management Plan **1704-TMP-V01** for details regarding closing Kane Street.
- During vault excavation when work is not occurring, maintain a minimum one lane in each direction on Kane Street:
    - Install temporary concrete barrier along the excavation adjacent to live traffic.
    - Install protective fence around excavation to keep pedestrians out of work area.
- During construction, the Contractor must maintain access for the driveways identified on **1704-TMP-V01**.
- In accordance with Traffic Management Plan **1704-TMP-V01**, the Contractor shall:
    - Maintain sidewalks Kane Street during construction.
    - Restrict parking along New Park Avenue.

Splice Vault V02: Hamilton Street between New Park Avenue and Bartholomew Avenue

Station 37+25

- Land use in the area of construction is predominantly Residential.

- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- During vault excavation, the Contractor will be allowed to close eastbound Hamilton Street between New Park Avenue and Bartholomew Avenue as part of a long-term detour. Implement Detour Plan **1704-DTR-01**. Traffic will be detoured via New Park Avenue, Kane Street, Prospect Avenue, Park Street, and Bartholomew Avenue or via New Park Avenue, Park Street, and Bartholomew Avenue. Truck traffic will be detoured via New Park Avenue, Kane Street, Prospect Avenue, Capitol Avenue, Laurel Street, Park Street, and Bartholomew Avenue or via Sission Avenue, Capitol Avenue, Laurel Street, and Bartholomew Avenue. Maintain westbound Hamilton Street.
    - Install protective fence around excavation to keep pedestrians out of work area.
- During vault installation, the Contractor will be allowed to close Hamilton Street between New Park Avenue and Bartholomew Avenue. Implement Detour Plan **1704-DTR-V02** to allow for crane placement, splice vault delivery and setting the vault within the excavation. Traffic will be detoured via New Park Avenue, Kane Street, Prospect Avenue, Park Street, Bartholomew Avenue or via New Park Avenue, Park Street, and Bartholomew Avenue. Truck traffic will be detoured via New Park Avenue, Kane Street, Prospect Avenue, Capitol Avenue, Laurel Street, Park Street, and Bartholomew Avenue or via Sission Avenue, Capitol Avenue, Laurel Street, and Bartholomew Avenue.
- See Traffic Management Plan **1704-TMP-V02** for details regarding closing Hamilton Street.
- During construction, the Contractor must maintain access for the driveways identified on **1704-TMP-V02**. Coordinate with property owners regarding the need to temporarily close driveway access.
- In accordance with Traffic Management Plan **1704-TMP-V02**, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Hamilton Street.
    - Coordinate turn movement restrictions at CTfastrak Busway with CTtransit.

Splice Vault V03: Hamilton Street between Brookfield Street and Hillside Avenue

Station 60+30

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor will be allowed to close Hamilton Street during installation of the splice vault. Implement Detour Plan **1704-DTR-V03** or **1704-DTR-V03A** to allow for crane placement, splice vault delivery and setting the vault within the excavation. Traffic will be detoured via Hillside Avenue, Glendale Avenue, and Brookfield Street. Alternatively, traffic could also be detoured via Zion Street, Park Street, and Pope Park Highway.
- See **MDC-12** for details regarding alternating one-way traffic on Hamilton Street.
- During vault excavation, maintain a minimum one lane in each direction on Hamilton Street:
    - Install temporary concrete barrier along the excavation adjacent to live traffic.
    - Install protective fence around excavation to keep pedestrians out of work area.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Hamilton Street.

Splice Vault V04: Summit Street between Zion Street and Allen Place

Station 77+60

- Land use in the area of construction is predominantly Undeveloped.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall prioritize this work during the summer while the nearby Trinity College is not in session.
- The Contractor will be allowed to close Summit Street during the vault excavation and installation using a long-term detour. Implement Detour Plan **1704-DTR-V04** to allow for crane placement, splice vault delivery and setting the vault within the excavation. Traffic will be detoured via Zion Street, Ward Street, Affleck Street, and Allen Place or via Zion Street and College Terrace.
    - Install protective fence around excavation to keep pedestrians out of work area.
- The Contractor shall maintain the sidewalks on Summit Street during construction.

Splice Vault V05: Vernon Street between Summit Street and Broad Street

Station 99+10

- Land use in the area of construction is predominantly Institutional.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall prioritize this work during the summer while the nearby Trinity College is not in session.
- The Contractor will be allowed to close the Vernon Street Cul-de-Sac during the vault excavation and installation.
    - Install protective fence around excavation to keep pedestrians out of work area.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Vernon Street.

Splice Vault V06: Retreat Avenue between Washington Street and Seymour Street

Station 117+20

- Land use in the area of construction is predominantly Institutional and Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area due to the high traffic volumes and to minimize traffic impacts to Hartford Hospital. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- During vault excavation, the Contractor will be allowed to close westbound Retreat Avenue. Implement Detour Plan **1704-DTR-07**. Traffic will be detoured via Essex Street, Maple Avenue, Barnard Street and Washington Street or via Washington Street, Jefferson Street, and Main Street.
- During vault excavation when work is not occurring, maintain a minimum one lane in each direction on Retreat Avenue:
    - Install temporary concrete barrier along the excavation adjacent to live traffic.
    - Install protective fence around excavation to keep pedestrians out of work area.
- During vault installation, the Contractor shall be allowed to close Retreat Avenue. Implement Detour Plan **1704-DTR-V06** to allow for crane placement, splice vault delivery and setting the vault within the excavation. Traffic will be detoured via Washington Street, Barnard Street, Maple Avenue, and Essex Street or via Jefferson Street and Maple Avenue.

- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Retreat Avenue.
    - Coordinate temporary bus stop relocation on Retreat Avenue with CTtransit.

Splice Vault V07: Wyllys Street between Maple Avenue and Wethersfield Avenue

Station 137+35

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area to due to the high traffic volumes and to minimize impacts to Hartford Hospital. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- The Contractor will be allowed to use a long-term detour to close Wyllys Street during the splice vault excavation and installation. Implement Detour Plan **1704-DTR-V07** to allow for crane placement, splice vault delivery and setting the vault within the excavation. Traffic will be detoured via Main Street, Buckingham Street, Hudson Street, and Park Street or via Retreat Avenue, Washington Street, and Jefferson Street.
    - Install protective fence around excavation to keep pedestrians out of work area.
- See Traffic Management Plan **1704-TMP-V07A, V07B, and V07C** for details regarding closing Wyllys Street.
- During construction, the Contractor must maintain access for the driveways identified on **1704-TMP-V07A, V07B, and V07C**.
- In accordance with Traffic Management Plan **1704-TMP-V07A, V07B, and V07C**, the Contractor shall:
    - Provide pedestrian detours and all applicable signage to the crosswalks and sidewalks on the opposite side of the street from the work area.
    - Provide bike lane closures on Maple Avenue and Wethersfield Avenue with Share the Road signage.
    - Restrict parking along Maple Avenue and Wethersfield Avenue.
    - Coordinate temporary bus stop relocation on Maple Avenue with CTtransit.

Splice Vault V08: Stonington Street between Groton Street and Lisbon Street

Station 156+50

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor will be allowed to close Stonington Street during the spice vault excavation and installation. Implement Detour Plan **174-DTR-V08** to allow for crane placement, splice vault delivery and setting the vault within the excavation. Traffic will be detoured from Stonington Street to Lisbon Street to Wyllys Street to Groton Street.
- During vault excavation, when work is not occurring, maintain a minimum one lane in each direction on Stonington Street install protective fence around excavation to keep pedestrians out of work area.
- The Contractor shall maintain sidewalks Stonington Street during construction.

Splice Vault V09: Colt Park between Stonington Street and Masseek Street

Station 174+50

- Land use in the area of construction is predominantly Undeveloped.
- Construction will take place off-road.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- Install protective fence around excavation to keep pedestrians out of work area.

Splice Vault V10: Wawarme Avenue between Hendricxsen Avenue and Huyshope Avenue

Station 190+90

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor will be allowed to close Wawarme Avenue during the splice vault excavation and installation using a long-term detour. Implement Detour Plan **1704-DTR-V10** to allow for crane placement, splice vault delivery and setting the vault within the excavation. Traffic will be detoured via Huyshope Avenue, Curcombe Street, and Hendricxsen Avenue.
    - Install protective fence around excavation to keep pedestrians out of work area.
- The Contractor shall:
    - Maintain sidewalks on Wawarme Avenue during construction.
    - Restrict parking along Wawarme Avenue.
    - Coordinate temporary bus stop relocation on Wawarme Avenue with CTtransit.

Splice Vault V11: South Meadow Substation

Station 206+60

- Land use in the area of construction is predominantly Undeveloped.
- Construction will take place off-road.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- Install protective fence around excavation to keep pedestrians out of work area.

5.2 Line 1722: Northwest Hartford Substation to Southwest Hartford Substation

Splice Vaults V01/V02: Southbound Scarborough Street between Asylum Avenue and Albany Avenue (US 44)

Station 29+25 and Station 49+60

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- During vault excavation and installation, the Contractor will be allowed to close southbound Scarborough Street using a long-term detour. Implement Detour Plan **1722-DTR-V06** to allow for crane placement, splice vault delivery and setting the vault within the excavation. Traffic will be detoured via Albany Avenue, Prospect Avenue, and Asylum Avenue or via Albany Avenue, Homestead Avenue, Woodland Street and Asylum Avenue.
- During vault excavation when work is not occurring, maintain access to the residential properties on the southbound side:

- Install temporary concrete barrier along the excavation adjacent to live traffic.
- Install protective fence around excavation to keep pedestrians out of work area.

- See Traffic Management Plans **1722-TMP-V06A** through **1722-TMP-V06D** for details regarding the closure of southbound Scarborough Street and associated detours.
- During construction, the Contractor shall:
  - Position flaggers as shown in **1722-TMP-V06A** through **1722-TMP-V06D** to provide guidance and relocate barricades for residents to access their driveways. Splice vault and duct bank installation work must be staged to provide a minimum 11' wide paved path at all times to driveways using existing median openings along northbound Scarborough Street.
  - Maintain sidewalks along southbound Scarborough Street.

Splice Vault ~~V05~~ V03: Whitney Street between Fern Street and Elizabeth Street

Station 106+25

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- During vault excavation, the Contractor will be allowed to close northbound Whitney Street using a long-term detour. Implement Detour Plan **1722-DTR-13**. Traffic will be detoured via Fern Street, Prospect Avenue, and Asylum Avenue or via Fern Street, Kenyon Street, and Elizabeth Street.
- During vault excavation, maintain the southbound travel lane on Whitney Street:
  - Install temporary concrete barrier along the excavation adjacent to live traffic.
  - Install protective fence around excavation to keep pedestrians out of work area.
- During vault installation, the Contractor will be allowed to close Whitney Street. Implement Detour Plan **1722-DTR-V05** to allow for crane placement, splice vault delivery and setting the vault within the excavation. Traffic will be detoured via Fern Street, Prospect Avenue, and Asylum Avenue or via Fern Street, Kenyon Street, and Elizabeth Street.
- See Traffic Management Plan **1722-TMP-V05** for details regarding the closure of S Whitney Street and accompanying detours.
- During construction, the Contractor shall:
  - Maintain access for the driveways identified on **1722-TMP-V05** and coordinate with residents to provide alternate parking locations when work will block driveway access.
  - Restrict parking along Whitney Street.
  - Provide bike lane closures on Whitney Street with Share the Road signage.
  - Maintain sidewalks along Whitney Street.

Splice Vault ~~V04~~ V04: Whitney Street between Farmington Avenue and Cone Street

Station 86+85

- Land use in the area is a mix of Institutional, Commercial and Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- During vault excavation, the Contractor will be allowed to close northbound Whitney Street using a long-term detour. Implement Detour Plan **1722-DTR-12**. Traffic will be detoured via Warrenton Avenue, Prospect Avenue, and Fern Street.

- During vault excavation, maintain the southbound travel lane on Whitney Street:
    - Install temporary concrete barrier along the excavation adjacent to live traffic.
    - Install protective fence around excavation to keep pedestrians out of work area.
- During vault installation, the contractor will be allowed to close Whitney Street. Implement Detour Plan **1722-DTR-V04** to allow for crane placement, splice vault delivery and setting the vault within the excavation. Traffic will be detoured via Warrenton Avenue, Prospect Avenue, and Fern Street. Detoured traffic shall not be routed along Farmington Avenue.
- See Traffic Management Plan **1722-TMP-V04** for details regarding the closure of Whitney Street and the accompanying detour.
- During construction, the Contractor shall:
    - Maintain access for the driveways identified on **1722-TMP-V04**. Driveways within the work zone shall be kept clear when not actively working in front of them.
    - Restrict parking along Whitney Street.
    - Provide bike lane closures on Whitney Street with Share the Road signage.
    - Maintain sidewalks along Whitney Street.

Splice Vault ~~V03~~ V05: South Whitney Street between West Boulevard and Warrenton Avenue

Station 65+00

- Land use in the area is predominantly Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- During vault excavation, the Contractor will be allowed to close southbound South Whitney Street using a long-term detour. Implement Detour Plan **1722-DTR-11**. Traffic will be detoured via Warrenton Avenue, Prospect Avenue, and West Boulevard or via Warrenton Avenue, Sisson Avenue, and West Boulevard.
- During vault excavation, maintain the northbound travel lane on South Whitney Street:
    - Install temporary concrete barrier along the excavation adjacent to live traffic.
    - Install protective fence around excavation to keep pedestrians out of work area.
- During vault installation, the Contractor will be allowed to close South Whitney Street. Implement Detour Plan **1722-DTR-V03** to allow for crane placement, splice vault delivery and setting the vault within the excavation. Traffic will be detoured via Warrenton Avenue, Prospect Avenue, and West Boulevard or via Warrenton Avenue, Sisson Avenue, and West Boulevard.
- See Traffic Management Plan **1722-TMP-V03** for details regarding the closure of South Whitney Street and the accompanying detours.
- During construction, the Contractor shall:
    - Maintain access for the driveways identified on **1722-TMP-V03**; driveways within the work zone shall be kept clear when not actively working in front of them.
    - Restrict parking along South Whitney Street.
    - Maintain sidewalks along South Whitney Street.

Splice Vault ~~V02~~ V06: South Whitney Street between Park Street and Capitol Avenue

Station 25+00

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- During vault excavation, the Contractor will be allowed to close southbound South Whitney Street using a long-term detour. Implement Detour Plan **1722-DTR-10**. Traffic will be detoured via Capitol Avenue, Prospect Avenue, and Park Street or via Capitol Avenue, Sisson Avenue, and Park Street.
- During vault excavation, maintain the northbound travel lane on South Whitney Street:
    - Install temporary concrete barrier along the excavation adjacent to live traffic.
    - Install protective fence around excavation to keep pedestrians out of work area.
- During vault installation, the Contractor shall be allowed to close South Whitney Street. Implement Detour Plan **1722-DTR-V02** to allow for crane placement, splice vault delivery and setting the vault within the excavation. Traffic will be detoured via Capitol Avenue, Prospect Avenue, and Park Street or via Capitol Avenue, Sisson Avenue, and Park Street.
- See Traffic Management Plan **1722-TMP-V02** for details regarding the closure of South Whitney Street and the accompanying detours.
- During construction, the Contractor shall:
    - Maintain access for the driveways identified on **1722-TMP-V02**.
    - Restrict parking along South Whitney Street.
    - Maintain sidewalks along South Whitney Street.

Splice Vault V07: Church Property between Kane Street and Bulkeley Avenue

Station 500+80

- This splice vault is located off-street on private property; land use is Institutional.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- Install protective fence around excavation to keep pedestrians out of work area.

6 DUCT BANK INSTALLATION

The installation of the new underground duct banks will include the following primary activities:

- Pavement saw-cutting and removal
- Trench excavation
- Conduit installation
- Concrete encasement of conduits
- Temporary steel plating
- Trench backfill
- Restore traffic flow

The trench excavation will be approximately 4 to 5 feet wide to an average depth of approximately 6 to 8 feet. The trenching is expected to occur at a pace of approximately 20 to 50 feet per day depending on the subsurface conditions and existing utilities. A summary of the allowable work hours, special considerations, and traffic control requirements are provided for each of the various segments of Lines 1704 and 1722 below:

6.1 Line 1704: Southwest Hartford Substation to South Meadow Substation

Southwest Hartford Substation to Kane Street

Station 10+00 to Station 15+50

- This segment is within the Eversource substation.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.

Kane Street from Southwest Hartford Substation to New Park Avenue

Station 15+50 to Station 17+75

- Land use in the area of construction is predominantly Commercial.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic on Kane Street.
- The Contractor shall maintain sidewalks on Kane Street during construction.

New Park Avenue at Intersection with Kane Street

Station 17+75 to Station 18+50

- Land use in the area of construction is predominantly Commercial.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area due to the high traffic volumes. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- During duct bank installation, the Contractor will be allowed to close Kane Street. Traffic will be detoured via New Park Avenue, Park Street, and Prospect Avenue or via Prospect Avenue and New Park Avenue.
- See Detour Plan **1704-DTR-V01** and **MDC A-5** for details regarding alternating one-way traffic, closing Kane Street, and detouring traffic.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage to the north side of Hamilton Street.
    - Provide bike lane closures on New Park Avenue with Share the Road signage.
    - Coordinate temporary bus stop relocation on New Park Avenue with CTtransit.
    - Maintain sidewalks along New Park Avenue and Kane Street.

New Park Avenue from Kane Street to Grace Street

Station 18+50 to Station 35+00

- Land use in the area of construction is predominantly Commercial.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-13, 14, 15, and 16** for details regarding maintaining two lanes of traffic on New Park Avenue.
- The Contractor shall:
    - Provide bike lane closures on New Park Avenue with Share the Road signage.
    - Restrict parking along New Park Avenue.
    - Coordinate temporary bus stop relocation on New Park Avenue with CTtransit.
    - Maintain sidewalks along New Park Avenue.

New Park Avenue at Intersection with Grace Street/Hamilton Street

Station 35+00 to Station 35+50

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- The Contractor will be allowed to close eastbound Hamilton Street as part of a long-term detour associated with the excavation of splice vault 1704-02. Implement Detour Plan **1704-DTR-01**. Traffic will be detoured via New Park Avenue, Kane Street, Prospect Avenue, Park Street, and Bartholomew Avenue or via New Park Avenue, Park Street, and Bartholomew Avenue. Truck traffic will be detoured via New Park Avenue, Kane Street, Prospect Avenue, Capitol Avenue, Laurel Street, Park Street, and Bartholomew Avenue or via Sission Avenue, Capitol Avenue, Laurel Street, and Bartholomew Avenue.
- See Traffic Management Plan **1704-TMP-01A/01B** for details regarding detouring eastbound Hamilton Street.
- During construction, the Contractor must maintain access for the driveways identified on **1704-TMP-01A/01B**.
- In accordance with Traffic Management Plan **1704-TMP-01A/01B**, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures on New Park Avenue with Share the Road signage.
    - Restrict parking along New Park Avenue.
    - Coordinate temporary bus stop relocation on New Park Avenue with CTtransit.

Hamilton Street from New Park Avenue to Francis Avenue

Station 35+50 to Station 38+25

- Land use in the area of construction is predominantly Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor will be allowed to close eastbound Hamilton Street as part of a long-term detour associated with the excavation of splice vault 1704-02. Implement Detour Plan **1704-DTR-01**. Traffic will be detoured via New Park Avenue, Kane Street, Prospect Avenue, Park Street, and Bartholomew Avenue or via New Park Avenue, Park Street, and Bartholomew Avenue. Truck traffic will be detoured via New Park Avenue, Kane Street, Prospect Avenue, Capitol Avenue, Laurel Street, Park Street, and Bartholomew Avenue or via Sission Avenue, Capitol Avenue, Laurel Street, and Bartholomew Avenue.
- See Traffic Management Plan **1704-TMP-01A/01B** for details regarding detouring eastbound Hamilton Street.
- See **MDC A-9** for details regarding alternating one-way traffic along Hamilton Street at the intersection of Francis Avenue to maintain access for southbound Francis Avenue,
- During construction, the Contractor must maintain access for the driveways identified on **1704-TMP-01A/01B**. Driveways must be maintained while not actively working. The Contractor shall coordinate with the property owner/tenant regarding access.
- In accordance with Traffic Management Plan **1704-TMP-01A/01B**, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures on New Park Avenue with Share the Road signage.
    - Restrict parking along New Park Avenue, Hamilton Street, and Francis Avenue.
    - Coordinate temporary bus stop relocation on New Park Avenue with CTtransit.
    - Coordinate turn movement restrictions at CTfastrak Busway with CTtransit.

Hamilton Street from Francis Avenue to Bartholomew Avenue

Station 38+25 to Station 43+75

- Land use in the area of construction is predominantly Commercial.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor will be allowed to close westbound Hamilton Street as part of a long-term detour to allow for the trenchless duct bank installation beneath the rail crossing on Hamilton Street. Implement Detour Plan **1704-DTR-17**. Traffic will be detoured via Bartholomew Avenue, Park Street, and New Park Avenue. Truck traffic will be detoured via Bartholomew Avenue, Park Street, Laurel Street, Capitol Avenue, Sisson Avenue, and New Park Avenue.
- See Traffic Management Plan **1704-TMP-17** for details regarding detouring westbound Hamilton Street.
- During construction, the Contractor must maintain access for the driveways identified on **1704-TMP-17**.
- In accordance with Traffic Management Plan **1704-TMP-17**, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.

Hamilton Street West of Bartholomew Avenue

Station 43+75 to Station 44+50

- Land use in the area of construction is predominantly Commercial.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor will be allowed to close eastbound Hamilton Street as part of a long-term detour associated with the excavation of splice vault 1704-02. Implement Detour Plan **1704-DTR-01**. Traffic will be detoured via New Park Avenue, Kane Street, Prospect Avenue, Park Street, and Bartholomew Avenue or via New Park Avenue, Park Street, and Bartholomew Avenue. Truck traffic will be detoured via New Park Avenue, Kane Street, Prospect Avenue, Capitol Avenue, Laurel Street, Park Street, and Bartholomew Avenue or via Sission Avenue, Capitol Avenue, Laurel Street, and Bartholomew Avenue.
- See Traffic Management Plan **1704-TMP-01A/01B** for details regarding detouring eastbound Hamilton Street.
- In order to retain access to southbound Francis Avenue, see **MDC A-9** for details regarding alternating one-way traffic along Hamilton Street at the intersection of Francis Avenue.
- During construction, the Contractor must maintain access for the driveways identified on **1704-TMP-01A/01B**. Driveways must be maintained while not actively working. The Contractor shall coordinate with the property owner/tenant regarding access.
- In accordance with Traffic Management Plan **1704-TMP-01A/01B**, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures on New Park Avenue with Share the Road signage.
    - Restrict parking along New Park Avenue, Hamilton Street, and Francis Avenue.
    - Coordinate temporary bus stop relocation on New Park Avenue with CTtransit.
    - Coordinate turn movement restrictions at CTfastrak Busway with CTtransit.

Hamilton Street at Intersection with Bartholomew Avenue

Station 44+50 to Station 45+50

- Land use in the area of construction is predominantly Commercial.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.

- The Contractor will be allowed to close the north leg of the intersection of Bartholomew Avenue at Hamilton Street during the allowable work hours. Implement Detour Plan **1704-DTR-16**. Traffic will be detoured via New Park Avenue and Park Street or via Pope Park Highway and Park Street. Truck traffic will be detoured via New Park Avenue, Sisson Avenue, Capitol Avenue, Laurel Street, and Park Street.
- See **MDC A-5** for details regarding alternating one-way traffic and closing the north leg of the intersection of Bartholomew Avenue and Hamilton Street.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Bartholomew Avenue and Hamilton Street.

Hamilton Street from Bartholomew Avenue to Pope Park Highway

Station 45+50 to Station 50+00

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic on Hamilton Street.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Hamilton Street.

Hamilton Street at Intersection with Pope Park Avenue

Station 50+00 to Station 51+50

- Land use in the area of construction is predominantly Commercial.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall be allowed to close the north leg of the intersection of Pope Park Highway and Hamilton Street during the allowable work hours. Implement Detour Plan **1704-DTR-02**. Traffic will be detoured via Bartholomew Avenue and Park Street or via Hillside Avenue, Park Terrace, and Park Street to Pope Park.
- See **MDC A-3** for details regarding alternating one-way traffic at a T-Intersection on Hamilton Street and closing the north leg at the intersection of Pope Park Highway and Hamilton Street.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Hamilton Street.

Hamilton Street from Pope Park Highway to Wellington Street

Station 51+50 to Station 55+00

- Land use in the area of construction is predominantly Undeveloped.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic on Hamilton Street.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures on Hamilton Street with Share the Road signage.

Hamilton Street from Wellington Street to Brookfield Street

Station 55+00 to Station 59+75

- Land use in the area of construction is predominantly Undeveloped.
- Construction will take place off-road.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.

Hamilton Street from Brookfield Street to Hillside Avenue

Station 59+75 to Station 61+50

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- See **MDC-12, 13, and 14** for details regarding alternating one-way and two-way traffic on Hamilton Street.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures on Hamilton Street with Share the Road signage.
    - Restrict parking along Hamilton Street.

Hamilton Street from Brookfield Street to Hillside Avenue

Station 61+50 to Station 63+00

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic on Hamilton Street.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures on Hamilton Street with Share the Road signage.
    - Restrict parking along Hamilton Street.

Hamilton Street at Intersection with Hillside Avenue

Station 63+00 to Station 63+75

- Land use in the area of construction is predominantly Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall be allowed to close the north and south legs of the intersection of Hillside Avenue and Hamilton Street during the allowable work hours. Implement Detour Plan **1704-DTR-03**. Traffic will be detoured via Brookfield Street, Glendale Avenue, Zion Street, and Summit Street.
- See **MDC-12** for details regarding alternating one-way traffic on Hamilton Street and closing the north and south intersection legs of the Hillside Avenue and Hamilton Street intersection.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures on Hamilton Street with Share the Road signage.
    - Restrict parking along Hamilton Street and Hillside Avenue.
    - Coordinate temporary bus stop relocation on Hillside Avenue with CTtransit.

Hamilton Street from Hillside Avenue to Zion Street

Station 63+75 to Station 74+75

- Land use in the area of construction is predominantly Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic on Hamilton Street.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Hamilton Street.

Zion Street from Hamilton Street to Summit Street

Station 74+75 to Station 75+75

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall be allowed to close the north leg of the Zion Street and Hamilton Street intersection during the allowable work hours. Implement Detour Plan **1704-DTR-04**. Traffic will be detoured via Harbison Avenue, Hillside Avenue, Park Terrace and Summit Summit Street.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures and detours on Zion Street with Share the Road signage.
    - Restrict parking along Zion Street and Hamilton Street.

Summit Street from Zion Street to Allen Place

Station 75+50 to Station 79+75

- Land use in the area of construction is predominantly Undeveloped.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall prioritize this work during the summer while the nearby Trinity College is not in session.
- The Contractor will be allowed to close Summit Street as part of a long-term detour associated with the excavation of splice vault 1704-04. Implement Detour Plan **1704-DTR-V04**. Traffic will be detoured via Zion Street, Ward Street, Affleck Street, and Allen Place or via Zion Street and College Terrace.
- The Contractor shall maintain sidewalks on Summit Street during construction.

Summit Street from Allen Place to Vernon Street

Station 79+75 to Station 84+25

- Land use in the area of construction is predominantly Institutional.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall prioritize this work during the summer while the nearby Trinity College is not in session.
- The Contractor will be allowed to close Summit Street during the allowable work hours. Implement Detour Plan **1704-DTR-05**. Traffic will be detoured via Zion Street, Ward Street, and Affleck Street or via Zion Street and College Terrace.
- The Contractor shall:

- Maintain sidewalks on Summit Street during construction.
- Provide sidewalk diversion or temporary sidewalk to maintain pedestrian access at the intersection of Summit Street and Vernon Street.

Vernon Street from Summit Street to Cul-de-Sac

Station 84+25 to Station 100+00

- Land use in the area of construction is predominantly Institutional.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall prioritize this work during the summer while the nearby Trinity College is not in session.
- See **MDC-12** for details regarding alternating one-way traffic on Vernon Street.
- The Contractor shall:
  - Provide pedestrian detours and all applicable signage.
  - Restrict parking along Vernon Street.

Vernon Street at Intersection with Broad Street

Station 100+00 to Station 100+75

- Land use in the area of construction is predominantly Institutional.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall prioritize this work during the summer while the nearby Trinity College and area public schools are not in session.
- The Contractor will be allowed to close the intersection of Broad Street and Vernon Street during the allowable work hours. Implement Detour Plan **1704-DTR-06**. Traffic will be detoured via Allen Place, Washington Street, and New Britain Avenue.
- The Contractor shall:
  - Provide pedestrian detours and all applicable signage to the opposite side of the street from the work area.
  - Restrict parking along Vernon Street and Broad Street.
  - Coordinate temporary bus stop relocation on Broad Street with CTtransit.

Vernon Street from Broad Street to Washington Street

Station 100+75 to Station 111+00

- Land use in the area of construction is predominantly Institutional and Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall prioritize this work during the summer while the nearby Trinity College and area public schools are not in session.
- See **MDC-12** for details regarding alternating one-way traffic on Vernon Street.
- The Contractor shall:
  - Provide pedestrian detours and all applicable signage.
  - Restrict parking along Vernon Street and Broad Street.

Retreat Avenue at Intersection with Washington Street

Station 111+00 to Station 111+75

- Land use in the area of construction is predominantly Institutional and Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area due to the high traffic volumes and to minimize traffic impacts to Hartford Hospital. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- The Contractor shall prioritize this work during the summer while the nearby Trinity College and area public schools are not in session.
- See Traffic Management Plans **1704-TMP-05A, 05B, and 05C** for details regarding staged construction at this location.
- During construction, the Contractor must maintain access for the driveways identified on **1704-TMP-05A, 05B, and 05C**.
- In accordance with Traffic Management Plans **1704-TMP-05A, 05B, and 05C**, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Coordinate temporary bus stop relocation on Washington Street with CTtransit.

Retreat Avenue from Washington Street to Seymour Street

Station 111+75 to Station 117+75

- Land use in the area of construction is predominantly Institutional and Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area due to the high traffic volumes and to minimize traffic impacts to Hartford Hospital. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- The Contractor will be allowed to close westbound Retreat Avenue during the allowable work hours. Implement Detour Plan **1704-DTR-07**. Traffic will be detoured via Essex Street, Maple Avenue, Barnard Street and Washington Street or via Washington Street, Jefferson Street, and Main Street.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along westbound Retreat Avenue.
    - Coordinate temporary bus stop relocation on westbound Retreat Avenue with CTtransit.

Retreat Avenue at intersection with Seymour Street

Station 117+75 to Station 118+50

- Land use in the area of construction is predominantly Institutional and Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area due to the high traffic volumes and to minimize traffic impacts to Hartford Hospital. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- See **MDC A-6 and A-7** for details regarding alternating one-way traffic at a T-intersection.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Retreat Avenue.

- Coordinate temporary bus stop relocation on Retreat Avenue with CTtransit.

Retreat Avenue from Seymour Street to Essex Street

Station 118+50 to Station 120+00

- Land use in the area of construction is predominantly Institutional and Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area due to the high traffic volumes and to minimize traffic impacts to Hartford Hospital. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- See **MDC-12** for details regarding alternating one-way traffic on Retreat Avenue.
- The Contractor shall:
  - Provide pedestrian detours and all applicable signage.
  - Restrict parking along Retreat Avenue.
  - Coordinate temporary bus stop relocation on Retreat Avenue with CTtransit.

Retreat Avenue at Intersection with Essex Street

Station 120+00 to Station 120+50

- Land use in the area of construction is predominantly Institutional and Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area due to the high traffic volumes and to minimize traffic impacts to Hartford Hospital. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- The Contractor shall be allowed to close the south leg of the intersection of Retreat Avenue and Essex Street during the allowable work hours. Implement Detour Plan **1704-DTR-08**. Traffic will be detoured via Maple Avenue, Barnard Street, and Retreat Avenue or via Retreat Avenue and Maple Avenue.
- See **MDC A-3** for details regarding alternating one-way traffic on Retreat Avenue and closing one intersection leg (Essex Street).
- The Contractor shall:
  - Maintain sidewalks Retreat Avenue and Essex Street during construction.
  - Restrict parking along Retreat Avenue and Essex Street.
  - Coordinate temporary bus stop relocation on Retreat Avenue with CTtransit.

Retreat Avenue from Essex Street to Maple Avenue

Station 120+50 to Station 130+00

- Land use in the area of construction is predominantly Institutional and Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area due to the high traffic volumes and to minimize traffic impacts to Hartford Hospital. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- See **MDC-12** for details regarding alternating one-way traffic on Retreat Avenue.
- The Contractor shall:
  - Maintain sidewalks Retreat Avenue during construction.
  - Restrict parking along Retreat Avenue.

- Coordinate temporary bus stop relocation on Retreat Avenue with CTtransit.

Retreat Avenue at Intersection with Maple Avenue

Station 130+00 to Station 133+00

- Land use in the area of construction is predominantly Institutional and Mixed Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area due to the high traffic volumes and to minimize impacts to Hartford Hospital. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- The Contractor shall be allowed to close westbound Retreat Avenue during the allowable work hours. Implement Detour Plan **1704-DTR-09**. Traffic will be detoured via Maple Avenue and Essex Street or via Maple Avenue, Jefferson Street, and Washington Street.
- See Traffic Management Plan **1704-TMP-09** for details regarding the westbound Retreat Avenue detour.
- During construction, the Contractor must maintain access for the driveways identified on **1704-TMP-09**.
- In accordance with Traffic Management Plan **1704-TMP-09**, the Contractor shall:
  - Provide pedestrian detours and all applicable signage.
  - Restrict parking along Retreat Avenue.

Maple Avenue from Retreat Avenue to Jefferson Street

Station 133+00 to Station 135+60

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area due to the high traffic volumes and to minimize traffic impacts to Hartford Hospital. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- See Traffic Management Plans **1704-TMP-07A, 07B, and 07C** for details regarding staged construction at this location.
- During construction, the Contractor must maintain access for the driveways identified on **1704-TMP-07A, 07B, and 07C**.
- In accordance with Traffic Management Plan **1704-TMP-07A, 07B, and 07C**, the Contractor shall:
  - Provide pedestrian detours and all applicable signage.
  - Coordinate temporary bus stop relocation on Jefferson Street with CTtransit.

Wyllys Street from Maple Avenue to Wethersfield Avenue

Station 135+60 to Station 139+35

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area due to the high traffic volumes and to minimize traffic impacts to the Hartford Hospital. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- The Contractor will be allowed to close Wyllys Street as part of a long-term detour associated with splice vault 1704-07 excavation and installation. Implement Detour Plan **1704-DTR-V07**. Traffic will be detoured

via Main Street, Buckingham Street, Hudson Street, and Park Street or via Retreat Avenue, Washington Street, and Jefferson Street.

- See Traffic Management Plan **1704-TMP-V07A, V07B, and V07C** for details regarding closing Wyllys Street.
- During construction, the Contractor must maintain access for the driveways identified on **1704-TMP-V07A, V07B, and V07C**.
- In accordance with Traffic Management Plan **1704-TMP-V07A, V07B, and V07C**, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures on Maple Avenue and Wethersfield Avenue with Share the Road signage.
    - Restrict parking along Maple Avenue, Main Street, and Wethersfield Avenue.
    - Coordinate temporary bus stop relocation on Maple Avenue with CTtransit.

Wyllys Street at intersection with Wethersfield Avenue

Station 139+35 to Station 139+75

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area due to the high traffic volumes and to minimize traffic impacts to the Hartford Hospital. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- The Contractor will be allowed to close Wyllys Street as part of a long-term detour associated with splice vault 1704-07 excavation and installation. Implement Detour Plan **1704-DTR-V07**. Traffic will be detoured via Main Street, Buckingham Street, Hudson Street, and Park Street or via Retreat Avenue, Washington Street, and Jefferson Street.
- See Traffic Management Plan **1704-TMP-V07A, V07B, and V07C** for details regarding closing Wyllys Street.
- During construction, the Contractor must maintain access for the driveways identified on **1704-TMP-V07A, V07B, and V07C**.
- In accordance with Traffic Management Plan **1704-TMP-V07A, V07B, and V07C**, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures on Maple Avenue and Wethersfield Avenue with Share the Road signage.
    - Restrict parking along Maple Avenue, Main Street, and Wethersfield Avenue.
    - Coordinate temporary bus stop relocation on Maple Avenue with CTtransit.

Wyllys Street from Wethersfield Avenue to Groton Street

Station 139+75 to Station 143+75

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12, 13, AND 14** for details regarding alternating one-way and two-way traffic on Wyllys Street.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures on Wyllys Street with Share the Road signage.

Groton Street from Wyllys Street to Stonington Street

Station 143+75 to Station 150+00

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall be allowed to close Groton Street during the allowable work hours. Implement Detour Plan **1704-DTR-10**. Traffic will be detoured via Wyllys Street, Wethersfield Avenue, and Stonington Street or via Wyllys Street, Lisbon Street, and Stonington Street.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Groton Street.

Stonington Street from Groton Street to Colt Park

Station 150+00 to Station 169+00

- Land use in the area of construction is predominantly Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic on Stonington Street.
- The Contractor shall:
    - Maintain sidewalks on Stonington Street during construction.
    - Restrict parking along Stonington Street.

Colt Park from Stonington Street to Masseek Street

Station 169+00 to Station 176+50

- Land use in the area of construction is predominantly Undeveloped.
- Construction will take place off-road.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.

Hendricxsen Avenue from Masseek Street to Curcombe Street

Station 176+50 to Station 182+00

- Land use in the area of construction is predominantly Undeveloped.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor will be allowed to close Hendricxsen Avenue during the allowable work hours. Implement Detour Plan **1704-DTR-11**. Traffic will be detoured via Masseek Street, Huyshope Avenue, and Curcombe Street.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Hendricxsen Avenue.

Hendricxsen Avenue at Intersection with Curcombe Street

Station 182+00 to Station 182+75

- Land use in the area of construction is predominantly Undeveloped.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.

- The Contractor shall be allowed to close the intersection of Hendricxsen Avenue and Curcombe Street during the allowable work hours. Implement Detour Plan **1704-DTR-12**. Traffic will be detoured via Masseek Street, Huyshope Avenue, and Wawarme Avenue.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Hendricxsen Avenue and Curcombe Street.

Hendricxsen Avenue from Curcombe Street to Wawarme Avenue

Station 182+75 to Station 187+75

- Land use in the area of construction is predominantly Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall be allowed to close Hendricxsen Avenue during the allowable work hours. Implement Detour Plan **1704-DTR-13**. Traffic will via Wawarme Avenue, Huyshope Avenue, and Curcombe Street or via Wawarme Avenue and Curcombe Street.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Hendricxsen Avenue.

Wawarme Avenue from Hendricxsen Avenue to Huyshope Avenue

Station 187+75 to Station 193+50

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic on Wawarme Avenue.
- The Contractor shall:
    - Maintain sidewalks on Wawarme Avenue during construction.
    - Restrict parking along Wawarme Avenue.
    - Coordinate temporary bus stop relocation on Wawarme Avenue with CTtransit.

Wawarme Avenue at Intersection with Huyshope Avenue

Station 193+50 to Station 194+00

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall be allowed to close the north leg (Huyshope Avenue) of the intersection of Wawarme Avenue and Huyshope Avenue during the allowable work hours. Implement Detour Plan **1704-DTR-15**. Traffic will be detoured from via Curcombe Street, Hendricxsen Avenue, and Wawarme Avenue.
- See **MDC-12** for details regarding alternating one-way traffic on Wawarme Avenue.
- The Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Wawarme Avenue.
    - Coordinate temporary bus stop relocation on Huyshope Avenue with CTtransit.

Wawarme Avenue from Huyshope Avenue to Van Dyke Avenue

Station 194+00 to Station 195+75

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic on Wawarme Avenue.
- The Contractor shall:
    - Maintain sidewalks on Wawarme Avenue during construction.
    - Restrict parking along Wawarme Avenue.

Reserve Road from Van Dyke Avenue to Wilbur Cross Highway

Station 195+75 to Station 204+25

- Land use in the area of construction is predominantly Undeveloped.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- The Contractor will be allowed to close Reserve Road as part of a long-term detour to allow for the trenchless duct bank installation beneath the railroad crossings on Reserve Road. Implement Detour Plan **1704-DTR-14**. Traffic will be detoured via Van Dyke Avenue, Masseek Street, Huyshope Avenue, Wawarme Avenue, Locust Street, Airport Road, Brainard Road, and Maxim Road.
- The Contractor shall maintain access to the bike path and Charter Oak Landing.

Reserve Road to South Meadow Substation

Station 204+25 to Station 214+00

- Land use in the area of construction is predominantly Undeveloped.
- Construction will take place off-road.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.

6.2 Line 1722: Northwest Hartford Substation to Southwest Hartford Substation

Northwest Substation to Albany Avenue (US 44)

Station 10+00 to Station 22+75

- Land use in the area of construction is predominantly Undeveloped.
- Construction will take place off-road.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.

Albany Avenue (US 44) east of Scarborough Street

Station 22+75 to Station 26+25

- Land in the area is undeveloped.
- Working hours will be limited to: Hours identified in CTDOT Encroachment Permit
- See Traffic Management Plan **1722-TMP-01** for details regarding lane closures on Albany Avenue.
- During construction, the Contractor shall Provide pedestrian detours and all applicable signage.

Scarborough Street at Intersection with Albany Avenue (US 44)

Station 26+25 to Station 27+00

- Land use in the area is predominantly Institutional.
- Working hours will be limited to: Hours identified in CTDOT Encroachment Permit
- The Contractor shall be allowed to close northbound Scarborough Street at its intersection with Albany Avenue during the allowable work hours. Implement Detour Plan **1722-DTR-02**. Northbound traffic along Scarborough Street will be detoured via Asylum Avenue, Prospect Avenue, and Albany Avenue (Route 44) or via Asylum Avenue, Woodland Street, Homestead Avenue and Albany Avenue (Route 44).
- During construction, the Contractor shall Provide pedestrian detours and all applicable signage.

Southbound Scarborough Street from Asylum Avenue to Albany Avenue (Route 44)

Station 27+00 to Station 58+00

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- The Contractor shall be allowed to close southbound Scarborough Street as part of a long-term detour associated with splice vaults 1722-01and 1722-02 excavation and installation. Implement Detour Plan **1722-DTR-V06**. Southbound Scarborough Street traffic will be routed via Albany Avenue (Route 44), Prospect Avenue, and Asylum Avenue or via Albany Avenue (Route 44), Homestead Avenue, Woodland Street and Asylum Avenue.
- See Traffic Management Plans **1722-TMP-V06A** through **1722-TMP-V06D** for details regarding the closure of southbound Scarborough Street and associated detours.
- During construction, the Contractor shall:
    - Maintain sidewalks along southbound Scarborough Street.
    - Position flaggers as shown in **1722-TMP-V06A** through **1722-TMP-V06D** to provide guidance and relocate barricades for residents to access their driveways. Splice vault and ductbank installation work must be staged to provide a minimum 11’ wide paved path at all times to driveways using existing median openings along northbound Scarborough Street.

Scarborough Street at Intersection with Asylum Avenue and Whitney Street

Station 116+25 to Station 120+50

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- The Contractor will be allowed to close northbound Scarborough Street and Asylum Avenue during the allowable work hours. Implement Detour Plan **1722-DTR-03**. Northbound Scarborough Street traffic will be detoured via Asylum Avenue, Prospect Avenue, and Albany Avenue (Route 44). Eastbound Asylum Avenue traffic will be detoured via Whitney Street and Elizabeth Street. Westbound Asylum Avenue traffic will be detoured prior to the closure via Elizabeth Street and Whitney Street.
- See **MDC-A5** for details regarding the alternating one-way traffic and closure of Asylum Avenue and northbound Scarborough Street at their intersection.
- During construction, the Contractor shall:

- Provide pedestrian detours and all applicable signage.
- Provide bike lane closures on Scarbrough Street with Share the Road signage.
- Restrict parking along Whitney Street.
- Coordinate temporary bus stop relocations with CTtransit.

Whitney Street from Elizabeth Street to Asylum Avenue

Station 108+00 to Station 116+25

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along Whitney Street.
- During construction, the Contractor shall:
  - Provide pedestrian detours and all applicable signage.
  - Provide bike lane closures on Whitney Street with Share the Road signage.
  - Restrict parking along Whitney Street.

Whitney Street at Intersection with Elizabeth Street

Station 107+50 to Station 108+00

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- The Contractor will be allowed to close the east leg of the intersection (Elizabeth Street) during the allowable work hours. Implement Detour Plan **1722-DTR-04**. Traffic will be detoured via Whitney Street and Asylum Avenue.
- See **MDC-A5** for details regarding the alternating one-way traffic on Whitney Street and closure of Elizabeth Street at its intersection with Whitney Street.
- During construction, the Contractor shall:
  - Provide pedestrian detours and all applicable signage.
  - Provide bike lane closures on Whitney Street with Share the Road signage.
  - Restrict parking along Whitney Street and Elizabeth Street.
  - Coordinate temporary bus stop relocations with CTtransit.

Whitney Street from Fern Street to Elizabeth Street

Station 95+00 to Station 107+50

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along Whitney Street.
- During construction, the Contractor shall:
  - Provide pedestrian detours and all applicable signage.
  - Provide bike lane closures on Whitney Street with Share the Road signage.
  - Restrict parking along Whitney Street.

Whitney Street at Intersection with Fern Street

Station 94+50 to Station 95+00

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Coordinate detour with Farmington Avenue Streetscape Improvements Project.
- The Contractor will be allowed to close the east leg of the intersection (Fern Street) during the allowable work hours. Implement Detour Plan **1722-DTR-05**. Traffic will be detoured via Whitney Street, Elizabeth Street, and Kenyon Street or via Whitney Street, Farmington Avenue, and Kenyon Street.
- See **MDC-A5** for details regarding the alternating one-way traffic on Whitney Street and closure of Fern Street at its intersection with Whitney Street.
- During construction, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures on Whitney Street with Share the Road signage.
    - Restrict parking along Whitney Street and Fern Street.

Whitney Street from Cone Street to Fern Street

Station 89+25 to Station 94+50

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along Whitney Street.
- During construction, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures on Whitney Street with Share the Road signage.
    - Restrict parking along Whitney Street.

Whitney Street at Intersection with Cone Street

Station 88+75 to Station 89+25

- Land use in the area is a mix of Commercial, Institutional and Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-17** for details regarding alternating one-way traffic at the T-intersection.
- During construction, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures on Whitney Street with Share the Road signage.
    - Restrict parking along Whitney Street and Cone Street.

Whitney Street from Farmington Avenue to Cone Street

Station 79+00 to Station 88+75

- Land use in the area is a mix of Commercial, Institutional and Residential uses.

- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along Whitney Street.
- During construction, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures on Whitney Street with Share the Road signage.
    - Restrict parking along Whitney Street.

Whitney Street at intersection with Farmington Avenue

Station 78+50 to Station 79+00

- Land use in the area is a mix of Commercial, Institutional and Residential uses.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Coordinate all TTC with Farmington Avenue Streetscape Improvements Project.
- The Contractor will be allowed to close the east leg of the intersection (Farmington Avenue) during the allowable work hours. Implement Detour Plan **1722-DTR-06**. Traffic will be detoured via Whitney Street, Elizabeth Street, Asylum Avenue and Woodland Street or via South Whitney Street, West Boulevard, and Sisson Avenue.
- See **MDC-A5** for details regarding the alternating one-way traffic on Whitney Street and closure of Farmington Avenue at its intersection with Whitney Street.
- During construction, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Whitney Street and Farmington Avenue.
    - Coordinate temporary bus stop relocations with CTtransit.

South Whitney Street from Warrenton Avenue to Farmington Avenue

Station 66+50 to Station 78+50

- Land use in the area is predominantly Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Coordinate all TTC with Farmington Avenue Streetscape Improvements Project.
- See **MDC-12** for details regarding alternating one-way traffic along South Whitney Street.
- During construction, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along South Whitney Street.

South Whitney Street at Intersection with Warrenton Avenue

Station 66+00 to Station 66+50

- Land use in the area is predominantly Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- The Contractor will be allowed to close the east leg of the intersection (Warrenton Avenue) during the allowable work hours. Implement Detour Plan **1722-DTR-07**. Traffic will be detoured via South Whitney

Street, Farmington Avenue, and Sisson Avenue or via South Whitney Street, West Boulevard, and Sisson Avenue.
- See **MDC-A5** for details regarding the alternating one-way traffic on South Whitney Street and closure of Warrenton Avenue at its intersection with S Whitney Street.
- The Contractor shall provide pedestrian detours to the west side of S Whitney Street.

South Whitney Street from West Boulevard to Warrenton Avenue

Station 61+50 to Station 66+00

- Land use in the area is predominantly Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along South Whitney Street.
- During construction, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along South Whitney Street.

South Whitney Street at Intersection with West Boulevard

Station 60+50 to Station 61+50

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- The Contractor shall be allowed to close the west leg of the intersection (West Boulevard) during the allowable work hours. Implement Detour Plan **1722-DTR-08**. Traffic will be detoured via South Whitney Street, Warrenton Avenue, and Prospect Avenue or via South Whitney Street, Capitol Avenue, and Prospect Avenue.
- See **MDC-A5** for details regarding the alternating one-way traffic on South Whitney Street and closure of West Boulevard at its intersection with South Whitney Street.
- During construction, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.

South Whitney Street from Capitol Avenue to West Boulevard

Station 57+25 to Station 60+50

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along South Whitney Street.
- During construction, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along South Whitney Street.
    - Restrict parking along South Whitney Street and West Boulevard.

South Whitney Street at Intersection with Capitol Avenue

Station 56+75 to Station 57+25

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- The Contractor will be allowed to close the west leg of the intersection (Capitol Avenue) during the allowable work hours. Implement Detour Plan **1722-DTR-09**. Traffic will be detoured via South Whitney Street, West Boulevard, and Prospect Avenue or via South Whitney Street, Park Street, and Prospect Avenue.
- See **MDC-A5** for details regarding the alternating one-way traffic on South Whitney Street and closure of Capitol Avenue at its intersection with South Whitney Street.
- During construction, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along South Whitney Street and Capitol Avenue.
    - Coordinate temporary bus stop relocations on Capitol Avenue with CTtransit.

South Whitney Street from Park Street to Capitol Avenue

Station 43+75 to 56+75

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along South Whitney Street.
- During construction, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along South Whitney Street.

Park Street from Bulkeley Avenue to South Whitney Street

Station 32+75 to 43+75

- Land use in the area is predominantly Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** and **MDC-17** for details regarding alternating one-way traffic along Park Street.
- During construction, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Provide bike lane closures on Park Street with Share the Road signage.
    - Restrict parking along Park Street.
    - Coordinate temporary bus stop relocations on Park Street with CTtransit.

Bulkeley Avenue from Park Street to Kibbe Street

Station 23+00 to Station 32+75

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.

- The Contractor will be allowed to close Bulkeley Avenue during the allowable work hours. Implement Detour Plan **1722-DTR-01**. Traffic will be detoured via Park Street, Prospect Avenue, Kane Street, and Kibbe Street or via Park Street and Madison Avenue.
- During construction, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Bulkeley Avenue.

Bulkeley Avenue from Park Street to Kibbe Street

Station 23+00 to Station 32+75

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor will be allowed to close Bulkeley Avenue during the allowable work hours. Implement Detour Plan **1722-DTR-01**. Traffic will be detoured via Park Street, Prospect Avenue, Kane Street, and Kibbe Street or via Park Street and Madison Avenue.
- During construction, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Bulkeley Avenue.

Kibbe Street to Church Property to Kane Street

Station 500+00 to Station 506+00

- This segment is located off-street on private property; land use is Institutional and Undeveloped.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.

Kane Street to Southwest Eversource Substation

Station 506+00 to 510+25

- Land use in the area is predominantly Commercial.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic on Kane Street.
- The Contractor shall maintain sidewalks along Kane Street during construction.

Southwest Eversource Substation

Station 510+25 to Station 512+75

- This segment is located off-street within the Eversource substation; the land use is Industrial.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.

7 CABLE PULLING

Upon completion of construction, the XLPE transmission cable will be pulled into the conduit between splicing vaults using reel carts and pulling equipment situated at adjacent vaults along the alignment. Pulling operations will take approximately six days per set of vaults, dependent on the duct bank configuration. Work areas during cable pulling will measure approximately 20 feet wide and 200 feet in length, roughly centered over the vault, thus requiring one to two travel lanes be closed during the operation. The cable reel routes from the laydown area to each vault location will need to be coordinated with the City of Hartford and CTDOT. A summary of the allowable work hours, special considerations, and traffic control requirements are provided for each of the various splice vaults along Lines 1704 and 1722 below:

7.1 Line 1704: Southwest Hartford Substation to South Meadow Substation

Splice Vault V01: Kane Street between Prospect Avenue and New Park Avenue

Station 17+10

- Land use in the area of construction is predominantly Commercial.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- During cable pulling, the Contractor will be allowed to close Kane Street. Implement Detour Plan **1704-DTR-V01**. Traffic will be detoured via New Park Avenue, Park Street, and Prospect Avenue or via Prospect Avenue and New Park Avenue.
- See Traffic Management Plan **1704-TMP-V01** for details regarding closing Kane Street.
- During cable pulling, the Contractor shall:
    - Maintain access for the driveways identified on **1704-TMP-V01**.
    - Maintain sidewalks on Kane Street during construction.
    - Restrict parking along New Park Avenue.

Splice Vault V02: Hamilton Street between New Park Avenue and Bartholomew Avenue

Station 37+25

- Land use in the area of construction is predominantly Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- During cable pulling, the Contractor will be allowed to close eastbound Hamilton Street between New Park Avenue and Bartholomew Avenue as part of a detour. Implement Detour Plan **1704-DTR-01**. Traffic will be detoured via New Park Avenue, Kane Street, Prospect Avenue, Park Street, and Bartholomew Avenue or via New Park Avenue, Park Street, and Bartholomew Avenue. Truck traffic will be detoured via New Park Avenue, Kane Street, Prospect Avenue, Capitol Avenue, Laurel Street, Park Street, and Bartholomew Avenue or via Sission Avenue, Capitol Avenue, Laurel Street, and Bartholomew Avenue.
- See Traffic Management Plan **1704-TMP-V02** for details regarding closing Hamilton Street.
- During cable pulling, the Contractor shall:
    - Must maintain access for the driveways identified on **1704-TMP-V02.**
    - Provide pedestrian detours and all applicable signage to the north side of Hamilton Street.
    - Restrict parking along Hamilton Street.
    - Coordinate turn movement restrictions at CTfastrak Busway with CTtransit.

Splice Vault V03: Hamilton Street between Brookfield Street and Hillside Avenue

Station 60+30

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along Hamilton Street.
- During cable pulling, the Contractor shall:
    - Provide pedestrian detours and all applicable signage to the south side of Hamilton Street.
    - Restrict parking along Hamilton Street.

Splice Vault V04: Summit Street between Zion Street and Allen Place

Station 77+60

- Land use in the area of construction is predominantly Undeveloped.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall prioritize this work during the summer while the nearby Trinity College is not in session.
- During cable puling, the Contractor will be allowed to close Summit Street using a detour. Implement Detour Plan **1704-DTR-V04**. Traffic will be detoured via Zion Street, Ward Street, Affleck Street, and Allen Place or via Zion Street and College Terrace.
- During cable pulling, the Contractor shall maintain sidewalks on Summit Street during construction.

Splice Vault V05: Vernon Street between Summit Street and Broad Street

Station 99+10

- Land use in the area of construction is predominantly Institutional.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall prioritize this work during the summer while the nearby Trinity College is not in session.
- The Contractor will be allowed to close the Vernon Street Cul-de-Sac during the cable pulling.
- During cable pulling, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Vernon Street.

Splice Vault V06: Retreat Avenue between Washington Street and Seymour Street

Station 117+20

- Land use in the area of construction is predominantly Institutional and Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area to minimize traffic impacts to Hartford Hospital. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- During cable pulling, the Contractor will be allowed to close westbound Retreat Avenue. Implement Detour Plan **1704-DTR-07**. Traffic will be detoured via Essex Street, Maple Avenue, Barnard Street and Washington Street or via Washington Street, Jefferson Street, and Main Street.
- During cable puling, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Retreat Avenue.

- Coordinate temporary bus stop relocation on Retreat Avenue with CTtransit.

Splice Vault V07: Wyllys Street between Maple Avenue and Wethersfield Avenue

Station 137+35

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area to due to the high traffic volumes. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- During cable pulling, the Contractor will be allowed to close Wyllys Street using a detour. Implement Detour Plan **1704-DTR-V07.** Traffic will be detoured via Main Street, Buckingham Street, Hudson Street, and Park Street or via Retreat Avenue, Washington Street, and Jefferson Street.
- See Traffic Management Plan **1704-TMP-V07A, V07B, and V07C** for details regarding closing Wyllys Street.
- During cable pulling, the Contractor shall:
    - Maintain access for the driveways identified on **1704-TMP-V07A, V07B, and V07C**.
    - Provide pedestrian detours and all applicable signage to the crosswalks and sidewalks on the opposite side of the street from the work area.
    - Provide bike lane closures on Maple Avenue and Wethersfield Avenue with Share the Road signage.
    - Restrict parking along Maple Avenue and Wethersfield Avenue.
    - Coordinate temporary bus stop relocation on Maple Avenue with CTtransit.

Splice Vault V08: Stonington Street between Groton Street and Lisbon Street

Station 156+50

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along Stonington Street.
- During cable pulling, the Contractor shall maintain the sidewalks on Stonington Street

Splice Vault V09: Colt Park between Stonington Street and Masseek Street

Station 174+50

- Land use in the area of construction is predominantly Undeveloped.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- Cable pulling will take place off-road.

Splice Vault V10: Wawarme Avenue between Hendricxsen Avenue and Huyshope Avenue

Station 190+90

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- During cable pulling, the Contractor will be allowed to close Wawarme Avenue using a detour. Implement Detour Plan **1704-DTR-V10**. Traffic will be detoured via Huyshope Avenue, Curcombe Street, and Hendricxsen Avenue.
- During cable pulling, the Contractor shall:

- Maintain sidewalks on Wawarme Avenue during construction.
- Restrict parking along Wawarme Avenue.
- Coordinate temporary bus stop relocation on Wawarme Avenue with CTtransit.

Splice Vault V11: South Meadow Substation

Station 206+60

- Land use in the area of construction is predominantly Undeveloped.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- Cable pulling will take place off-road.

7.2 Line 1722: Northwest Hartford Substation to Southwest Hartford Substation

Splice Vaults V01/V02: Southbound Scarborough Street between Asylum Avenue and Albany Avenue (US 44)

Station 29+25 and Station 49+50

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- During cable pulling, the Contractor will be allowed to close southbound Scarborough Street using a detour. Implement Detour Plan **1722-DTR-V06**. Traffic will be detoured via Albany Avenue, Prospect Avenue, and Asylum Avenue or via Albany Avenue, Homestead Avenue, Woodland Street and Asylum Avenue.
- See Traffic Management Plans **1722-TMP-V06A** through **1722-TMP-V06D** for details regarding the closure of southbound Scarborough Street and associated detours.
- During cable pulling, the Contractor shall:
  - Position flaggers as shown in **1722-TMP-V06A** through **1722-TMP-V06D** to provide guidance and relocate barricades for residents to access their driveways. Splice vault and duct bank installation work must be staged to provide a minimum 11’ wide paved path at all times to driveways using existing median openings along northbound Scarborough Street.
  - Maintain sidewalks along southbound Scarborough Street.

Splice Vault V05: Whitney Street between Fern Street and Elizabeth Street

Station 106+25

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along Whitney Street.
- During cable pulling, the Contractor shall:
  - Maintain access for the driveways identified on **1722-TMP-V05** and coordinate with residents to provide alternate parking locations when work will block driveway access.
  - Restrict parking along Whitney Street.
  - Provide bike lane closures on Whitney Street with Share the Road signage.
  - Maintain sidewalks along Whitney Street.

Splice Vault V04: Whitney Street between Farmington Avenue and Cone Street

Station 86+85

- Land use in the area is a mix of Institutional, Commercial and Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along Whitney Street.
- During cable pulling, the Contractor shall:
    - Maintain access for the driveways identified on **1722-TMP-V04**. Driveways within the work zone shall be kept clear when not actively working in front of them.
    - Restrict parking along Whitney Street.
    - Provide bike lane closures on Whitney Street with Share the Road signage.
    - Maintain sidewalks along Whitney Street.

Splice Vault V03: S Whitney Street between West Boulevard and Warrenton Avenue

Station 65+00

- Land use in the area is predominantly Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along South Whitney Street.
- During cable pulling, the Contractor shall:
    - Maintain access for the driveways identified on **1722-TMP-V03**; driveways within the work zone shall be kept clear when not actively working in front of them.
    - Restrict parking along South Whitney Street.
    - Maintain sidewalks along South Whitney Street.

Splice Vault V02: S Whitney Street between Park Street and Capitol Avenue

Station 25+00

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along S Whitney Street.
- During cable pulling, the Contractor shall:
    - Maintain access for the driveways identified on **1722-TMP-V02**.
    - Restrict parking along South Whitney Street.
    - Maintain sidewalks along South Whitney Street.

Splice Vault V01: Church Property between Kane Street and Bulkeley Avenue

Station 500+80

- This splice vault is located off-street on church property; land use is Institutional.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- Cable pulling will take place off-road.

8 CABLE SPLICING

After pulling is complete, the XLPE transmission lines will be spliced together at each splice vault. Each vault will require approximately five to seven days of work to complete the splice. The splicing operation is completed by a single truck positioned over the splice vault and will require a 20-foot by 100-foot work area, necessitating one travel lane be closed. A summary of the allowable work hours, special considerations, and traffic control requirements are provided for each of the various splice vaults along Lines 1704 and 1722 below:

8.1 Line 1704: Southwest Hartford Substation to South Meadow Substation

Splice Vault V01: Kane Street between Prospect Avenue and New Park Avenue

Station 17+10

- Land use in the area of construction is predominantly Commercial.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- During cable splicing, the Contractor will be allowed to close Kane Street. Implement Detour Plan **1704-DTR-V01**. Traffic will be detoured via New Park Avenue, Park Street, and Prospect Avenue or via Prospect Avenue and New Park Avenue.
- See Traffic Management Plan **1704-TMP-V01** for details regarding closing Kane Street.
- During cable splicing, the Contractor shall:
    - Maintain access for the driveways identified on **1704-TMP-V01**.
    - Maintain sidewalks on Kane Street during construction.
    - Restrict parking along New Park Avenue.

Splice Vault V02: Hamilton Street between New Park Avenue and Bartholomew Avenue

Station 37+25

- Land use in the area of construction is predominantly Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- During cable splicing, the Contractor will be allowed to close eastbound Hamilton Street between New Park Avenue and Bartholomew Avenue using a detour. Implement Detour Plan **1704-DTR-01**. Traffic will be detoured via New Park Avenue, Kane Street, Prospect Avenue, Park Street, and Bartholomew Avenue or via New Park Avenue, Park Street, and Bartholomew Avenue. Truck traffic will be detoured via New Park Avenue, Kane Street, Prospect Avenue, Capitol Avenue, Laurel Street, Park Street, and Bartholomew Avenue or via Sission Avenue, Capitol Avenue, Laurel Street, and Bartholomew Avenue.
- See Traffic Management Plan **1704-TMP-V02** for details regarding closing Hamilton Street.
- During cable splicing, the Contractor shall:
    - Must maintain access for the driveways identified on **1704-TMP-V02.**
    - Provide pedestrian detours and all applicable signage to the north side of Hamilton Street.
    - Restrict parking along Hamilton Street.
    - Coordinate turn movement restrictions at CTfastrak Busway with CTtransit.

Splice Vault V03: Hamilton Street between Brookfield Street and Hillside Avenue

Station 60+30

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.

- See **MDC-12** for details regarding alternating one-way traffic along Hamilton Street.
- During cable splicing, the Contractor shall:
    - Provide pedestrian detours and all applicable signage to the south side of Hamilton Street.
    - Restrict parking along Hamilton Street.

Splice Vault V04: Summit Street between Zion Street and Allen Place

Station 77+60

- Land use in the area of construction is predominantly Undeveloped.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall prioritize this work during the summer while the nearby Trinity College is not in session.
- During cable splicing, the Contractor will be allowed to close Summit Street using a detour. Implement Detour Plan **1704-DTR-V04**. Traffic will be detoured via Zion Street, Ward Street, Affleck Street, and Allen Place or via Zion Street and College Terrace.
- During cable splicing, the Contractor shall maintain sidewalks on Summit Street during construction.

Splice Vault V05: Vernon Street between Summit Street and Broad Street

Station 99+10

- Land use in the area of construction is predominantly Institutional.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- The Contractor shall prioritize this work during the summer while the nearby Trinity College is not in session.
- The Contractor will be allowed to close the Vernon Street Cul-de-Sac during the cable pulling.
- During cable splicing, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Vernon Street.

Splice Vault V06: Retreat Avenue between Washington Street and Seymour Street

Station 117+20

- Land use in the area of construction is predominantly Institutional and Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area to minimize traffic impacts to Hartford Hospital. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- During cable splicing, the Contractor will be allowed to close westbound Retreat Avenue. Implement Detour Plan **1704-DTR-07**. Traffic will be detoured via Essex Street, Maple Avenue, Barnard Street and Washington Street or via Washington Street, Jefferson Street, and Main Street.
- During cable splicing, the Contractor shall:
    - Provide pedestrian detours and all applicable signage.
    - Restrict parking along Retreat Avenue.
    - Coordinate temporary bus stop relocation on Retreat Avenue with CTtransit.

Splice Vault V07: Wyllys Street between Maple Avenue and Wethersfield Avenue

Station 137+35

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- Night work is recommended in this area to due to the high traffic volumes. The Contractor will be required to obtain approval from the City of Hartford prior to performing any work outside the standard working hours.
- During cable splicing, the Contractor will be allowed to close Wyllys Street using a detour. Implement Detour Plan **1704-DTR-V07.** Traffic will be detoured via Main Street, Buckingham Street, Hudson Street, and Park Street or via Retreat Avenue, Washington Street, and Jefferson Street.
- See Traffic Management Plan **1704-TMP-V07A, V07B, and V07C** for details regarding closing Wyllys Street.
- During cable splicing, the Contractor shall:
    - Maintain access for the driveways identified on **1704-TMP-V07A, V07B, and V07C**.
    - Provide pedestrian detours and all applicable signage to the crosswalks and sidewalks on the opposite side of the street from the work area.
    - Provide bike lane closures on Maple Avenue and Wethersfield Avenue with Share the Road signage.
    - Restrict parking along Maple Avenue and Wethersfield Avenue.
    - Coordinate temporary bus stop relocation on Maple Avenue with CTtransit.

Splice Vault V08: Stonington Street between Groton Street and Lisbon Street

Station 156+50

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along Stonington Street.
- During cable splicing, the Contractor shall maintain the sidewalks on Stonington Street

Splice Vault V09: Colt Park between Stonington Street and Masseek Street

Station 174+50

- Land use in the area of construction is predominantly Undeveloped.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- Cable splicing will take place off-road.

Splice Vault V10: Wawarme Avenue between Hendricxsen Avenue and Huyshope Avenue

Station 190+90

- Land use in the area of construction is predominantly Mixed Use Residential.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- During cable splicing, the Contractor will be allowed to close Wawarme Avenue using a detour. Implement Detour Plan **1704-DTR-V10**. Traffic will be detoured via Huyshope Avenue, Curcombe Street, and Hendricxsen Avenue.
- During cable splicing, the Contractor shall:
    - Maintain sidewalks on Wawarme Avenue during construction.
    - Restrict parking along Wawarme Avenue.

- Coordinate temporary bus stop relocation on Wawarme Avenue with CTtransit.

Splice Vault V11: South Meadow Substation

Station 206+60

- Land use in the area of construction is predominantly Undeveloped.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- Cable splicing will take place off-road.

8.2 Line 1722: Northwest Hartford Substation to Southwest Hartford Substation

Splice Vaults V01/V02: Southbound Scarborough Street between Asylum Avenue and Albany Avenue (US 44)

Station 29+25 and Station 49+60

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- During cable splicing, the Contractor will be allowed to close southbound Scarborough Street using a detour. Implement Detour Plan **1722-DTR-V06**. Traffic will be detoured via Albany Avenue, Prospect Avenue, and Asylum Avenue or via Albany Avenue, Homestead Avenue, Woodland Street and Asylum Avenue.
- See Traffic Management Plans **1722-TMP-V06A** through **1722-TMP-V06D** for details regarding the closure of southbound Scarborough Street and associated detours.
- During cable splicing, the Contractor shall:
  - Position flaggers as shown in **1722-TMP-V06A** through **1722-TMP-V06D** to provide guidance and relocate barricades for residents to access their driveways. Splice vault and duct bank installation work must be staged to provide a minimum 11’ wide paved path at all times to driveways using existing median openings along northbound Scarborough Street.
  - Maintain sidewalks along southbound Scarborough Street.

Splice Vault ~~V05~~ V03: Whitney Street between Fern Street and Elizabeth Street

Station 106+25

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along Whitney Street.
- During cable splicing, the Contractor shall:
  - Maintain access for the driveways identified on **1722-TMP-V05** and coordinate with residents to provide alternate parking locations when work will block driveway access.
  - Restrict parking along Whitney Street.
  - Provide bike lane closures on Whitney Street with Share the Road signage.
  - Maintain sidewalks along Whitney Street.

Splice Vault V04: Whitney Street between Farmington Avenue and Cone Street

Station 86+85

- Land use in the area is a mix of Institutional, Commercial and Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along Whitney Street.
- During cable splicing, the Contractor shall:
    - Maintain access for the driveways identified on **1722-TMP-V04**. Driveways within the work zone shall be kept clear when not actively working in front of them.
    - Restrict parking along Whitney Street.
    - Provide bike lane closures on Whitney Street with Share the Road signage.
    - Maintain sidewalks along Whitney Street.

Splice Vault ~~V03~~ V05: S Whitney Street between West Boulevard and Warrenton Avenue

Station 65+00

- Land use in the area is predominantly Mixed Use Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along South Whitney Street.
- During cable splicing, the Contractor shall:
    - Maintain access for the driveways identified on **1722-TMP-V03**; driveways within the work zone shall be kept clear when not actively working in front of them.
    - Restrict parking along South Whitney Street.
    - Maintain sidewalks along South Whitney Street.

Splice Vault ~~V02~~ - V06: S Whitney Street between Park Street and Capitol Avenue

Station 25+00

- Land use in the area is predominantly Residential.
- Working hours will be limited to: 9AM to 3PM Monday to Friday, Non-Holidays.
- See **MDC-12** for details regarding alternating one-way traffic along S Whitney Street.
- During cable splicing, the Contractor shall:
    - Maintain access for the driveways identified on **1722-TMP-V02**.
    - Restrict parking along South Whitney Street.
    - Maintain sidewalks along South Whitney Street.

Splice Vault V07: Church Property between Kane Street and Bulkeley Avenue

Station 500+80

- This splice vault is located off-street on church property; land use is Institutional.
- Working hours will be limited to: 7AM to 5PM Monday to Friday, Non-Holidays.
- Cable splicing will take place off-road.

9 RESTORATION

The final pavement restoration will occur following the completion of all excavation and disturbances to the pavement. The final restoration of landscaped areas and non-pavement areas occurs following completion of the cable pulling and splicing operations. All work within the City of Hartford right-of-way must be performed in accordance with the City of Hartford Rules and Specifications Regulating Curb and Walk Layers and Street Excavation. All work performed within the State right-of-way must be performed in accordance with Form 818: The State of Connecticut Department of Transportation Standard Specifications for Roads, Bridges and Incidental Construction and CTDOT Standard Details.

10 PROJECT COORDINATION

All construction and temporary traffic control must be coordinated with the local stakeholders, municipal agencies, emergency services, CTtransit. The work within the Connecticut Department of Transportation (CTDOT) right-of-way in the vicinity of Albany Avenue (Route 44), Hamilton Avenue (Interstate 84 overpass), Reserve Road (Interstate 91 and Routes 5/15 Overpasses) will require an encroachment permit and coordination with CTDOT. The following table provides a list of the key contacts who must be coordinated with as construction progresses and new temporary traffic patterns are implemented:

Traffic Management Plan Contact List			
Organization	**Contact Person and Information**		
	Contact	**Phone**	**Email**
City of Hartford Police Department	David Vendetto	860.757.4010	vendd001@hartford.gov
City of Hartford Fire Department	Rodney Barco	860.757.4500	barcr001@hartford.gov
City of Hartford Department of Public Works (City Engineer / Assistant Director)	Frank Dellaripa	860.757.9975	frank.dellaripa@hartford.gov
City of Hartford Department of Public Works (Traffic Operations Engineer)	Sebastian Tata	860.757.9987	sebastian.tata@hartford.gov
City of Hartford Community Engagement	Janice Castle	860.757.9311	janice.castle@hartford.gov
City of Hartford Board of Education	Thomas Welcome	860.695.8000	welct001@hartfordschools.org
City of Hartford Parking Authority	Jill Turlo	860.757.0720	jturlo@hartfordparking.com
City of Hartford Bike Coordinator	Grace Yi	860.757.9222	grace.yi@hartford.gov
CTtransit	Brian McLaughlin	860.525.9181	bmclaughlin@cttransit.com
CTDOT District 1 (Encroachment Permits)	Timothy Isyk	860.258.4541	timothy.isyk@ct.gov
Eversource (Project Manager)	Christopher Cotronei	914.582.8456	christopher.cotronei@eversource.com
Eversource (Assistant Project Manager)	Stephanie Berrios	718.710.5666	stephanie.berrios@eversource.com
Eversource (Project Services)	Patrice Tyrie	860.218.7523	patrice.tyrie@eversource.com
Eversource (Community Affairs)	Jonathan Ferrigno	860.716.5339	jonathan.ferrigno@eversource.com
Eversource (Construction Services)	Jessika Walton	860.874.7580	jessika.walton@eversource.com
Benesch (Traffic Management Plan)	Steve Ulman	860.494.4848	sulman@benesch.com

The above table includes most of the key organizations and contacts that must be coordinated with during the construction of Lines 1704 and 1722. Additional coordination may be required with additional organizations and stakeholders not identified in the above list as the project progresses. The contractor in cooperation with Eversource must conduct construction activities in cooperation with these various stakeholders and organizations

throughout the project. Advance notice must be provided to these different organizations so that they are kept current on any potential impacts related to the implementation of the temporary traffic control measures as noted in this plan.

11 CONCLUSION

This Traffic Management Plan (TMP) has been developed to allow for the efficient construction of the Eversource Energy Underground Cable Modernization Program for Lines 1704 and 1722 in Hartford, Connecticut, while also providing for the safe operation of pedestrian, bicycle, transit, and vehicular traffic within the project corridor. This TMP aims to minimize the impacts to the traffic operations on the streets affected by the project during construction to reduce undue delays to the traveling public, while also providing adequate space for the contractor to complete the work efficiently so as to not prolong the project duration. Significant coordination has been performed with the various departments at the City of Hartford and other area stakeholders in developing this plan. The continued coordination with the City and these stakeholders by the project team will be required during construction to ensure a successful delivery of the project. This TMP was developed to identify the primary temporary traffic control (TTC) measures that will be needed for the construction of the project, however, additional detailed TTC plans and details may be needed during construction to address any unforeseen conditions or to provide additional information regarding the implementation of this plan.

APPENDICES

PHOTO LOGS

LINE 1704

PHOTO 1: KANE STREET NEAR SOUTHWEST SUBSTATION (LOOKING WEST)

PHOTO 2: KANE STREET NEAR SOUTHWEST SUBSTATION (LOOKING EAST)

PHOTO 3: NEW PARK AVENUE NEAR FRANCIS AVENUE (LOOKING SOUTH)

PHOTO 4: NEW PARK AVENUE NEAR FRANCIS AVENUE (LOOKING NORTH)

PHOTO 5: INTERSECTION OF NEW PARK AVENUE AND HAMILTON STREET (LOOKING NORTH)

PHOTO 6: HAMILTON STREET NEAR FRANCIS AVENUE (LOOKING WEST)

PHOTO 7: HAMILTON STREET NEAR FRANCIS AVENUE
(LOOKING EAST)

PHOTO 8: INTERSECTION OF HAMILTON STREET AT CTFASTRAK BUSWAY AND RAIL CROSSING
(LOOKING EAST)

PHOTO 9: RAILROAD CROSSING ON HAMILTON STREET
(LOOKING NORTH)

PHOTO 10: RAILROAD CROSSING ON HAMILTON STREET
(LOOKING WEST)

PHOTO 11: INTERSECTION OF BARTHOLOMEW AVENUE AND HAMILTON STREET (LOOKING WEST)

PHOTO 12: HAMILTON STREET NEAR POPE PARK HIGHWAY AND I-84 OVERPASS (LOOKING EAST)

PHOTO 13: HAMILTON STREET NEAR WELLINGTON STREET (LOOKING EAST)

PHOTO 14: CANAL BENEATH HAMILTON STREET BRIDGE (LOOKING NORTH)

PHOTO 15: HAMILTON STREET NEAR BROOKFIELD STREET
(LOOKING EAST)

PHOTO 16: HAMILTON NEAR HILLSIDE AVENUE
(LOOKING EAST)

PHOTO 17: INTERSECTION OF HAMILTON STREET AND ZION STREET (LOOKING NORTH)

PHOTO 18: INTERSECTION OF HAMILTON STREET AND ZION STREET (LOOKING SOUTH)

PHOTO 19: SUMMIT STREET NEAR ZION STREET
(LOOKING SOUTH)

PHOTO 20: VERNON STREET ON TRINITY COLLEGE CAMPUS
(LOOKING WEST)

PHOTO 21: VERNON STREET ON TRINITY COLLEGE CAMPUS (LOOKING EAST)

PHOTO 22: VERNON STREET ON TRINITY COLLEGE CAMPUS (LOOKING EAST FROM SIDEWALK)

PHOTO 23: VERNON STREET ON TRINITY COLLEGE CAMPUS
(LOOKING EAST NEAR CUL DE SAC)

PHOTO 24: VERNON STREET ON TRINITY COLLEGE CAMPUS
(LOOKING WEST NEAR CUL DE SAC)

PHOTO 25: INTERSECTION OF VERNON STREET AND BROAD STREET (LOOKING WEST)

PHOTO 26: VERNON STREET NEAR BROAD STREET (LOOKING EAST)

PHOTO 27: VERNON STREET NEAR WASHINGTON STREET (LOOKING WEST)

PHOTO 28: INTERSECTION OF WASHINGTON STREET, VERNON STREET, AND RETREAT AVENUE (LOOKING SOUTHWEST)

PHOTO 29: RETREAT AVENUE NEAR WASHNINGTON STREET (LOOKING WEST)

PHOTO 30: RETREAT AVENUE NEAR WASHINGTON STREET (LOOKING EAST)

PHOTO 31: INTERSECTION OF RETREAT AVENUE AND SEYMOUR STREET (LOOKING EAST)

PHOTO 32: RETREAT AVENUE NEAR HARTFORD HOSPITAL AMBULANCE ENTRANCE (LOOKING EAST)

PHOTO 33: RETREAT AVENUE NEAR MAPLE AVENUE
(LOOKING SOUTHWEST)

PHOTO 34: INTERSECTION OF RETREAT AVENUE AND MAPLE AVENUE
(LOOKING SOUTH)

PHOTO 35: MAPLE AVENUE NEAR RETREAT AVENUE (LOOKING NORTH)

PHOTO 36: INTERSECTION OF WYLLYS STREET, MAPLE AVENUE, JEFFERSON STREET, MAIN STREET, AND CONGRESS STREET (LOOKING WEST)

PHOTO 37: WYLLYS STREET NEAR WETHERSFIELD AVENUE (LOOKING WEST)

PHOTO 38: INTERSECTION OF WYLLYS STREET AND WETHERSFIELD AVENUE (LOOKING EAST)

PHOTO 39: WYLLYS STREET NEAR GROTON STREET
(LOOKING WEST)

PHOTO 40: GROTON STREET NEAR STONINGTON STREET
(LOOKING NORTH)

PHOTO 41: STONINGTON STREET NEAR LISBON STREET (LOOKING WEST)

PHOTO 42: STONINGTON STREET NEAR LISBON STREET (LOOKING EAST)

PHOTO 43: STONINGTON STREET NEAR OSTEN BOULEVARD (LOOKING WEST)

PHOTO 44: STONINGTON STREET NEAR KINSELLA MAGNET SCHOOL (LOOKING EAST)

PHOTO 45: COLT PARK
(LOOKING NORTH)

PHOTO 46: HENDRICXSEN AVENUE NEAR MASSEEK STREET
(LOOKING SOUTHEAST)

PHOTO 47: HENDRICXSEN AVENUE NEAR CURCOMBE STREET (LOOKING NORTH)

PHOTO 48: HENDRICXSEN AVENUE NEAR CURCOMBE STREET (LOOKING SOUTH)

PHOTO 49: INTERSECTION OF HENDRICXSEN AVENUE AND WAWARME AVENUE (LOOKING EAST)

PHOTO 50: WAWARME AVENUE NEAR HENDRICXSEN AVENUE (LOOKING NORTHEAST)

PHOTO 51: WAWARME AVENUE
(LOOKING SOUTHWEST)

PHOTO 52: WAWARME AVENUE NEAR RESERVE ROAD
(LOOKING SOUTHWEST)

PHOTO 53: VAN DYKE AVENUE NEAR RESERVE ROAD AND WAWARME AVENUE (LOOKING SOUTHEAST)

PHOTO 54: RESERVE ROAD NEAR VAN DYCKE AVENUE AND WAWARME AVENUE (LOOKING EAST)

PHOTO 55: RESERVE ROAD NEAR I-91 OVERPASS
(LOOKING EAST)

PHOTO 56: RESERVE ROAD NEAR I-91 OVERPASS
(LOOKING SOUTHEAST)

PHOTO 57: RESERVE ROAD NEAR I-91 OVERPASS
(LOOKING SOUTHEAST)

PHOTO 58: RESERVE ROAD NEAR ROUTES 5/15 OVERPASS
(LOOKING SOUTHEAST)

PHOTO 59: RESERVE ROAD NEAR ROUTES 5/15 OVERPASS (LOOKING EAST)

LINE 1722

PHOTO 1: KANE STREET NEAR SOUTHWEST SUBSTATION
(LOOKING WEST)

PHOTO 2: PRIVATE PROPERTY ALONG TRANSMISSION LINE ROUTE
(LOOKING NORTH)

PHOTO 3: KANE STREET NEAR SOUTHWEST SUBSTATION
(LOOKING EAST)

PHOTO 4: KIBBE STREET
(LOOKING WEST)

PHOTO 5: BULKELEY AVENUE NEAR KIBBE STREET
(LOOKING SOUTH)

PHOTO 6: BULKELEY AVENUE NEAR KIBBE STREET
(LOOKING NORTH)

PHOTO 7: BULKELEY AVENUE NEAR CARPENTER STREET (LOOKING NORTH)

PHOTO 8: INTERSECTION OF BULKELEY AVENUE AT PARK STREET (LOOKING EAST)

PHOTO 9: INTERSECTION OF BULKELEY AVENUE AT PARK STREET (LOOKING WEST)

PHOTO 10: PARK STREET NEAR BULKELEY AVENUE (LOOKING EAST)

PHOTO 11: PARK STREET NEAR MADISON AVENUE
(LOOKING WEST)

PHOTO 12: PARK STREET NEAR SOUTH WHITNEY STREET
(LOOKING WEST)

PHOTO 13: SOUTH WHITNEY STREET NEAR PARK STREET (LOOKING SOUTH)

PHOTO 14: SOUTH WHITNEY STREET NEAR PARK STREET (LOOKING NORTH)

PHOTO 15: SOUTH WHITNEY STREET NEAR CAPITOL AVENUE (LOOKING NORTH)

PHOTO 16: INTERSECTION OF SOUTH WHITNEY STREET AND WEST BOULEVARD (LOOKING SOUTHEAST)

PHOTO 17: SOUTH WHITNEY STREET NEAR WEST BOULEVARD (LOOKING NORTH)

PHOTO 18: INTERSECTION OF SOUTH WHITNEY STREET AND WARRENTON AVENUE (LOOKING NORTHEAST)

PHOTO 19: SOUTH WHITNEY STREET NEAR WARRENTON AVENUE (LOOKING NORTH)

PHOTO 20: SOUTH WHITNEY STEET (LOOKING SOUTH)

PHOTO 21: SOUTH WHITNEY STREET NEAR FARMINGTON AVENUE (LOOKING NORTH)

PHOTO 22: INTERSECTION OF SOUTH WHITNEY STREET AND FARMINGTON AVENUE (LOOKING NORTHWEST)

PHOTO 23: WHITNEY STREET NEAR FARMINGTON AVENUE (LOOKING NORTH)

PHOTO 24: WHITNEY STREET NEAR FARMINGTON AVENUE (LOOKING SOUTH)

PHOTO 25: WHITNEY STREET NEAR CONE STREET
(LOOKING NORTH)

PHOTO 26: WHITNEY STREET NEAR FERN STREET
(LOOKING SOUTH)

PHOTO 27: INTERSECTION OF WHITNEY STREET AND FERN STREET (LOOKING SOUTH)

PHOTO 28: WHITNEY STREET NEAR FERN STREET (LOOKING NORTH)

PHOTO 29: WHITNEY STREET
(LOOKING SOUTH)

PHOTO 30: INTERSECTION OF WHITNEY STREET AND ELIZBETH STREET
(LOOKING NORTH)

PHOTO 31: WHITNEY STREET NEAR ELIZABETH STREET (LOOKING SOUTH)

PHOTO 32: WHITNEY STREET NEAR ELIZABETH STREET (LOOKING NORTH)

PHOTO 33: WHITNEY STREET NEAR ASYLUM AVENUE (LOOKING SOUTH)

PHOTO 34: INTERSECTION OF WHITNEY STREET, SCARBOROUGH STREET, AND ASYLUM AVENUE (LOOKING NORTH)

PHOTO 35: SCARBOROUGH STREET NEAR ASYLUM AVENUE (LOOKING SOUTH)

PHOTO 36: SCARBOROUGH STREET NEAR ASYLUM AVENUE (LOOKING NORTH)

PHOTO 37: SCARBOROUGH STREET NEAR ASYLUM AVENUE (LOOKING SOUTH)

PHOTO 38: SCARBOROUGH STREET NEAR ALBANY AVENUE (ROUTE 44) (LOOKING NORTH)

PHOTO 39: SCARBOROUGH STREET NEAR ALBANY AVENUE (ROUTE 44) (LOOKING SOUTH)

PHOTO 40: SCARBOROUGH STREET NEAR ALBANY AVENUE (ROUTE 44) (LOOKING SOUTH)

PHOTO 41: INTERSECTION OF SCARBOROUGH STREET AND ALBANY AVENUE (ROUTE 44) (LOOKING EAST)

PHOTO 42: INTERSECTION OF SCARBOROUGH STREET AND ALBANY AVENUE (ROUTE 44) (LOOKING WEST)

PHOTO 43: ALBANY AVENUE (ROUTE 44) NEAR SACRBOROUGH STREET (LOOKING EAST)

PHOTO 44: ALBANY AVENUE (ROUTE 44) NEAR MARK TWAIN DRIVE (LOOKING WEST)

PHOTO 45: RIVER BENEATH ALBANY AVENUE (ROUTE 44) (LOOKING SOUTH)

TRAFFIC VOLUME SUMMARIES

LINE 1704

115Kv Underground Transmission 1704 Line - Hartford
ROADWAY / TRAFFIC SUMMARY
Traffic Volumes

# OF LANES (Both Dir.)	Count ID	ROADWAY Segment	Critical Area	Station From	Station To	Date of Count	Proj. To	DEV TYPE	DIR	HOUR OF DAY (WEEKDAY) 12 AM	1	2	3	4	5	6	7	8	9	10	11	12 PM	1	2	3	4	5	6	7	8	9	10	11 PM
										< Allowable Hours (Non-Critical Streets)																								>
										< Allowable Hours (Critical Streets) >																								
		Southwest Hartford Substation	No	10+00	15+50		2024	U		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	#1	Kane Street Between Southwest Hartford Substation and New Park Ave	No	15+50	17+75	25-Oct	2024	C	B	37	15	3	13	20	63	183	313	373	322	304	343	363	343	374	446	538	501	412	299	209	163	95	58
3	#2	New Park Ave Between Kane Street and 100' South of Francis Court	Yes	17+75	24+50	25-Oct	2024	C	B	64	37	24	25	41	117	310	507	613	547	555	577	637	633	674	761	932	913	756	537	381	294	157	129
3	#2	New Park Ave Between 100' South of Francis Court and Hamilton Street	Yes	24+50	35+50	25-Oct	2024	M	B	64	37	24	25	41	117	310	507	613	547	555	577	637	633	674	761	932	913	756	537	381	294	157	129
2	#3	Hamilton Street Between New Park Ave and Francis Ave	No	35+50	38+00	25-Oct	2024	R	B	63	43	20	26	44	87	252	510	672	398	382	419	465	478	520	744	804	779	593	397	302	248	170	120
2	#3	Hamiliton Street Between Francis Ave and Bartholomew Ave	No	38+00	45+00	25-Oct	2024	C	B	63	43	20	26	44	87	252	510	672	398	382	419	465	478	520	744	804	779	593	397	302	248	170	120
2	#3	Hamiliton Street Between Bartholomew Ave and Pope Park Highway	No	45+00	51+00	25-Oct	2024	M	B	63	43	20	26	44	87	252	510	672	398	382	419	465	478	520	744	804	779	593	397	302	248	170	120
2	#3	Hamiliton Street Between Pope Park Highway and Brookfield Street	No	51+00	55+00	25-Oct	2024	U	B	63	43	20	26	44	87	252	510	672	398	382	419	465	478	520	744	804	779	593	397	302	248	170	120
2	#3	Hamiliton Street Between Brookfield Street and Zion Street	No	60+00	75+00	25-Oct	2024	M	B	63	43	20	26	44	87	252	510	672	398	382	419	465	478	520	744	804	779	593	397	302	248	170	120
1	#6	Summit Street Between Zion Street and Allen Place	No	75+50	80+00	25-Oct	2024	U	S	27	15	12	10	9	25	102	214	253	183	131	149	170	163	150	210	210	195	183	153	113	90	63	53
1	#6	Summit Street Between Allen Place and Vernon Street	No	80+00	84+00	25-Oct	2024	I	S	27	15	12	10	9	25	102	214	253	183	131	149	170	163	150	210	210	195	183	153	113	90	63	53
2	#7	Vernon Street Between Summit Street and Broad Street	No	84+00	100+25	25-Oct	2024	I	B	28	16	8	11	9	7	30	52	70	89	72	84	93	94	80	88	112	91	109	84	79	69	55	37
2	#9	Vernon Street Between Broad Street and Washington Street	No	100+25	111+25	25-Oct	2024	I / R	B	17	9	6	11	8	22	90	247	185	154	102	112	142	138	204	200	290	235	175	99	84	40	46	30
2	#11	Retreat Avenue Between Washington Street and Maple Avenue	Yes	111+25	129+00	25-Oct	2024	I / M	B	71	46	33	31	63	251	710	1012	810	624	618	521	682	649	855	824	845	656	597	362	228	153	179	198
5	#12	Maple Avenue* Between Retreat Avenue and Wyllys Street/Jefferson Avenue	Yes	133+25	136+50	25-Oct	2024	M	NB(3)	136	106	62	53	92	213	451	743	763	633	629	594	707	724	877	961	1048	817	612	548	408	303	250	290
									SB(2)	104	81	67	34	78	278	779	966	850	685	667	606	726	671	839	808	822	754	690	415	336	293	272	187
4	#14	Wyllys Street Between Maple Avenue/Main Street and Groton Street	Yes	136+50	143+50	25-Oct	2024	M	EB(2)	86	48	37	36	64	108	213	353	312	244	272	287	290	295	393	578	614	506	411	355	286	163	165	196
									WB(2)	58	50	48	35	57	233	558	584	589	479	415	362	432	425	482	526	480	537	482	270	184	171	158	114
2	#16	Groton Street Between Wyllys Street and Stonington Street	No	143+50	150+00	25-Oct	2024	M	B	12	10	7	4	5	13	37	60	102	70	54	52	70	50	75	121	93	84	48	38	33	30	26	23
2	#17	Stonington Street Between Groton Street and Colt Park	No	150+00	161+00	25-Oct	2024	M	B	15	6	5	11	7	15	45	78	120	59	63	68	82	97	97	142	126	146	86	66	65	46	31	20
N/A	-	Colt Park Between Stonington Street and Hendricxsen Avenue	No	169+00	177+00	25-Oct	2024	U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	#19	Hendricxsen Avenue Between Masseek Street and Curcombe Street	No	177+00	182+50	25-Oct	2024	U	B	2	1	1	3	1	1	11	27	28	18	14	19	21	16	28	24	31	26	16	9	7	16	8	7
2	#19	Hendricxsen Avenue Between Curcombe Street and Wawarme Avenue	No	182+50	188+00	25-Oct	2024	R	B	2	1	1	3	1	1	11	27	28	18	14	19	21	16	28	24	31	26	16	9	7	16	8	7
2	#20	Wawarme Avenue Between Hendricxsen Avenue and Reserve Road	No	188+00	195+50	25-Oct	2024	M	B	9	5	6	17	20	32	78	204	157	187	134	147	161	154	179	190	192	146	75	39	35	25	26	16
2	#21	Reserve Road Between Wawarme Avenue and South Meadow Substation	Yes	195+50	204+00	25-Oct	2024	U	B	9	8	10	15	20	47	95	256	222	151	132	155	209	167	206	200	188	161	71	43	33	27	24	15
N/A	-	South Meadow Substation **Vault 11**	No	204+00	213+87	25-Oct	2024	U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

115Kv Underground Transmission 1704 Line - Hartford
ROADWAY / TRAFFIC SUMMARY
Traffic Volumes

# OF LANES (Both Dir.)	Count ID	ROADWAY Segment	Critical Area	Station From	Station To	Date of Count	Proj. To	DEV TYPE	DIR	HOUR OF DAY (WEEKDAY) 12 AM	1	2	3	4	5	6	7	8	9	10	11	12 PM	1	2	3	4	5	6	7	8	9	10	11 PM
										< Allowable Hours (Non-Critical Streets)																						>
										< Allowable Hours (Critical Streets) >																						
2	#4	Hillside Avenue South of Hamilton Street	Yes			25-Oct		R	B	53	39	31	20	42	87	197	422	458	304	292	338	399	375	417	516	571	514	430	324	260	227	167	108
2	#5	Zion Street South of Hamilton Street	Yes			25-Oct		R	B	114	66	54	35	56	135	302	591	659	426	409	463	487	504	614	828	864	796	665	478	376	304	232	192
2	#8	Broad Street North of Vernon Street	Yes			25-Oct		I /R	B	164	112	65	52	74	144	352	667	749	575	503	660	653	612	660	759	816	731	648	499	431	344	275	241
4	#10	Washington Street South of Vernon Street and Retreat Avenue	Yes			25-Oct		I / R	NB (2)	32	29	13	17	50	118	270	396	454	269	247	207	238	255	311	386	396	316	308	196	148	112	114	74
									SB (2)	46	28	21	14	20	50	114	284	337	285	262	284	340	324	448	510	569	438	320	247	192	148	123	108
2	#12A	Maple Avenue South of Retreat Avenue	Yes			25-Oct		I / M	B	167	142	96	56	108	240	521	697	803	694	679	679	750	746	861	945	1025	915	706	600	515	443	344	280
4	#12B	Main Street North of Wyllys Street and Jefferson Street	Yes			25-Oct		M	NB (2)	59	46	27	35	51	118	426	401	431	399	371	352	398	404	453	586	647	518	318	303	238	188	148	144
									SB (2)	55	34	31	26	28	106	360	409	327	265	236	226	284	293	320	345	314	312	307	218	188	142	135	111
3	#13	Jefferson Street West of Main Street and Maple Avenue	Yes			25-Oct		I	EB (2)	44	28	23	20	31	81	202	270	241	228	247	246	255	304	306	443	470	379	299	248	191	117	109	109
									WB (1)	31	22	28	19	32	112	355	345	313	280	256	229	220	227	229	302	275	302	238	161	103	94	84	64
2	#15	Wethersfield Ave South of Wyllys Street	Yes			25-Oct		M	B	141	133	83	90	128	222	404	507	679	642	628	662	726	753	763	815	808	816	634	472	409	350	266	252
2	#18	Masseek Street West of Van Block Aveneue	No			25-Oct		P	B	3	2	3	8	6	5	31	77	137	59	42	51	49	52	93	133	85	65	34	19	17	18	13	7

Note:

Traffic volumes of less than 750 vehicles per hour (vph), in both directions, are required to allow one way alternating traffic on a two lane roadway during construction.

Traffic volumes of less than 900 vph, in the affected direction, are required to allow closure of one lane in each direction on a four lane roadway during construction.

All volumes have been projected 0.5% per year to 2024 (Per CTDOT Bureau of Policy and Planning)

Development Type: P=Parking, U=Undeveloped, C=Commercial/Retail, R=Residential, M=Mixed Use Residential, I=Institutional

*Northbound Maple was calculated by combining northbound Maple Ave with eastbound Retreat Ave; Southbound Maple was calculated by combining southbound Maple Ave with westbound Retreat Ave.

= Traffic volumes are low enough to allow construction activities.
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= Potential Extended Daytime Work with Approval from the City of Hartford
= Potential Night Work with Approval from the City of Hartford
= Critical location

LINE 1722

115Kv Underground Transmission 1722 Line - Hartford
ROADWAY / TRAFFIC SUMMARY
Traffic Volumes

# OF LANES (Both Dir.)	Count ID	ROADWAY Segment	Critical Area	Station From	Station To	Date of Count	Proj. To	DEV TYPE	DIR	12 AM	1	2	3	4	5	6	HOUR 7	HOUR 8	HOUR 9	HOUR 10	HOUR 11	HOUR 12 PM	HOUR 1	HOUR 2	HOUR 3	HOUR 4	HOUR 5	HOUR 6	HOUR 7	HOUR 8	HOUR 9	HOUR 10	HOUR 11 PM
																			Allowable Hours (Non-Critical Streets)															
																			Allowable Hours (Critical Streets)													
N/A	-	Southwest Hartford Substation	No	10+00	12+50	25-Oct	2024	U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	#1	Kane Street Between Southwest Hartford Substation and Church Property	No	12+50	16+75	25-Oct	2024	C	B	37	15	3	13	20	63	183	313	373	322	304	343	363	343	374	446	538	501	412	299	209	163	95	58
N/A	-	Church Property Between Kane Street and Bulkeley Avenue	No	15+75	23+00	25-Oct	2024	I	B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	#22	Bulkeley Avenue Between Kibbe Street and Park Street	No	23+00	33+00	25-Oct	2024	R	B	9	5	5	6	5	13	23	59	68	48	44	49	62	60	64	85	86	69	68	50	37	36	24	9
2	#23	Park Street Between Bulkeley Avenue and S. Whitney	Yes	33+00	43+75	25-Oct	2024	M	B	80	60	35	38	62	114	287	601	657	519	498	551	621	604	625	707	825	832	694	543	418	315	236	147
2	#24	South Whitney Street Between Park Street and Capitol Avenue	Yes	43+75	57+00	25-Oct	2024	R	B	27	18	20	17	16	32	125	246	274	249	202	248	255	250	261	309	346	299	244	190	144	106	95	60
2	#24	South Whitney Street Between Capitol Avenue and West Boulevard	Yes	57+00	61+00	25-Oct	2024	R	B	27	18	20	17	16	32	125	246	274	249	202	248	255	250	261	309	346	299	244	190	144	106	95	60
2	#24	South Whitney Street Between West Boulevard and Farmington Avenue	Yes	61+00	78+75	25-Oct	2024	M	B	27	18	20	17	16	32	125	246	274	249	202	248	255	250	261	309	346	299	244	190	144	106	95	60
2	#28	Whitney Street Between Faminington Avenue and Cone Street	Yes	78+75	89+00	25-Oct	2024	I/C/M	B	41	24	15	16	21	53	164	373	522	326	269	300	326	350	436	520	524	533	377	265	205	155	116	91
2	#28	Whitney Street Between Cone Street and Asylum Avenue	Yes	89+00	116+50	25-Oct	2024	R	B	41	24	15	16	21	53	164	373	522	326	269	300	326	350	436	520	524	533	377	265	205	155	116	91
2	#31	Scarborough Street Between Asylum Avenue and Albany Avenue	Yes	116+50	148+25	Oct-23	2024	R	NB(1) SB(1)	43 37	25 16	13 12	16 8	24 13	73 74	221 293	498 574	570 637	361 492	307 359	341 356	351 365	367 369	471 461	561 656	668 684	656 657	416 442	299 289	209 223	171 166	122 128	99 87
4	#32	Albany Avenue Between Scarborough Street and Mark Twain Drive	CTDOT	148+25	152+00	25-Oct	2024	U	EB (2) WB (2)	63 52	40 37	24 21	22 29	57 35	169 122	494 360	1128 778	1400 891	825 570	556 501	559 526	653 604	647 636	767 819	1046 1033	1001 1097	919 992	649 619	456 385	337 333	294 196	202 215	210 121
N/A	-	Northwest Substation	No	152+00	165+00	25-Oct	2024	U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	#25	Capitol Avenue East of South Whitney Street	Yes			25-Oct	2024	M	B	43	22	24	22	28	59	190	418	619	355	238	250	303	325	351	426	515	497	349	242	203	174	113	83
3	#26	West Boulevard East of South Whitney Street	Yes			25-Oct	2024	R	EB (1) WB (2)	28 36	18 23	13 20	14 11	22 16	59 34	158 93	322 227	317 304	294 259	242 243	287 263	325 276	353 276	294 268	298 309	335 348	302 379	218 273	143 207	106 170	111 142	79 116	49 86
2	#27	Farmington Avenue West of Whitney Street	Yes			25-Oct	2024	M	B	66	44	30	19	34	83	225	587	758	549	526	599	654	605	658	737	878	852	610	442	346	290	194	130
2	#29	Fern Street West of Whitney Street	Yes			25-Oct	2024	R	B	10	3	3	2	5	15	47	129	196	126	108	93	110	126	117	198	224	220	141	81	49	53	27	20
2	#30	Asylum Avenue Between Scarborough Street and Terry Road	Yes			25-Oct	2024	R	B	26	15	7	11	28	82	278	657	805	500	435	413	476	474	578	706	934	906	594	326	258	195	117	88

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= Potential Night Work with Approval from the City of Hartford
= Critical location

TEMPORARY TRAFFIC CONTROL MATRIX

| | | | Line 1704 | | |

TRAFFIC COUNTS

Kane St E/O Golden Nozzle Car Way Dwy
Averaged Counts

TIME		Tues			Wed			Ave		
		EB	WB	TOTAL	EB	WB	TOTAL	EB	WB	Total
00:00	01:00	16	16	**32**	16	26	**42**	16	21	**37**
01:00	02:00	11	6	**17**	4	8	**12**	7.5	7	**15**
02:00	03:00	1	1	**2**	1	3	**4**	1	2	**3**
03:00	04:00	6	7	**13**	6	7	**13**	6	7	**13**
04:00	05:00	11	11	**22**	3	14	**17**	7	12.5	**20**
05:00	06:00	27	35	**62**	25	39	**64**	26	37	**63**
06:00	07:00	98	89	**187**	86	91	**177**	92	90	**182**
07:00	08:00	166	141	**307**	173	141	**314**	169.5	141	**311**
08:00	09:00	198	148	**346**	231	164	**395**	214.5	156	**371**
09:00	10:00	161	124	**285**	187	167	**354**	174	145.5	**320**
10:00	11:00	144	135	**279**	172	153	**325**	158	144	**302**
11:00	12:00	163	149	**312**	199	171	**370**	181	160	**341**
12:00	13:00	180	173	**353**	203	166	**369**	191.5	169.5	**361**
13:00	14:00	155	177	**332**	164	185	**349**	159.5	181	**341**
14:00	15:00	196	176	**372**	202	169	**371**	199	172.5	**372**
15:00	16:00	199	234	**433**	230	225	**455**	214.5	229.5	**444**
16:00	17:00	229	277	**506**	243	321	**564**	236	299	**535**
17:00	18:00	216	270	**486**	223	288	**511**	219.5	279	**499**
18:00	19:00	191	239	**430**	200	190	**390**	195.5	214.5	**410**
19:00	20:00	155	164	**319**	137	140	**277**	146	152	**298**
20:00	21:00	111	114	**225**	93	97	**190**	102	105.5	**208**
21:00	22:00	76	88	**164**	81	79	**160**	78.5	83.5	**162**
22:00	23:00	52	46	**98**	43	48	**91**	47.5	47	**95**
23:00	00:00	31	28	**59**	30	27	**57**	30.5	27.5	**58**

Prepared by National Data & Surveying Services

CLASSIFICATION

Kane St E/O Golden Nozzle Car Way Dwy

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_001

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	0	15	0	0	0	1	0	0	0	0	0	0	0	**16**	0	30	1	0	0	1	0	0	0	0	0	0	0	**32**
01:00	1	9	1	0	0	0	0	0	0	0	0	0	0	**11**	1	5	0	0	0	0	0	0	0	0	0	0	0	**6**	2	14	1	0	0	0	0	0	0	0	0	0	0	**17**
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	5	1	0	0	0	0	1	0	0	0	0	0	**7**	0	11	1	0	0	0	0	0	1	0	0	0	0	**13**
04:00	0	7	3	0	0	0	0	0	1	0	0	0	0	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	0	16	5	0	0	0	0	0	1	0	0	0	0	**22**
05:00	0	21	5	0	1	0	0	0	0	0	0	0	0	**27**	0	31	3	1	0	0	0	0	0	0	0	0	0	**35**	0	52	8	1	1	0	0	0	0	0	0	0	0	**62**
06:00	0	77	15	1	1	2	0	1	0	1	0	0	0	**98**	0	71	10	3	4	0	0	0	1	0	0	0	0	**89**	0	148	25	4	5	2	0	1	1	1	0	0	0	**187**
07:00	0	146	13	3	3	1	0	0	0	0	0	0	0	**166**	0	129	6	1	2	1	0	1	1	0	0	0	0	**141**	0	275	19	4	5	2	0	1	1	0	0	0	0	**307**
08:00	0	171	21	1	3	2	0	0	0	0	0	0	0	**198**	0	129	9	3	5	2	0	0	0	0	0	0	0	**148**	0	300	30	4	8	4	0	0	0	0	0	0	0	**346**
09:00	0	142	13	2	4	0	0	0	0	0	0	0	0	**161**	0	102	13	3	5	0	0	0	1	0	0	0	0	**124**	0	244	26	5	9	0	0	0	1	0	0	0	0	**285**
10:00	0	122	15	1	4	1	0	1	0	0	0	0	0	**144**	0	115	15	3	1	0	0	0	1	0	0	0	0	**135**	0	237	30	4	5	1	0	1	1	0	0	0	0	**279**
11:00	2	143	11	1	5	0	0	0	1	0	0	0	0	**163**	0	128	9	2	6	2	0	1	1	0	0	0	0	**149**	2	271	20	3	11	2	0	1	2	0	0	0	0	**312**
12:00	0	155	18	1	5	0	0	0	1	0	0	0	0	**180**	0	148	17	1	4	0	0	0	3	0	0	0	0	**173**	0	303	35	2	9	0	0	0	4	0	0	0	0	**353**
13:00	0	132	16	1	5	0	0	1	0	0	0	0	0	**155**	0	146	19	1	4	2	0	3	2	0	0	0	0	**177**	0	278	35	2	9	2	0	4	2	0	0	0	0	**332**
14:00	0	170	14	2	7	2	0	0	1	0	0	0	0	**196**	0	151	14	2	6	2	0	0	1	0	0	0	0	**176**	0	321	28	4	13	4	0	0	2	0	0	0	0	**372**
15:00	0	175	19	1	3	0	1	0	0	0	0	0	0	**199**	0	200	20	3	6	2	0	1	2	0	0	0	0	**234**	0	375	39	4	9	2	1	1	2	0	0	0	0	**433**
16:00	1	207	16	2	3	0	0	0	0	0	0	0	0	**229**	0	253	22	2	0	0	0	0	0	0	0	0	0	**277**	1	460	38	4	3	0	0	0	0	0	0	0	0	**506**
17:00	0	205	8	1	1	0	0	0	1	0	0	0	0	**216**	0	245	20	2	3	0	0	0	0	0	0	0	0	**270**	0	450	28	3	4	0	0	0	0	1	0	0	0	**486**
18:00	0	180	9	2	0	0	0	0	0	0	0	0	0	**191**	0	225	10	3	0	0	0	0	1	0	0	0	0	**239**	0	405	19	5	0	0	0	0	1	0	0	0	0	**430**
19:00	0	144	9	2	0	0	0	0	0	0	0	0	0	**155**	0	155	7	1	1	0	0	0	0	0	0	0	0	**164**	0	299	16	3	1	0	0	0	0	0	0	0	0	**319**
20:00	0	106	4	1	0	0	0	0	0	0	0	0	0	**111**	0	101	12	1	0	0	0	0	0	0	0	0	0	**114**	0	207	16	2	0	0	0	0	0	0	0	0	0	**225**
21:00	0	74	1	1	0	0	0	0	0	0	0	0	0	**76**	0	84	3	1	0	0	0	0	0	0	0	0	0	**88**	0	158	4	2	0	0	0	0	0	0	0	0	0	**164**
22:00	0	48	3	1	0	0	0	0	0	0	0	0	0	**52**	0	44	0	1	1	0	0	0	0	0	0	0	0	**46**	0	92	3	2	1	0	0	0	0	0	0	0	0	**98**
23:00	0	30	0	1	0	0	0	0	0	0	0	0	0	**31**	0	27	0	1	0	0	0	0	0	0	0	0	0	**28**	0	57	0	2	0	0	0	0	0	0	0	0	0	**59**
Totals	**4**	**2,486**	**215**	**25**	**45**	**8**	**1**	**3**	**4**	**2**	**0**	**0**	**0**	**2,793**	**1**	**2,518**	**213**	**35**	**48**	**12**	**0**	**6**	**15**	**0**	**0**	**0**	**0**	**2,848**	**5**	**5,004**	**428**	**60**	**93**	**20**	**1**	**9**	**19**	**2**	**0**	**0**	**0**	**5,641**
% of Totals	0%	89%	8%	1%	2%	0%	0%	0%	0%	0%				**100%**	0%	88%	7%	1%	2%	0%		0%	1%					**100%**	0%	89%	8%	1%	2%	0%	0%	0%	0%	0%				**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

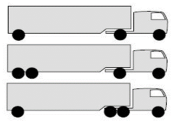
#3 2-Axle, 4-Tire Single Unit

#4 Buses

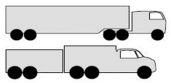
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	3	860	98	9	21	6	0	2	2	1	0	0	0	**1002**	1	739	69	16	23	6	0	2	6	0	0	0	0	**862**	4	1599	167	25	44	12	0	4	8	1	0	0	0	**1864**
%	0%	31%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**36%**	0%	26%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**30%**	0%	28%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**33%**
Peak Hour	10:15	7:30	8:00	7:00	11:45	6:30	0:00	5:45	11:45	5:15	0:00	0:00	0:00	**7:30**	0:15	11:30	11:45	8:30	6:30	7:45	0:00	6:45	11:15	0:00	0:00	0:00	0:00	**11:45**	0:15	7:30	11:45	8:30	8:30	6:30	0:00	5:45	11:45	5:15	0:00	0:00	0:00	**11:45**
Peak Volume	2	179	21	3	7	3	0	1	2	1	0	0	0	**201**	1	152	16	5	6	2	0	1	3	0	0	0	0	**175**	2	317	34	7	11	4	0	1	5	1	0	0	0	**365**
12:00 - 24:00	1	1626	117	16	24	2	1	1	2	1	0	0	0	**1791**	0	1779	144	19	25	6	0	4	9	0	0	0	0	**1986**	1	3405	261	35	49	8	1	5	11	1	0	0	0	**3777**
%	0%	58%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**64%**	0%	62%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	60%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**67%**
Peak Hour	16:00	16:45	12:15	14:00	14:00	14:00	14:45	12:45	12:00	17:00	12:00	12:00	12:00	**16:45**	12:00	16:30	13:30	14:15	13:30	14:15	12:00	13:00	12:00	12:00	12:00	12:00	12:00	**16:30**	16:00	16:30	13:15	14:15	13:30	14:00	14:45	13:00	12:00	17:00	12:00	12:00	12:00	**16:30**
Peak Volume	1	223	20	2	7	2	1	1	1	1	0	0	0	**242**	0	260	23	5	8	3	0	3	3	0	0	0	0	**286**	1	478	40	7	13	4	1	4	4	1	0	0	0	**522**
07:00 - 09:00	0	317	34	4	6	3	0	0	0	0	0	0	0	**364**	0	258	15	4	7	3	0	1	1	0	0	0	0	**289**	0	575	49	8	13	6	0	1	1	0	0	0	0	**653**
%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**12%**
Peak Hour	7:00	7:30	8:00	7:00	7:15	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:30**	7:00	7:15	8:00	8:00	8:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:45**	7:00	7:30	8:00	7:00	8:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:30**
Peak Volume	0	179	21	3	4	2	0	0	0	0	0	0	0	**201**	0	141	9	3	5	2	0	1	1	0	0	0	0	**156**	0	317	30	4	8	4	0	1	1	0	0	0	0	**352**
16:00 - 18:00	1	412	24	3	4	0	0	0	0	1	0	0	0	**445**	0	498	42	4	3	0	0	0	0	0	0	0	0	**547**	1	910	66	7	7	0	0	0	0	1	0	0	0	**992**
%	0%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**16%**	0%	17%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**19%**	0%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**18%**
Peak Hour	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:00	**16:45**	16:00	16:30	16:45	16:45	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:30**	16:00	16:30	16:45	16:00	16:30	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:00	**16:30**
Peak Volume	1	223	16	2	3	0	0	0	0	1	0	0	0	**242**	0	260	23	3	3	0	0	0	0	0	0	0	0	**286**	1	478	39	4	5	0	0	0	0	1	0	0	0	**522**

Prepared by National Data & Surveying Services

CLASSIFICATION

Kane St E/O Golden Nozzle Car Way Dwy

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_001

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	8	0	0	0	0	0	0	0	0	0	0	**8**
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	6	0	0	0	0	0	0	0	0	0	0	**6**
00:30	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	9	1	0	0	0	0	0	0	0	0	0	**10**
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	3	0	0	0	1	0	0	0	0	0	0	0	**4**	0	7	0	0	0	1	0	0	0	0	0	0	**8**
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**	2	3	0	0	0	0	0	0	0	0	0	0	**5**
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	1	0	0	0	0	0	0	0	0	0	**5**
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	**1**
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	1	0	0	0	0	0	0	0	0	0	**3**
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	1	0	0	0	0	0	**2**	0	3	0	0	0	0	0	1	0	0	0	0	**4**
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
04:15	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	5	1	0	0	0	0	1	0	0	0	0	**7**
04:30	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	6	2	0	0	0	0	0	0	0	0	0	**8**
04:45	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	3	2	0	0	0	0	0	0	0	0	0	**5**
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	6	2	0	0	0	0	0	0	0	0	0	**8**
05:15	0	3	2	0	1	0	0	0	0	0	0	0	0	**6**	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	0	13	3	0	1	0	0	0	0	0	0	0	**17**
05:30	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	0	16	2	0	0	0	0	0	0	0	0	0	**18**
05:45	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	0	5	1	1	0	0	0	0	0	0	0	0	0	**7**	0	17	1	1	0	0	0	0	0	0	0	0	**19**
06:00	0	7	1	0	0	0	0	0	0	1	0	0	0	**9**	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	0	22	2	0	0	0	0	0	1	0	0	0	**25**
06:15	0	14	5	1	0	0	0	0	0	0	0	0	0	**20**	0	18	2	0	0	0	0	0	1	0	0	0	0	**21**	0	32	7	1	0	0	0	0	1	0	0	0	**41**
06:30	0	26	3	0	1	1	0	1	0	0	0	0	0	**32**	0	21	5	2	2	0	0	0	0	0	0	0	0	**30**	0	47	8	2	3	1	0	1	0	0	0	0	**62**
06:45	0	30	6	0	0	1	0	0	0	0	0	0	0	**37**	0	17	2	1	2	0	0	0	0	0	0	0	0	**22**	0	47	8	1	2	1	0	0	0	0	0	0	**59**
07:00	0	25	5	0	0	0	0	0	0	0	0	0	0	**30**	0	23	2	0	0	1	0	0	0	0	0	0	0	**26**	0	48	7	0	0	1	0	0	0	0	0	0	**56**
07:15	0	33	4	2	1	1	0	0	0	0	0	0	0	**41**	0	36	2	0	2	0	0	0	0	0	0	0	0	**40**	0	69	6	2	3	1	0	0	0	0	0	0	**81**
07:30	0	50	3	0	2	0	0	0	0	0	0	0	0	**55**	0	34	1	0	0	0	0	1	0	0	0	0	0	**36**	0	84	4	0	2	0	0	1	0	0	0	0	**91**
07:45	0	38	1	1	0	0	0	0	0	0	0	0	0	**40**	0	36	1	1	0	0	0	0	1	0	0	0	0	**39**	0	74	2	2	0	0	0	0	1	0	0	0	**79**
08:00	0	54	6	0	1	0	0	0	0	0	0	0	0	**61**	0	35	3	0	1	0	0	0	0	0	0	0	0	**39**	0	89	9	0	2	0	0	0	0	0	0	0	**100**
08:15	0	37	6	1	0	1	0	0	0	0	0	0	0	**45**	0	33	2	0	1	1	0	0	0	0	0	0	0	**37**	0	70	8	1	1	2	0	0	0	0	0	0	**82**
08:30	0	31	4	0	1	0	0	0	0	0	0	0	0	**36**	0	35	2	1	2	1	0	0	0	0	0	0	0	**41**	0	66	6	1	3	1	0	0	0	0	0	0	**77**
08:45	0	49	5	0	1	1	0	0	0	0	0	0	0	**56**	0	26	2	2	1	0	0	0	0	0	0	0	0	**31**	0	75	7	2	2	1	0	0	0	0	0	0	**87**
09:00	0	45	4	1	3	0	0	0	0	0	0	0	0	**53**	0	34	4	1	0	0	0	0	0	0	0	0	0	**39**	0	79	8	2	3	0	0	0	0	0	0	0	**92**
09:15	0	27	3	1	1	0	0	0	0	0	0	0	0	**32**	0	26	3	1	2	0	0	0	0	0	0	0	0	**32**	0	53	6	2	3	0	0	0	0	0	0	0	**64**
09:30	0	39	0	0	0	0	0	0	0	0	0	0	0	**39**	0	21	2	0	3	0	0	0	1	0	0	0	0	**27**	0	60	2	0	3	0	0	0	1	0	0	0	**66**
09:45	0	31	6	0	0	0	0	0	0	0	0	0	0	**37**	0	21	4	1	0	0	0	0	0	0	0	0	0	**26**	0	52	10	1	0	0	0	0	0	0	0	0	**63**
10:00	0	30	2	0	2	0	0	1	0	0	0	0	0	**35**	0	30	3	1	1	0	0	0	0	0	0	0	0	**35**	0	60	5	1	3	0	0	1	0	0	0	0	**70**
10:15	0	25	7	1	1	0	0	0	0	0	0	0	0	**34**	0	26	5	1	0	0	0	0	1	0	0	0	0	**33**	0	51	12	2	1	0	0	0	1	0	0	0	**67**
10:30	0	29	2	0	1	0	0	0	0	0	0	0	0	**32**	0	30	3	0	0	0	0	0	0	0	0	0	0	**33**	0	59	5	0	1	0	0	0	0	0	0	0	**65**
10:45	0	38	4	0	0	1	0	0	0	0	0	0	0	**43**	0	29	4	1	0	0	0	0	0	0	0	0	0	**34**	0	67	8	1	0	1	0	0	0	0	0	0	**77**
11:00	2	37	1	0	1	0	0	0	0	0	0	0	0	**41**	0	30	3	0	3	0	0	1	0	0	0	0	0	**37**	2	67	4	0	4	0	0	1	0	0	0	0	**78**
11:15	0	33	1	1	0	0	0	0	0	0	0	0	0	**35**	0	31	4	0	1	1	0	0	0	0	0	0	0	**37**	0	64	5	1	1	1	0	0	0	0	0	0	**72**
11:30	0	29	3	0	1	0	0	0	0	0	0	0	0	**33**	0	38	1	1	0	0	0	0	0	0	0	0	0	**40**	0	67	4	1	1	0	0	0	0	0	0	0	**73**
11:45	0	44	6	0	3	0	0	0	1	0	0	0	0	**54**	0	29	1	1	2	1	0	0	1	0	0	0	0	**35**	0	73	7	1	5	1	0	0	2	0	0	0	**89**

Prepared by National Data & Surveying Services

CLASSIFICATION

Kane St E/O Golden Nozzle Car Way Dwy

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_001

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	32	3	0	1	0	0	0	0	0	0	0	0	36	0	34	5	0	0	0	0	0	2	0	0	0	0	41	0	66	8	0	1	0	0	0	2	0	0	0	0	77
12:15	0	48	5	1	1	0	0	0	0	0	0	0	0	55	0	51	5	0	1	0	0	0	0	0	0	0	0	57	0	99	10	1	2	0	0	0	0	0	0	0	0	112
12:30	0	38	4	0	2	0	0	0	1	0	0	0	0	45	0	36	5	0	1	0	0	0	0	0	0	0	0	42	0	74	9	0	3	0	0	0	1	0	0	0	0	87
12:45	0	37	6	0	1	0	0	0	0	0	0	0	0	44	0	27	2	1	2	0	0	0	1	0	0	0	0	33	0	64	8	1	3	0	0	0	1	0	0	0	0	77
13:00	0	32	5	0	1	0	0	0	0	0	0	0	0	38	0	38	2	0	1	0	0	1	0	0	0	0	0	42	0	70	7	0	2	0	0	1	0	0	0	0	0	80
13:15	0	38	4	1	2	0	0	0	0	0	0	0	0	45	0	45	2	0	1	0	0	1	0	0	0	0	0	49	0	83	6	1	3	0	0	1	0	0	0	0	0	94
13:30	0	37	4	0	1	0	0	1	0	0	0	0	0	43	0	34	5	0	2	2	0	0	1	0	0	0	0	44	0	71	9	0	3	2	0	1	1	0	0	0	0	87
13:45	0	25	3	0	1	0	0	0	0	0	0	0	0	29	0	29	10	1	0	0	0	1	1	0	0	0	0	42	0	54	13	1	1	0	0	1	1	0	0	0	0	71
14:00	0	35	7	0	1	1	0	0	1	0	0	0	0	45	0	42	5	0	4	0	0	0	0	0	0	0	0	51	0	77	12	0	5	1	0	0	1	0	0	0	0	96
14:15	0	44	3	1	2	0	0	0	0	0	0	0	0	50	0	41	3	1	2	0	0	0	0	0	0	0	0	47	0	85	6	2	4	0	0	0	0	0	0	0	0	97
14:30	0	44	2	0	2	0	0	0	0	0	0	0	0	48	0	30	4	0	0	0	0	0	1	0	0	0	0	35	0	74	6	0	2	0	0	0	1	0	0	0	0	83
14:45	0	47	2	1	2	1	0	0	0	0	0	0	0	53	0	38	2	1	0	2	0	0	0	0	0	0	0	43	0	85	4	2	2	3	0	0	0	0	0	0	0	96
15:00	0	48	6	0	1	0	0	0	0	0	0	0	0	55	0	41	5	3	1	1	0	0	0	0	0	0	0	51	0	89	11	3	2	1	0	0	0	0	0	0	0	106
15:15	0	56	4	1	0	0	0	0	0	0	0	0	0	61	0	47	4	0	3	0	0	1	1	0	0	0	0	56	0	103	8	1	3	0	0	1	1	0	0	0	0	117
15:30	0	36	7	0	0	0	1	0	0	0	0	0	0	44	0	46	5	0	0	0	0	0	1	0	0	0	0	52	0	82	12	0	0	0	1	0	1	0	0	0	0	96
15:45	0	35	2	0	2	0	0	0	0	0	0	0	0	39	0	66	6	0	2	1	0	0	0	0	0	0	0	75	0	101	8	0	4	1	0	0	0	0	0	0	0	114
16:00	0	58	2	0	0	0	0	0	0	0	0	0	0	60	0	73	6	1	0	0	0	0	0	0	0	0	0	80	0	131	8	1	0	0	0	0	0	0	0	0	0	140
16:15	0	47	2	2	1	0	0	0	0	0	0	0	0	52	0	53	4	0	0	0	0	0	0	0	0	0	0	57	0	100	6	2	1	0	0	0	0	0	0	0	0	109
16:30	0	42	2	0	2	0	0	0	0	0	0	0	0	46	0	58	3	0	0	0	0	0	0	0	0	0	0	61	0	100	5	0	2	0	0	0	0	0	0	0	0	107
16:45	1	60	10	0	0	0	0	0	0	0	0	0	0	71	0	69	9	1	0	0	0	0	0	0	0	0	0	79	1	129	19	1	0	0	0	0	0	0	0	0	0	150
17:00	0	59	2	0	0	0	0	0	0	0	0	0	0	61	0	70	4	0	1	0	0	0	0	0	0	0	0	75	0	129	6	0	1	0	0	0	0	0	0	0	0	136
17:15	0	57	0	1	0	0	0	0	0	0	0	0	0	58	0	63	5	1	2	0	0	0	0	0	0	0	0	71	0	120	5	2	2	0	0	0	0	0	0	0	0	129
17:30	0	47	4	0	1	0	0	0	0	0	0	0	0	52	0	46	5	1	0	0	0	0	0	0	0	0	0	52	0	93	9	1	1	0	0	0	0	0	0	0	0	104
17:45	0	42	2	0	0	0	0	0	0	1	0	0	0	45	0	66	6	0	0	0	0	0	0	0	0	0	0	72	0	108	8	0	0	0	0	0	0	1	0	0	0	117
18:00	0	49	4	1	0	0	0	0	0	0	0	0	0	54	0	79	5	1	0	0	0	0	0	0	0	0	0	85	0	128	9	2	0	0	0	0	0	0	0	0	0	139
18:15	0	48	3	1	0	0	0	0	0	0	0	0	0	52	0	41	1	1	0	0	0	0	0	0	0	0	0	43	0	89	4	2	0	0	0	0	0	0	0	0	0	95
18:30	0	48	1	0	0	0	0	0	0	0	0	0	0	49	0	56	3	0	0	0	0	0	0	0	0	0	0	59	0	104	4	0	0	0	0	0	0	0	0	0	0	108
18:45	0	35	1	0	0	0	0	0	0	0	0	0	0	36	0	49	1	1	0	0	0	0	1	0	0	0	0	52	0	84	2	1	0	0	0	0	1	0	0	0	0	88
19:00	0	50	5	0	0	0	0	0	0	0	0	0	0	55	0	48	2	0	1	0	0	0	0	0	0	0	0	51	0	98	7	0	1	0	0	0	0	0	0	0	0	106
19:15	0	25	0	2	0	0	0	0	0	0	0	0	0	27	0	44	2	0	0	0	0	0	0	0	0	0	0	46	0	69	2	2	0	0	0	0	0	0	0	0	0	73
19:30	0	38	4	0	0	0	0	0	0	0	0	0	0	42	0	33	2	0	0	0	0	0	0	0	0	0	0	35	0	71	6	0	0	0	0	0	0	0	0	0	0	77
19:45	0	31	0	0	0	0	0	0	0	0	0	0	0	31	0	30	1	1	0	0	0	0	0	0	0	0	0	32	0	61	1	1	0	0	0	0	0	0	0	0	0	63
20:00	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0	25	2	0	0	0	0	0	0	0	0	0	0	27	0	53	3	0	0	0	0	0	0	0	0	0	0	56
20:15	0	27	1	1	0	0	0	0	0	0	0	0	0	29	0	32	4	0	0	0	0	0	0	0	0	0	0	36	0	59	5	1	0	0	0	0	0	0	0	0	0	65
20:30	0	29	2	0	0	0	0	0	0	0	0	0	0	31	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	54	5	0	0	0	0	0	0	0	0	0	0	59
20:45	0	22	0	0	0	0	0	0	0	0	0	0	0	22	0	19	3	1	0	0	0	0	0	0	0	0	0	23	0	41	3	1	0	0	0	0	0	0	0	0	0	45
21:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	41	1	0	0	0	0	0	0	0	0	0	0	42
21:15	0	22	1	1	0	0	0	0	0	0	0	0	0	24	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	44	2	1	0	0	0	0	0	0	0	0	0	47
21:30	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	31	0	0	0	0	0	0	0	0	0	0	0	31
21:45	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	23	1	1	0	0	0	0	0	0	0	0	0	25	0	42	1	1	0	0	0	0	0	0	0	0	0	44
22:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	31	0	0	0	0	0	0	0	0	0	0	0	31
22:15	0	12	2	1	0	0	0	0	0	0	0	0	0	15	0	13	0	0	1	0	0	0	0	0	0	0	0	14	0	25	2	1	1	0	0	0	0	0	0	0	0	29
22:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	19	0	0	0	0	0	0	0	0	0	0	0	19
22:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	17	1	1	0	0	0	0	0	0	0	0	0	19
23:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	21	0	0	0	0	0	0	0	0	0	0	0	21
23:15	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	11	0	1	0	0	0	0	0	0	0	0	0	12
23:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	14	0	0	0	0	0	0	0	0	0	0	0	14
23:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	6	0	1	0	0	0	0	0	0	0	0	0	7	0	11	0	1	0	0	0	0	0	0	0	0	0	12
Totals	**4**	**2,486**	**215**	**25**	**45**	**8**	**1**	**3**	**4**	**2**	**0**	**0**	**0**	**2,793**	**1**	**2,518**	**213**	**35**	**48**	**12**	**0**	**6**	**15**	**0**	**0**	**0**	**0**	**2,848**	**5**	**5,004**	**428**	**60**	**93**	**20**	**1**	**9**	**19**	**2**	**0**	**0**	**0**	**5,641**
% of Totals	0%	89%	8%	1%	2%	0%	0%	0%	0%	0%				100%	0%	88%	7%	1%	2%	0%		0%	1%					100%	0%	89%	8%	1%	2%	0%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

VOLUME

Kane St E/O Golden Nozzle Car Way Dwy

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,793	2,848	5,641

15-Minutes Interval

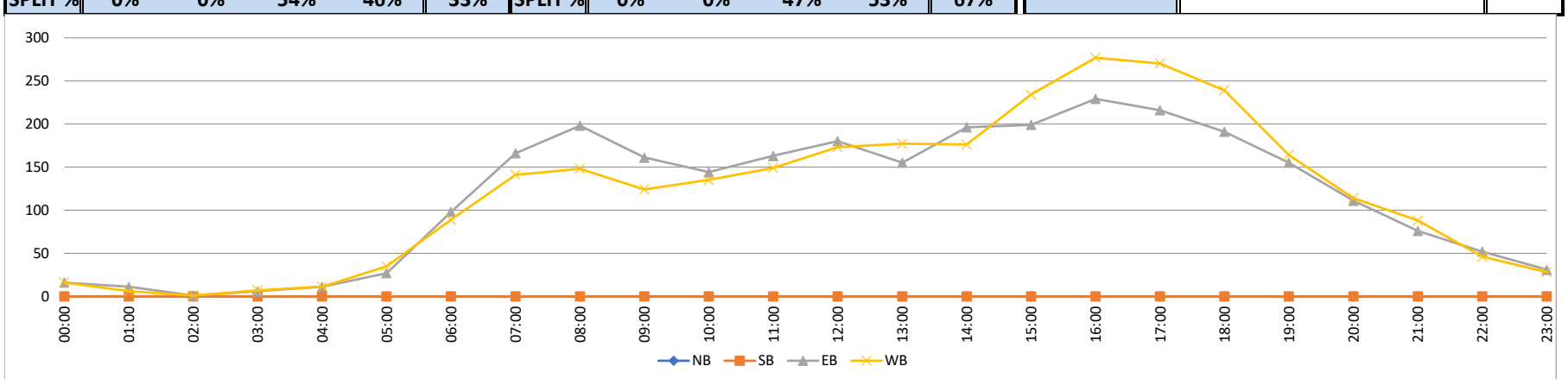
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			4	4	8	12:00			36	41	77
00:15			3	3	6	12:15			55	57	112
00:30			5	5	10	12:30			45	42	87
00:45			4	4	8	12:45			44	33	77
01:00			2	3	5	13:00			38	42	80
01:15			4	1	5	13:15			45	49	94
01:30			3	0	3	13:30			43	44	87
01:45			2	2	4	13:45			29	42	71
02:00			0	0	0	14:00			45	51	96
02:15			0	0	0	14:15			50	47	97
02:30			0	1	1	14:30			48	35	83
02:45			1	0	1	14:45			53	43	96
03:00			1	2	3	15:00			55	51	106
03:15			2	1	3	15:15			61	56	117
03:30			1	2	3	15:30			44	52	96
03:45			2	2	4	15:45			39	75	114
04:00			0	2	2	16:00			60	80	140
04:15			5	2	7	16:15			52	57	109
04:30			4	4	8	16:30			46	61	107
04:45			2	3	5	16:45			71	79	150
05:00			2	6	8	17:00			61	75	136
05:15			6	11	17	17:15			58	71	129
05:30			7	11	18	17:30			52	52	104
05:45			12	7	19	17:45			45	72	117
06:00			9	16	25	18:00			54	85	139
06:15			20	21	41	18:15			52	43	95
06:30			32	30	62	18:30			49	59	108
06:45			37	22	59	18:45			36	52	88
07:00			30	26	56	19:00			55	51	106
07:15			41	40	81	19:15			27	46	73
07:30			55	36	91	19:30			42	35	77
07:45			40	39	79	19:45			31	32	63
08:00			61	39	100	20:00			29	27	56
08:15			45	37	82	20:15			29	36	65
08:30			36	41	77	20:30			31	28	59
08:45			56	31	87	20:45			22	23	45
09:00			53	39	92	21:00			17	25	42
09:15			32	32	64	21:15			24	23	47
09:30			39	27	66	21:30			16	15	31
09:45			37	26	63	21:45			19	25	44
10:00			35	35	70	22:00			15	16	31
10:15			34	33	67	22:15			15	14	29
10:30			32	33	65	22:30			12	7	19
10:45			43	34	77	22:45			10	9	19
11:00			41	37	78	23:00			14	7	21
11:15			35	37	72	23:15			6	6	12
11:30			33	40	73	23:30			6	8	14
11:45			54	35	89	23:45			5	7	12
TOTALS	0	0	1002	862	1864	TOTALS	0	0	1791	1986	3777
SPLIT %	0%	0%	54%	46%	33%	SPLIT %	0%	0%	47%	53%	67%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			16	16	32
01:00	02:00			11	6	17
02:00	03:00			1	1	2
03:00	04:00			6	7	13
04:00	05:00			11	11	22
05:00	06:00			27	35	62
06:00	07:00			98	89	187
07:00	08:00			166	141	307
08:00	09:00			198	148	346
09:00	10:00			161	124	285
10:00	11:00			144	135	279
11:00	12:00			163	149	312
12:00	13:00			180	173	353
13:00	14:00			155	177	332
14:00	15:00			196	176	372
15:00	16:00			199	234	433
16:00	17:00			229	277	506
17:00	18:00			216	270	486
18:00	19:00			191	239	430
19:00	20:00			155	164	319
20:00	21:00			111	114	225
21:00	22:00			76	88	164
22:00	23:00			52	46	98
23:00	00:00			31	28	59

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1002	862	1864
Peak Hour			7:30	7:45	7:30
Peak Volume			201	156	352
Peak Hour Factor			0.824	0.951	0.880
Peak Period	12:00	to	00:00		
Volume			1791	1986	3777
Peak Hour			16:45	16:30	16:30
Peak Volume			242	286	522
Peak Hour Factor			0.852	0.905	0.870
Peak Period	07:00	to	09:00		
Volume			364	289	653
Peak Hour			7:30	7:45	7:30
Peak Volume			201	156	352
Peak Hour Factor			0.824	0.951	0.880
Peak Period	16:00	to	18:00		
Volume			445	547	992
Peak Hour			16:45	16:30	16:30
Peak Volume			242	286	522
Peak Hour Factor			0.852	0.905	0.870



Prepared by National Data & Surveying Services

CLASSIFICATION

Kane St E/O Golden Nozzle Car Way Dwy

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_001

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	14	1	1	0	0	0	0	0	0	0	0	0	16	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	38	3	1	0	0	0	0	0	0	0	0	0	42
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	1	0	0	0	0	0	0	0	0	8	0	11	0	0	1	0	0	0	0	0	0	0	0	12
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	4	1	0	1	0	0	1	0	0	0	0	0	7	0	9	2	0	1	0	0	1	0	0	0	0	0	13
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	12	1	0	0	1	0	0	0	0	0	0	0	14	0	15	1	0	0	1	0	0	0	0	0	0	0	17
05:00	0	15	7	0	1	1	0	0	1	0	0	0	0	25	0	36	2	1	0	0	0	0	0	0	0	0	0	39	0	51	9	1	1	1	0	0	1	0	0	0	0	64
06:00	1	72	9	1	1	2	0	0	0	0	0	0	0	86	0	72	15	3	0	0	0	0	1	0	0	0	0	91	1	144	24	4	1	2	0	0	1	0	0	0	0	177
07:00	0	152	14	3	2	1	0	0	1	0	0	0	0	173	0	127	11	2	1	0	0	0	0	0	0	0	0	141	0	279	25	5	3	1	0	0	1	0	0	0	0	314
08:00	0	206	18	1	4	0	0	2	0	0	0	0	0	231	0	141	13	3	4	0	0	1	1	1	0	0	0	164	0	347	31	4	8	0	0	3	1	1	0	0	0	395
09:00	0	170	9	1	4	2	0	0	1	0	0	0	0	187	0	137	19	2	6	2	0	0	1	0	0	0	0	167	0	307	28	3	10	4	0	0	2	0	0	0	0	354
10:00	0	150	13	1	7	1	0	0	0	0	0	0	0	172	0	133	12	2	5	0	0	0	1	0	0	0	0	153	0	283	25	3	12	1	0	0	1	0	0	0	0	325
11:00	0	173	15	1	5	2	0	1	2	0	0	0	0	199	0	151	11	2	6	0	0	0	1	0	0	0	0	171	0	324	26	3	11	2	0	1	3	0	0	0	0	370
12:00	0	176	18	1	6	1	0	1	0	0	0	0	0	203	0	144	15	1	2	3	0	0	1	0	0	0	0	166	0	320	33	2	8	4	0	1	1	0	0	0	0	369
13:00	0	141	14	2	4	2	0	0	0	1	0	0	0	164	0	157	19	4	2	2	0	0	1	0	0	0	0	185	0	298	33	6	6	4	0	0	1	1	0	0	0	349
14:00	0	173	18	2	7	2	0	0	0	0	0	0	0	202	1	141	23	1	2	1	0	0	0	0	0	0	0	169	1	314	41	3	9	3	0	0	0	0	0	0	0	371
15:00	0	197	29	3	1	0	0	0	0	0	0	0	0	230	1	200	15	3	4	2	0	0	0	0	0	0	0	225	1	397	44	6	5	2	0	0	0	0	0	0	0	455
16:00	0	219	16	2	5	1	0	0	0	0	0	0	0	243	0	288	25	3	4	1	0	0	0	0	0	0	0	321	0	507	41	5	9	2	0	0	0	0	0	0	0	564
17:00	0	208	11	3	1	0	0	0	0	0	0	0	0	223	1	258	26	1	2	0	0	0	0	0	0	0	0	288	1	466	37	4	3	0	0	0	0	0	0	0	0	511
18:00	0	184	12	2	1	0	0	0	1	0	0	0	0	200	0	172	14	2	0	0	0	0	2	0	0	0	0	190	0	356	26	4	1	0	0	0	3	0	0	0	0	390
19:00	0	126	10	1	0	0	0	0	0	0	0	0	0	137	0	128	10	0	2	0	0	0	0	0	0	0	0	140	0	254	20	1	2	0	0	0	0	0	0	0	0	277
20:00	0	89	3	1	0	0	0	0	0	0	0	0	0	93	0	89	7	1	0	0	0	0	0	0	0	0	0	97	0	178	10	2	0	0	0	0	0	0	0	0	0	190
21:00	0	76	4	1	0	0	0	0	0	0	0	0	0	81	0	76	1	2	0	0	0	0	0	0	0	0	0	79	0	152	5	3	0	0	0	0	0	0	0	0	0	160
22:00	0	39	3	1	0	0	0	0	0	0	0	0	0	43	0	45	2	1	0	0	0	0	0	0	0	0	0	48	0	84	5	2	0	0	0	0	0	0	0	0	0	91
23:00	0	29	0	1	0	0	0	0	0	0	0	0	0	30	0	23	2	1	1	0	0	0	0	0	0	0	0	27	0	52	2	2	1	0	0	0	0	0	0	0	0	57
Totals	**1**	**2,622**	**225**	**29**	**49**	**15**	**0**	**4**	**6**	**1**	**0**	**0**	**0**	**2,952**	**3**	**2,568**	**246**	**35**	**43**	**12**	**0**	**1**	**10**	**1**	**0**	**0**	**0**	**2,919**	**4**	**5,190**	**471**	**64**	**92**	**27**	**0**	**5**	**16**	**2**	**0**	**0**	**0**	**5,871**
% of Totals	0%	89%	8%	1%	2%	1%		0%	0%	0%				100%	0%	88%	8%	1%	1%	0%		0%	0%	0%				100%	0%	88%	8%	1%	2%	0%		0%	0%	0%				100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

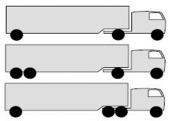
#3 2-Axle, 4-Tire Single Unit

#4 Buses

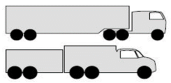
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	1	965	87	9	24	9	0	3	5	0	0	0	0	1103	0	847	87	15	24	3	0	1	6	1	0	0	0	984	1	1812	174	24	48	12	0	4	11	1	0	0	0	2087
%	0%	33%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	37%	0%	29%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	31%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	36%
Peak Hour	6:00	8:00	8:15	7:00	9:45	6:00	0:00	7:15	10:45	0:00	0:00	0:00	0:00	8:00	0:00	11:15	9:30	6:15	10:45	9:00	0:00	7:15	10:15	7:15	0:00	0:00	0:00	8:45	6:00	7:30	8:30	6:30	8:45	9:00	0:00	7:15	10:45	7:15	0:00	0:00	0:00	8:00
Peak Volume	1	206	19	3	7	2	0	2	2	0	0	0	0	231	0	160	20	4	8	2	0	1	2	1	0	0	0	177	1	347	34	6	13	4	0	3	3	1	0	0	0	395
12:00 - 24:00	0	1657	138	20	25	6	0	1	1	1	0	0	0	1849	3	1721	159	20	19	9	0	0	4	0	0	0	0	1935	3	3378	297	40	44	15	0	1	5	1	0	0	0	3784
%	0%	56%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	63%	0%	59%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	66%	0%	58%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%
Peak Hour	12:00	15:30	15:00	15:15	12:15	12:15	12:00	12:00	17:15	12:15	12:00	12:00	12:00	15:30	14:00	16:30	16:45	12:45	15:15	12:15	12:00	12:00	12:30	12:00	12:00	12:00	12:00	16:45	14:00	16:15	13:45	15:15	13:30	12:15	12:00	12:00	17:45	12:15	12:00	12:00	12:00	16:00
Peak Volume	0	234	29	4	7	2	0	1	1	1	0	0	0	270	1	303	33	4	6	4	0	0	2	0	0	0	0	340	1	510	47	7	11	6	0	1	3	1	0	0	0	564
07:00 - 09:00	0	358	32	4	6	1	0	2	1	0	0	0	0	404	0	268	24	5	5	0	0	1	1	1	0	0	0	305	0	626	56	9	11	1	0	3	2	1	0	0	0	709
%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%
Peak Hour	7:00	8:00	8:00	7:00	8:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	8:00	7:00	7:30	7:45	8:00	7:45	7:00	7:00	7:15	7:30	7:15	7:00	7:00	7:00	7:30	7:00	7:30	7:45	7:00	8:00	7:00	7:00	7:15	7:00	7:15	7:00	7:00	7:00	8:00
Peak Volume	0	206	18	3	4	1	0	2	1	0	0	0	0	231	0	154	16	3	4	0	0	1	1	1	0	0	0	175	0	347	33	5	8	1	0	3	1	1	0	0	0	395
16:00 - 18:00	0	427	27	5	6	1	0	0	0	0	0	0	0	466	1	546	51	4	6	1	0	0	0	0	0	0	0	609	1	973	78	9	12	2	0	0	0	0	0	0	0	1075
%	0%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	19%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	21%	0%	17%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%
Peak Hour	16:00	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:30	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:30	16:15	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	0	219	16	3	5	1	0	0	0	0	0	0	0	243	1	303	33	3	4	1	0	0	0	0	0	0	0	340	1	510	45	5	9	2	0	0	0	0	0	0	0	564

Prepared by National Data & Surveying Services

CLASSIFICATION

Kane St E/O Golden Nozzle Car Way Dwy

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_001

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	7	1	0	0	0	0	0	0	0	0	0	0	8
00:15	0	5	1	1	0	0	0	0	0	0	0	0	0	7	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	10	2	1	0	0	0	0	0	0	0	0	0	13
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	11	0	0	0	0	0	0	0	0	0	0	0	11
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	10	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0	3	0	0	1	0	0	0	0	0	0	0	0	4
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	0	0	0	0	3	0	2	1	0	0	0	0	0	1	0	0	0	0	4
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	4	0	2	1	0	0	1	0	0	0	0	0	0	0	4
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	0	0	0	0	0	0	0	0	0	11
05:15	0	2	3	0	0	1	0	0	0	0	0	0	0	6	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	9	4	0	0	1	0	0	0	0	0	0	0	14
05:30	0	3	1	0	1	0	0	0	1	0	0	0	0	6	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	14	1	0	1	0	0	0	1	0	0	0	0	17
05:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	11	1	1	0	0	0	0	0	0	0	0	0	13	0	18	3	1	0	0	0	0	0	0	0	0	0	22
06:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	33	4	0	0	0	0	0	0	0	0	0	0	37
06:15	0	14	3	1	0	0	0	0	0	0	0	0	0	18	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	21	5	1	0	0	0	0	0	0	0	0	0	27
06:30	0	14	3	0	0	1	0	0	0	0	0	0	0	18	0	26	3	2	0	0	0	0	0	0	0	0	0	31	0	40	6	2	0	1	0	0	0	0	0	0	0	49
06:45	1	30	3	0	1	1	0	0	0	0	0	0	0	36	0	20	6	1	0	0	0	1	0	0	0	0	0	28	1	50	9	1	1	1	0	0	1	0	0	0	0	64
07:00	0	31	4	0	0	0	0	0	0	0	0	0	0	35	0	23	1	1	0	0	0	0	0	0	0	0	0	25	0	54	5	1	0	0	0	0	0	0	0	0	0	60
07:15	0	34	2	2	1	0	0	0	1	0	0	0	0	40	0	27	1	0	0	0	0	0	0	0	0	0	0	28	0	61	3	2	1	0	0	0	1	0	0	0	0	68
07:30	0	46	3	0	1	1	0	0	0	0	0	0	0	51	0	40	3	0	0	0	0	0	0	0	0	0	0	43	0	86	6	0	1	1	0	0	0	0	0	0	0	94
07:45	0	41	5	1	0	0	0	0	0	0	0	0	0	47	0	37	6	1	1	0	0	0	0	0	0	0	0	45	0	78	11	2	1	0	0	0	0	0	0	0	0	92
08:00	0	45	3	0	1	0	0	2	0	0	0	0	0	51	0	39	3	0	0	0	0	1	0	1	0	0	0	44	0	84	6	0	1	0	0	3	0	1	0	0	0	95
08:15	0	61	3	1	1	0	0	0	0	0	0	0	0	66	0	38	2	0	2	0	0	0	1	0	0	0	0	43	0	99	5	1	3	0	0	0	1	0	0	0	0	109
08:30	0	33	6	0	0	0	0	0	0	0	0	0	0	39	0	29	5	1	1	0	0	0	0	0	0	0	0	36	0	62	11	1	1	0	0	0	0	0	0	0	0	75
08:45	0	67	6	0	2	0	0	0	0	0	0	0	0	75	0	35	3	2	1	0	0	0	0	0	0	0	0	41	0	102	9	2	3	0	0	0	0	0	0	0	0	116
09:00	0	40	4	0	2	0	0	0	0	0	0	0	0	46	0	34	3	0	1	1	0	0	0	0	0	0	0	39	0	74	7	0	3	1	0	0	0	0	0	0	0	85
09:15	0	37	1	1	2	1	0	0	1	0	0	0	0	43	0	37	6	0	3	0	0	0	1	0	0	0	0	47	0	74	7	1	5	1	0	0	2	0	0	0	0	90
09:30	0	37	1	0	0	0	0	0	0	0	0	0	0	38	0	41	6	1	2	0	0	0	0	0	0	0	0	50	0	78	7	1	2	0	0	0	0	0	0	0	0	88
09:45	0	56	3	0	0	1	0	0	0	0	0	0	0	60	0	25	4	1	0	1	0	0	0	0	0	0	0	31	0	81	7	1	0	2	0	0	0	0	0	0	0	91
10:00	0	27	2	0	1	0	0	0	0	0	0	0	0	30	0	26	2	0	1	0	0	0	0	0	0	0	0	29	0	53	4	0	2	0	0	0	0	0	0	0	0	59
10:15	0	39	3	1	3	1	0	0	0	0	0	0	0	47	0	37	8	0	0	0	0	0	1	0	0	0	0	46	0	76	11	1	3	1	0	0	1	0	0	0	0	93
10:30	0	50	5	0	3	0	0	0	0	0	0	0	0	58	0	42	1	1	1	0	0	0	0	0	0	0	0	45	0	92	6	1	4	0	0	0	0	0	0	0	0	103
10:45	0	34	3	0	0	0	0	0	0	0	0	0	0	37	0	28	1	1	3	0	0	0	0	0	0	0	0	33	0	62	4	1	3	0	0	0	0	0	0	0	0	70
11:00	0	37	3	0	1	1	0	0	0	0	0	0	0	42	0	28	5	0	0	0	0	0	1	0	0	0	0	34	0	65	8	0	1	1	0	0	1	0	0	0	0	76
11:15	0	54	5	1	1	1	0	1	1	0	0	0	0	64	0	42	5	0	1	0	0	0	0	0	0	0	0	48	0	96	10	1	2	1	0	1	1	0	0	0	0	112
11:30	0	42	3	0	2	0	0	0	1	0	0	0	0	48	0	37	0	0	4	0	0	0	0	0	0	0	0	41	0	79	3	0	6	0	0	0	1	0	0	0	0	89
11:45	0	40	4	0	1	0	0	0	0	0	0	0	0	45	0	44	1	2	1	0	0	0	0	0	0	0	0	48	0	84	5	2	2	0	0	0	0	0	0	0	0	93

Prepared by National Data & Surveying Services

CLASSIFICATION

Kane St E/O Golden Nozzle Car Way Dwy

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_001

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	45	3	0	0	1	0	0	0	0	0	0	0	49	0	37	1	0	0	0	0	0	0	0	0	0	0	38	0	82	4	0	0	1	0	0	0	0	0	0	0	87
12:15	0	41	3	1	3	0	0	1	0	0	0	0	0	49	0	34	5	0	1	2	0	0	0	0	0	0	0	42	0	75	8	1	4	2	0	1	0	0	0	0	0	91
12:30	0	43	6	0	2	0	0	0	0	0	0	0	0	51	0	36	7	0	0	0	0	0	1	0	0	0	0	44	0	79	13	0	2	0	0	0	1	0	0	0	0	95
12:45	0	47	6	0	1	0	0	0	0	0	0	0	0	54	0	37	2	1	1	1	0	0	0	0	0	0	0	42	0	84	8	1	2	1	0	0	0	0	0	0	0	96
13:00	0	30	2	1	1	2	0	0	0	1	0	0	0	37	0	35	8	2	0	1	0	0	0	0	0	0	0	46	0	65	10	3	1	3	0	0	0	1	0	0	0	83
13:15	0	42	3	1	1	0	0	0	0	0	0	0	0	47	0	37	2	0	0	1	0	0	1	0	0	0	0	41	0	79	5	1	1	1	0	0	1	0	0	0	0	88
13:30	0	37	1	0	2	0	0	0	0	0	0	0	0	40	0	44	4	1	2	0	0	0	0	0	0	0	0	51	0	81	5	1	4	0	0	0	0	0	0	0	0	91
13:45	0	32	8	0	0	0	0	0	0	0	0	0	0	40	0	41	5	1	0	0	0	0	0	0	0	0	0	47	0	73	13	1	0	0	0	0	0	0	0	0	0	87
14:00	0	41	3	0	2	0	0	0	0	0	0	0	0	46	0	22	7	0	2	0	0	0	0	0	0	0	0	31	0	63	10	0	4	0	0	0	0	0	0	0	0	77
14:15	0	38	8	1	3	1	0	0	0	0	0	0	0	51	0	28	5	0	0	1	0	0	0	0	0	0	0	34	0	66	13	1	3	2	0	0	0	0	0	0	0	85
14:30	0	51	4	0	2	0	0	0	0	0	0	0	0	57	0	42	7	0	0	0	0	0	0	0	0	0	0	49	0	93	11	0	2	0	0	0	0	0	0	0	0	106
14:45	0	43	3	1	0	1	0	0	0	0	0	0	0	48	1	49	4	1	0	0	0	0	0	0	0	0	0	55	1	92	7	2	0	1	0	0	0	0	0	0	0	103
15:00	0	41	6	0	0	0	0	0	0	0	0	0	0	47	0	36	4	2	0	0	0	0	0	0	0	0	0	42	0	77	10	2	0	0	0	0	0	0	0	0	0	89
15:15	0	51	8	1	0	0	0	0	0	0	0	0	0	60	0	45	2	0	1	2	0	0	0	0	0	0	0	50	0	96	10	1	1	2	0	0	0	0	0	0	0	110
15:30	0	50	6	0	1	0	0	0	0	0	0	0	0	57	0	66	4	0	3	0	0	0	0	0	0	0	0	73	0	116	10	0	4	0	0	0	0	0	0	0	0	130
15:45	0	55	9	2	0	0	0	0	0	0	0	0	0	66	1	53	5	1	0	0	0	0	0	0	0	0	0	60	1	108	14	3	0	0	0	0	0	0	0	0	0	126
16:00	0	68	4	1	2	1	0	0	0	0	0	0	0	76	0	74	8	2	2	1	0	0	0	0	0	0	0	87	0	142	12	3	4	2	0	0	0	0	0	0	0	163
16:15	0	61	7	1	2	0	0	0	0	0	0	0	0	71	0	61	3	0	1	0	0	0	0	0	0	0	0	65	0	122	10	1	3	0	0	0	0	0	0	0	0	136
16:30	0	50	1	0	0	0	0	0	0	0	0	0	0	51	0	63	4	0	1	0	0	0	0	0	0	0	0	68	0	113	5	0	1	0	0	0	0	0	0	0	0	119
16:45	0	40	4	0	1	0	0	0	0	0	0	0	0	45	0	90	10	1	0	0	0	0	0	0	0	0	0	101	0	130	14	1	1	0	0	0	0	0	0	0	0	146
17:00	0	57	1	2	0	0	0	0	0	0	0	0	0	60	0	88	9	1	0	0	0	0	0	0	0	0	0	98	0	145	10	3	0	0	0	0	0	0	0	0	0	158
17:15	0	59	4	0	1	0	0	0	0	0	0	0	0	64	1	62	7	0	0	0	0	0	0	0	0	0	0	70	1	121	11	0	1	0	0	0	0	0	0	0	0	134
17:30	0	47	3	1	0	0	0	0	0	0	0	0	0	51	0	62	7	0	2	0	0	0	0	0	0	0	0	71	0	109	10	1	2	0	0	0	0	0	0	0	0	122
17:45	0	45	3	0	0	0	0	0	0	0	0	0	0	48	0	46	3	0	0	0	0	0	0	0	0	0	0	49	0	91	6	0	0	0	0	0	0	0	0	0	0	97
18:00	0	54	3	0	1	0	0	0	1	0	0	0	0	59	0	46	6	1	0	0	0	0	0	0	0	0	0	53	0	100	9	1	1	0	0	0	1	0	0	0	0	112
18:15	0	42	3	1	0	0	0	0	0	0	0	0	0	46	0	34	4	0	0	0	0	0	1	0	0	0	0	39	0	76	7	1	0	0	0	0	1	0	0	0	0	85
18:30	0	43	3	1	0	0	0	0	0	0	0	0	0	47	0	40	2	0	0	0	0	0	1	0	0	0	0	43	0	83	5	1	0	0	0	0	1	0	0	0	0	90
18:45	0	45	3	0	0	0	0	0	0	0	0	0	0	48	0	52	2	1	0	0	0	0	0	0	0	0	0	55	0	97	5	1	0	0	0	0	0	0	0	0	0	103
19:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32	0	37	5	0	0	0	0	0	0	0	0	0	0	42	0	66	8	0	0	0	0	0	0	0	0	0	0	74
19:15	0	26	1	0	0	0	0	0	0	0	0	0	0	27	0	36	4	0	1	0	0	0	0	0	0	0	0	41	0	62	5	0	1	0	0	0	0	0	0	0	0	68
19:30	0	42	2	1	0	0	0	0	0	0	0	0	0	45	0	29	0	0	0	0	0	0	0	0	0	0	0	29	0	71	2	1	0	0	0	0	0	0	0	0	0	74
19:45	0	29	4	0	0	0	0	0	0	0	0	0	0	33	0	26	1	0	1	0	0	0	0	0	0	0	0	28	0	55	5	0	1	0	0	0	0	0	0	0	0	61
20:00	0	25	2	0	0	0	0	0	0	0	0	0	0	27	0	27	2	1	0	0	0	0	0	0	0	0	0	30	0	52	4	1	0	0	0	0	0	0	0	0	0	57
20:15	0	27	0	1	0	0	0	0	0	0	0	0	0	28	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	49	2	1	0	0	0	0	0	0	0	0	0	52
20:30	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	37	1	0	0	0	0	0	0	0	0	0	0	38
20:45	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	40	3	0	0	0	0	0	0	0	0	0	0	43
21:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	22	0	1	0	0	0	0	0	0	0	0	0	23	0	41	3	1	0	0	0	0	0	0	0	0	0	45
21:15	0	26	1	1	0	0	0	0	0	0	0	0	0	28	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	49	1	1	0	0	0	0	0	0	0	0	0	51
21:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	24	0	0	0	0	0	0	0	0	0	0	0	24
21:45	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	18	1	1	0	0	0	0	0	0	0	0	0	20	0	38	1	1	0	0	0	0	0	0	0	0	0	40
22:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	29	2	0	0	0	0	0	0	0	0	0	0	31
22:15	0	13	2	1	0	0	0	0	0	0	0	0	0	16	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	23	3	1	0	0	0	0	0	0	0	0	0	27
22:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	19	0	0	0	0	0	0	0	0	0	0	0	19
22:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	7	0	1	0	0	0	0	0	0	0	0	0	8	0	13	0	1	0	0	0	0	0	0	0	0	0	14
23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	7	0	0	1	0	0	0	0	0	0	0	0	8	0	18	0	0	1	0	0	0	0	0	0	0	0	19
23:15	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	14	0	1	0	0	0	0	0	0	0	0	0	15
23:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	12	1	0	0	0	0	0	0	0	0	0	0	13
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	1	1	0	0	0	0	0	0	0	0	0	7	0	8	1	1	0	0	0	0	0	0	0	0	0	10
Totals	**1**	**2,622**	**225**	**29**	**49**	**15**	**0**	**4**	**6**	**1**	**0**	**0**	**0**	**2,952**	**3**	**2,568**	**246**	**35**	**43**	**12**	**0**	**1**	**10**	**1**	**0**	**0**	**0**	**2,919**	**4**	**5,190**	**471**	**64**	**92**	**27**	**0**	**5**	**16**	**2**	**0**	**0**	**0**	**5,871**
% of Totals	0%	89%	8%	1%	2%	1%		0%	0%	0%				100%	0%	88%	8%	1%	1%	0%		0%	0%	0%				100%	0%	88%	8%	1%	2%	0%		0%	0%	0%				100%

Prepared by National Data & Surveying Services

VOLUME

Kane St E/O Golden Nozzle Car Way Dwy

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,952	2,919	5,871

DAILY TOTALS

15-Minutes Interval

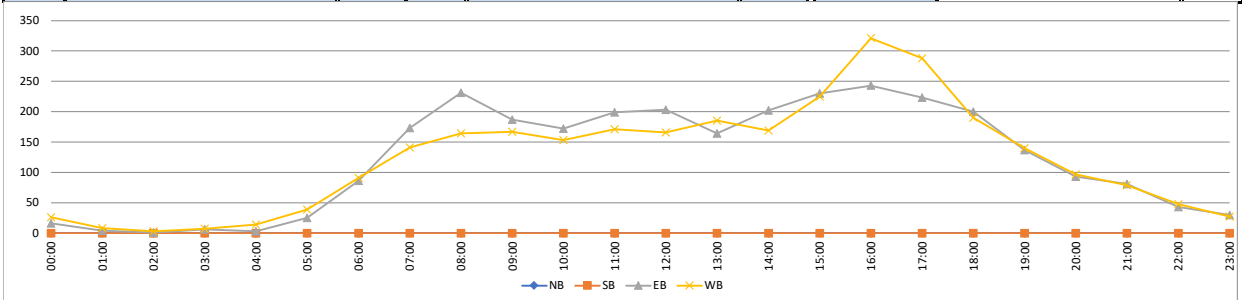
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			1	7	8	12:00			49	38	87
00:15			7	6	13	12:15			49	42	91
00:30			4	7	11	12:30			51	44	95
00:45			4	6	10	12:45			54	42	96
01:00			2	1	3	13:00			37	46	83
01:15			1	1	2	13:15			47	41	88
01:30			1	3	4	13:30			40	51	91
01:45			0	3	3	13:45			40	47	87
02:00			0	2	2	14:00			46	31	77
02:15			0	0	0	14:15			51	34	85
02:30			0	1	1	14:30			57	49	106
02:45			1	0	1	14:45			48	55	103
03:00			1	1	2	15:00			47	42	89
03:15			1	3	4	15:15			60	50	110
03:30			3	0	3	15:30			57	73	130
03:45			1	3	4	15:45			66	60	126
04:00			0	1	1	16:00			76	87	163
04:15			0	4	4	16:15			71	65	136
04:30			2	5	7	16:30			51	68	119
04:45			1	4	5	16:45			45	101	146
05:00			4	7	11	17:00			60	98	158
05:15			6	8	14	17:15			64	70	134
05:30			6	11	17	17:30			51	71	122
05:45			9	13	22	17:45			48	49	97
06:00			14	23	37	18:00			59	53	112
06:15			18	9	27	18:15			46	39	85
06:30			18	31	49	18:30			47	43	90
06:45			36	28	64	18:45			48	55	103
07:00			35	25	60	19:00			32	42	74
07:15			40	28	68	19:15			27	41	68
07:30			51	43	94	19:30			45	29	74
07:45			47	45	92	19:45			33	28	61
08:00			51	44	95	20:00			27	30	57
08:15			66	43	109	20:15			28	24	52
08:30			39	36	75	20:30			18	20	38
08:45			75	41	116	20:45			20	23	43
09:00			46	39	85	21:00			22	23	45
09:15			43	47	90	21:15			28	23	51
09:30			38	50	88	21:30			11	13	24
09:45			60	31	91	21:45			20	20	40
10:00			30	29	59	22:00			13	18	31
10:15			47	46	93	22:15			16	11	27
10:30			58	45	103	22:30			8	11	19
10:45			37	33	70	22:45			6	8	14
11:00			42	34	76	23:00			11	8	19
11:15			64	48	112	23:15			9	6	15
11:30			48	41	89	23:30			7	6	13
11:45			45	48	93	23:45			3	7	10
TOTALS	0	0	1103	984	2087	TOTALS	0	0	1849	1935	3784
SPLIT %	0%	0%	53%	47%	36%	SPLIT %	0%	0%	49%	51%	64%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			16	26	42
01:00	02:00			4	8	12
02:00	03:00			1	3	4
03:00	04:00			6	7	13
04:00	05:00			3	14	17
05:00	06:00			25	39	64
06:00	07:00			86	91	177
07:00	08:00			173	141	314
08:00	09:00			231	164	395
09:00	10:00			187	167	354
10:00	11:00			172	153	325
11:00	12:00			199	171	370
12:00	13:00			203	166	369
13:00	14:00			164	185	349
14:00	15:00			202	169	371
15:00	16:00			230	225	455
16:00	17:00			243	321	564
17:00	18:00			223	288	511
18:00	19:00			200	190	390
19:00	20:00			137	140	277
20:00	21:00			93	97	190
21:00	22:00			81	79	160
22:00	23:00			43	48	91
23:00	00:00			30	27	57

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1103	984	2087
Peak Hour			8:00	8:45	8:00
Peak Volume			231	177	395
Peak Hour Factor			0.770	0.885	0.851
Peak Period	12:00	to	00:00		
Volume			1849	1935	3784
Peak Hour			15:30	16:45	16:00
Peak Volume			270	340	564
Peak Hour Factor			0.888	0.842	0.865
Peak Period	07:00	to	09:00		
Volume			404	305	709
Peak Hour			8:00	7:30	8:00
Peak Volume			231	175	395
Peak Hour Factor			0.770	0.972	0.851
Peak Period	16:00	to	18:00		
Volume			466	609	1075
Peak Hour			16:00	16:45	16:00
Peak Volume			243	340	564
Peak Hour Factor			0.799	0.842	0.865



New Park Ave S/O Francis Ave

Averaged Counts

TIME		Tues			Wed			Ave		
		NB	SB	TOTAL	NB	SB	TOTAL	NB	SB	TOTAL
00:00	01:00	32	22	**54**	36	37	**73**	34	29.5	**63.5**
01:00	02:00	20	10	**30**	24	19	**43**	22	14.5	**36.5**
02:00	03:00	14	14	**28**	9	10	**19**	11.5	12	**23.5**
03:00	04:00	11	18	**29**	11	10	**21**	11	14	**25**
04:00	05:00	20	23	**43**	11	27	**38**	15.5	25	**40.5**
05:00	06:00	51	65	**116**	48	68	**116**	49.5	66.5	**116**
06:00	07:00	150	156	**306**	148	162	**310**	149	159	**308**
07:00	08:00	286	215	**501**	261	247	**508**	273.5	231	**504.5**
08:00	09:00	343	257	**600**	361	259	**620**	352	258	**610**
09:00	10:00	293	249	**542**	280	267	**547**	286.5	258	**544.5**
10:00	11:00	247	269	**516**	284	305	**589**	265.5	287	**552.5**
11:00	12:00	284	242	**526**	322	301	**623**	303	271.5	**574.5**
12:00	13:00	308	309	**617**	336	314	**650**	322	311.5	**633.5**
13:00	14:00	304	318	**622**	330	307	**637**	317	312.5	**629.5**
14:00	15:00	366	306	**672**	355	314	**669**	360.5	310	**670.5**
15:00	16:00	345	394	**739**	393	382	**775**	369	388	**757**
16:00	17:00	431	483	**914**	438	502	**940**	434.5	492.5	**927**
17:00	18:00	424	456	**880**	437	499	**936**	430.5	477.5	**908**
18:00	19:00	401	395	**796**	370	338	**708**	385.5	366.5	**752**
19:00	20:00	296	248	**544**	269	255	**524**	282.5	251.5	**534**
20:00	21:00	202	190	**392**	207	160	**367**	204.5	175	**379.5**
21:00	22:00	159	136	**295**	160	130	**290**	159.5	133	**292.5**
22:00	23:00	84	74	**158**	83	71	**154**	83.5	72.5	**156**
23:00	00:00	83	55	**138**	68	50	**118**	75.5	52.5	**128**

Prepared by National Data & Surveying Services

CLASSIFICATION

New Park Ave S/O Francis Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_002

HOURLY BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00	0	29	2	1	0	0	0	0	0	0	0	0	0	**32**	0	16	4	1	0	1	0	0	0	0	0	0	0	**22**	0	45	6	2	0	1	0	0	0	0	0	0	0	**54**
01:00	1	17	1	1	0	0	0	0	0	0	0	0	0	**20**	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	1	26	2	1	0	0	0	0	0	0	0	0	0	**30**
02:00	0	12	0	0	0	1	0	0	1	0	0	0	0	**14**	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**	0	22	4	0	0	1	0	0	1	0	0	0	0	**28**
03:00	0	8	2	1	0	0	0	0	0	0	0	0	0	**11**	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**	0	23	5	1	0	0	0	0	0	0	0	0	0	**29**
04:00	0	14	3	2	0	1	0	0	0	0	0	0	0	**20**	0	12	7	2	1	1	0	0	0	0	0	0	0	**23**	0	26	10	4	1	2	0	0	0	0	0	0	0	**43**
05:00	0	31	12	4	2	0	0	0	2	0	0	0	0	**51**	0	57	6	1	0	0	0	1	0	0	0	0	0	**65**	0	88	18	5	2	0	0	1	2	0	0	0	0	**116**
06:00	0	99	31	10	5	3	1	0	1	0	0	0	0	**150**	0	118	25	7	4	0	0	0	2	0	0	0	0	**156**	0	217	56	17	9	3	1	0	3	0	0	0	0	**306**
07:00	0	241	25	9	10	0	0	1	0	0	0	0	0	**286**	0	183	17	10	3	0	0	2	0	0	0	0	0	**215**	0	424	42	19	13	0	0	3	0	0	0	0	0	**501**
08:00	0	274	53	8	5	1	1	1	0	0	0	0	0	**343**	1	204	30	12	8	1	0	1	0	0	0	0	0	**257**	1	478	83	20	13	2	1	2	0	0	0	0	0	**600**
09:00	1	234	41	10	7	0	0	0	0	0	0	0	0	**293**	0	191	31	13	12	0	0	1	1	0	0	0	0	**249**	1	425	72	23	19	0	0	1	1	0	0	0	0	**542**
10:00	0	188	46	5	4	1	1	2	0	0	0	0	0	**247**	0	216	43	5	3	1	0	0	1	0	0	0	0	**269**	0	404	89	10	7	2	1	2	1	0	0	0	0	**516**
11:00	3	223	47	3	6	0	2	0	0	0	0	0	0	**284**	0	203	26	5	8	0	0	0	0	0	0	0	0	**242**	3	426	73	8	14	0	2	0	0	0	0	0	0	**526**
12:00	0	254	42	4	7	0	0	0	1	0	0	0	0	**308**	4	248	41	4	11	0	0	0	1	0	0	0	0	**309**	4	502	83	8	18	0	0	0	2	0	0	0	0	**617**
13:00	1	262	25	7	7	1	0	1	0	0	0	0	0	**304**	1	278	25	5	7	0	0	1	1	0	0	0	0	**318**	2	540	50	12	14	1	0	2	1	0	0	0	0	**622**
14:00	1	303	50	8	3	0	0	0	1	0	0	0	0	**366**	0	250	44	5	7	0	0	0	0	0	0	0	0	**306**	1	553	94	13	10	0	0	0	1	0	0	0	0	**672**
15:00	0	298	38	9	0	0	0	0	0	0	0	0	0	**345**	1	336	35	14	6	0	0	0	2	0	0	0	0	**394**	1	634	73	23	6	0	0	0	2	0	0	0	0	**739**
16:00	1	387	30	9	4	0	0	0	0	0	0	0	0	**431**	0	426	47	3	6	0	0	1	0	0	0	0	0	**483**	1	813	77	12	10	0	0	1	0	0	0	0	0	**914**
17:00	1	388	28	3	3	0	0	1	0	0	0	0	0	**424**	3	401	38	9	5	0	0	0	0	0	0	0	0	**456**	4	789	66	12	8	0	0	0	1	0	0	0	0	**880**
18:00	2	339	56	2	1	0	0	1	0	0	0	0	0	**401**	1	334	52	3	3	0	0	1	1	0	0	0	0	**395**	3	673	108	5	4	0	0	2	1	0	0	0	0	**796**
19:00	0	272	23	1	0	0	0	0	0	0	0	0	0	**296**	1	222	23	1	1	0	0	0	0	0	0	0	0	**248**	1	494	46	2	1	0	0	0	0	0	0	0	0	**544**
20:00	1	183	16	1	0	1	0	0	0	0	0	0	0	**202**	0	159	30	1	0	0	0	0	0	0	0	0	0	**190**	1	342	46	2	0	1	0	0	0	0	0	0	0	**392**
21:00	0	145	14	0	0	0	0	0	0	0	0	0	0	**159**	0	121	14	1	0	0	0	0	0	0	0	0	0	**136**	0	266	28	1	0	0	0	0	0	0	0	0	0	**295**
22:00	0	76	7	1	0	0	0	0	0	0	0	0	0	**84**	2	66	5	0	1	0	0	0	0	0	0	0	0	**74**	2	142	12	1	1	0	0	0	0	0	0	0	0	**158**
23:00	0	76	6	1	0	0	0	0	0	0	0	0	0	**83**	0	50	3	2	0	0	0	0	0	0	0	0	0	**55**	0	126	9	3	0	0	0	0	0	0	0	0	0	**138**
Totals	**12**	**4,353**	**598**	**100**	**64**	**9**	**5**	**6**	**7**	**0**	**0**	**0**	**0**	**5,154**	**14**	**4,125**	**554**	**104**	**86**	**4**	**0**	**8**	**9**	**0**	**0**	**0**	**0**	**4,904**	**26**	**8,478**	**1,152**	**204**	**150**	**13**	**5**	**14**	**16**	**0**	**0**	**0**	**0**	**10,058**
% of Totals	0%	84%	12%	2%	1%	0%	0%	0%	0%					**100%**	0%	84%	11%	2%	2%	0%		0%	0%					**100%**	0%	84%	11%	2%	1%	0%	0%	0%	0%					**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

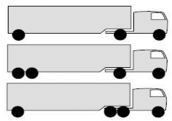
#3 2-Axle, 4-Tire Single Unit

#4 Buses

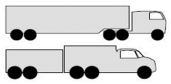
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	5	1370	263	54	39	7	5	4	4	0	0	0	0	**1751**	1	1234	197	56	39	4	0	5	4	0	0	0	0	**1540**	6	2604	460	110	78	11	5	9	8	0	0	0	0	**3291**
%	0%	27%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**34%**	0%	25%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**31%**	0%	26%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**33%**
Peak Hour	11:00	8:00	8:00	6:30	6:45	5:45	10:45	10:00	5:30	0:00	0:00	0:00	0:00	**8:00**	11:45	11:30	9:45	8:45	8:45	0:00	0:00	6:45	5:45	0:00	0:00	0:00	0:00	**11:30**	11:45	11:45	9:45	8:45	8:45	5:45	10:45	6:45	5:30	0:00	0:00	0:00	0:00	**8:00**
Peak Volume	3	274	53	11	12	3	3	2	3	0	0	0	0	**343**	4	239	45	15	12	1	0	2	2	0	0	0	0	**287**	5	482	90	25	21	3	3	3	4	0	0	0	0	**600**
12:00 - 24:00	7	2983	335	46	25	2	0	2	3	0	0	0	0	**3403**	13	2891	357	48	47	0	0	3	5	0	0	0	0	**3364**	20	5874	692	94	72	2	0	5	8	0	0	0	0	**6767**
%	0%	58%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**66%**	0%	59%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**69%**	0%	58%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**67%**
Peak Hour	13:45	16:30	18:00	15:30	12:15	12:15	12:00	12:30	12:00	12:00	12:00	12:00	12:00	**16:45**	12:30	16:30	18:00	15:00	12:00	12:00	12:00	12:30	14:45	12:00	12:00	12:00	12:00	**16:30**	12:30	16:30	18:00	15:00	12:00	12:15	12:00	12:30	12:00	12:00	12:00	12:00	12:00	**16:30**
Peak Volume	2	414	56	10	8	1	0	1	1	0	0	0	0	**456**	5	448	52	14	11	0	0	1	2	0	0	0	0	**505**	5	862	108	23	18	1	0	2	2	0	0	0	0	**959**
07:00 - 09:00	0	515	78	17	15	1	1	2	0	0	0	0	0	**629**	1	387	47	22	11	1	0	3	0	0	0	0	0	**472**	1	902	125	39	26	2	1	5	0	0	0	0	0	**1101**
%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**12%**	0%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**11%**
Peak Hour	7:00	8:00	8:00	7:30	7:00	7:30	8:00	7:00	7:00	7:00	7:00	7:00	7:00	**8:00**	8:00	7:45	8:00	7:45	7:30	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:45**	8:00	7:15	8:00	7:45	7:30	7:30	8:00	7:00	7:00	7:00	7:00	7:00	7:00	**8:00**
Peak Volume	0	274	53	11	10	1	1	1	0	0	0	0	0	**343**	1	212	30	12	10	1	0	2	0	0	0	0	0	**258**	1	480	83	23	18	2	1	3	0	0	0	0	0	**600**
16:00 - 18:00	2	775	58	12	7	0	0	0	1	0	0	0	0	**855**	3	827	85	12	11	0	0	1	0	0	0	0	0	**939**	5	1602	143	24	18	0	0	1	1	0	0	0	0	**1794**
%	0%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**17%**	0%	17%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**19%**	0%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**18%**
Peak Hour	16:00	16:30	16:00	16:00	16:30	16:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	**16:45**	16:45	16:30	16:00	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:30**	16:45	16:30	16:00	16:45	16:15	16:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	**16:30**
Peak Volume	1	414	30	9	6	0	0	0	1	0	0	0	0	**456**	3	448	47	9	7	0	0	1	0	0	0	0	0	**505**	4	862	77	14	11	0	0	1	1	0	0	0	0	**959**

Prepared by National Data & Surveying Services

CLASSIFICATION

New Park Ave S/O Francis Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_002

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	12	0	0	0	0	0	0	0	0	0	0	0	12
00:15	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	10	0	1	0	0	0	0	0	0	0	0	0	11
00:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	13	4	0	0	0	0	0	0	0	0	0	0	17
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	2	1	0	1	0	0	0	0	0	0	0	9	0	10	2	1	0	1	0	0	0	0	0	0	0	14
01:00	1	3	0	1	0	0	0	0	0	0	0	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	3	1	6	0	1	0	0	0	0	0	0	0	0	0	8
01:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	10	1	0	0	0	0	0	0	0	0	0	0	11
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	11	2	0	0	0	0	0	0	0	0	0	0	13
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	3	2	0	0	0	0	0	0	0	0	0	0	5
02:45	0	3	0	0	0	1	0	0	1	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	1	0	0	1	0	0	0	0	7
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	6	4	0	0	0	0	0	0	0	0	0	0	10
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:45	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	6	0	1	0	0	0	0	0	0	0	0	0	7
04:00	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	1	0	0	0	0	0	0	0	0	0	7
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	2	1	0	0	0	0	0	0	0	0	0	4	0	4	2	1	0	0	0	0	0	0	0	0	0	7
04:30	0	5	2	0	0	1	0	0	0	0	0	0	0	8	0	4	1	0	1	1	0	0	0	0	0	0	0	7	0	9	3	0	1	2	0	0	0	0	0	0	0	15
04:45	0	3	1	1	0	0	0	0	0	0	0	0	0	5	0	4	4	1	0	0	0	0	0	0	0	0	0	9	0	7	5	2	0	0	0	0	0	0	0	0	0	14
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	18	2	0	0	0	0	0	0	0	0	0	0	20
05:15	0	7	3	2	1	0	0	0	0	0	0	0	0	13	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	19	5	2	1	0	0	0	0	0	0	0	0	27
05:30	0	7	4	0	0	0	0	0	1	0	0	0	0	12	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	25	5	0	0	0	0	0	1	0	0	0	0	31
05:45	0	13	4	2	1	0	0	0	1	0	0	0	0	21	0	13	2	1	0	0	0	1	0	0	0	0	0	17	0	26	6	3	1	0	0	1	1	0	0	0	0	38
06:00	0	12	6	2	1	1	0	0	0	0	0	0	0	22	0	24	3	0	0	0	0	0	0	0	0	0	0	27	0	36	9	2	1	1	0	0	0	0	0	0	0	49
06:15	0	25	4	1	1	0	0	0	1	0	0	0	0	32	0	24	8	1	0	0	0	0	1	0	0	0	0	34	0	49	12	2	1	0	0	0	2	0	0	0	0	66
06:30	0	25	12	2	1	2	0	0	0	0	0	0	0	42	0	36	11	4	2	0	0	0	1	0	0	0	0	54	0	61	23	6	3	2	0	0	1	0	0	0	0	96
06:45	0	37	9	5	2	0	1	0	0	0	0	0	0	54	0	34	3	2	2	0	0	0	0	0	0	0	0	41	0	71	12	7	4	0	1	0	0	0	0	0	0	95
07:00	0	42	5	2	3	0	0	0	0	0	0	0	0	52	0	31	5	3	0	0	0	0	0	0	0	0	0	39	0	73	10	5	3	0	0	0	0	0	0	0	0	91
07:15	0	61	10	2	0	0	0	1	0	0	0	0	0	74	0	53	3	1	0	0	0	1	0	0	0	0	0	58	0	114	13	3	0	0	0	2	0	0	0	0	0	132
07:30	0	69	6	1	7	0	0	0	0	0	0	0	0	83	0	45	6	3	1	0	0	1	0	0	0	0	0	56	0	114	12	4	8	0	0	1	0	0	0	0	0	139
07:45	0	69	4	4	0	0	0	0	0	0	0	0	0	77	0	54	3	3	2	0	0	0	0	0	0	0	0	62	0	123	7	7	2	0	0	0	0	0	0	0	0	139
08:00	0	73	19	3	0	0	0	0	0	0	0	0	0	95	0	56	7	4	3	0	0	0	0	0	0	0	0	70	0	129	26	7	3	0	0	0	0	0	0	0	0	165
08:15	0	59	12	3	1	1	0	0	0	0	0	0	0	76	0	53	4	1	4	1	0	0	0	0	0	0	0	63	0	112	16	4	5	2	0	0	0	0	0	0	0	139
08:30	0	67	10	1	1	0	0	1	0	0	0	0	0	80	0	49	9	4	1	0	0	0	0	0	0	0	0	63	0	116	19	5	2	0	0	1	0	0	0	0	0	143
08:45	0	75	12	1	3	0	1	0	0	0	0	0	0	92	1	46	10	3	0	0	0	1	0	0	0	0	0	61	1	121	22	4	3	0	1	1	0	0	0	0	0	153
09:00	0	67	8	5	1	0	0	0	0	0	0	0	0	81	0	57	7	0	2	0	0	0	0	0	0	0	0	66	0	124	15	5	3	0	0	0	0	0	0	0	0	147
09:15	0	56	14	2	1	0	0	0	0	0	0	0	0	73	0	36	11	7	5	0	0	0	0	0	0	0	0	59	0	92	25	9	6	0	0	0	0	0	0	0	0	132
09:30	1	54	14	2	4	0	0	0	0	0	0	0	0	75	0	48	3	5	5	0	0	0	1	0	0	0	0	62	1	102	17	7	9	0	0	0	1	0	0	0	0	137
09:45	0	57	5	1	1	0	0	0	0	0	0	0	0	64	0	50	10	1	0	0	0	1	0	0	0	0	0	62	0	107	15	2	1	0	0	1	0	0	0	0	0	126
10:00	0	43	13	1	1	0	0	1	0	0	0	0	0	59	0	55	11	2	2	0	0	0	0	0	0	0	0	70	0	98	24	3	3	0	0	1	0	0	0	0	0	129
10:15	0	37	14	1	2	0	0	0	0	0	0	0	0	54	0	46	14	1	0	1	0	0	1	0	0	0	0	63	0	83	28	2	2	1	0	0	1	0	0	0	0	117
10:30	0	47	13	1	1	0	0	0	0	0	0	0	0	62	0	39	10	1	0	0	0	0	0	0	0	0	0	50	0	86	23	2	1	0	0	0	0	0	0	0	0	112
10:45	0	61	6	2	0	1	1	1	0	0	0	0	0	72	0	76	8	1	1	0	0	0	0	0	0	0	0	86	0	137	14	3	1	1	1	1	0	0	0	0	0	158
11:00	2	60	10	1	1	0	1	0	0	0	0	0	0	75	0	46	6	0	3	0	0	0	0	0	0	0	0	55	2	106	16	1	4	0	1	0	0	0	0	0	0	130
11:15	0	40	10	1	2	0	0	0	0	0	0	0	0	53	0	52	5	2	4	0	0	0	0	0	0	0	0	63	0	92	15	3	6	0	0	0	0	0	0	0	0	116
11:30	0	54	13	1	1	0	1	0	0	0	0	0	0	70	0	63	11	2	0	0	0	0	0	0	0	0	0	76	0	117	24	3	1	0	1	0	0	0	0	0	0	146
11:45	1	69	14	0	2	0	0	0	0	0	0	0	0	86	0	42	4	1	1	0	0	0	0	0	0	0	0	48	1	111	18	1	3	0	0	0	0	0	0	0	0	134

Prepared by National Data & Surveying Services

CLASSIFICATION

New Park Ave S/O Francis Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_002

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	48	12	1	1	0	0	0	0	0	0	0	0	62	0	57	10	0	2	0	0	0	1	0	0	0	0	70	0	105	22	1	3	0	0	0	1	0	0	0	0	132
12:15	0	66	10	1	3	0	0	0	0	0	0	0	0	80	0	77	10	3	3	0	0	0	0	0	0	0	0	93	0	143	20	4	6	0	0	0	0	0	0	0	0	173
12:30	0	74	11	1	2	0	0	0	1	0	0	0	0	89	4	49	7	1	4	0	0	0	0	0	0	0	0	65	4	123	18	2	6	0	0	0	1	0	0	0	0	154
12:45	0	66	9	1	1	0	0	0	0	0	0	0	0	77	0	65	14	0	2	0	0	0	0	0	0	0	0	81	0	131	23	1	3	0	0	0	0	0	0	0	0	158
13:00	0	80	7	1	2	1	0	0	0	0	0	0	0	91	0	59	3	1	1	0	0	0	0	0	0	0	0	64	0	139	10	2	3	1	0	0	0	0	0	0	0	155
13:15	0	68	8	2	0	0	0	1	0	0	0	0	0	79	1	64	7	2	3	0	0	1	0	0	0	0	0	78	1	132	15	4	3	0	0	2	0	0	0	0	0	157
13:30	0	55	0	2	3	0	0	0	0	0	0	0	0	60	0	74	6	1	2	0	0	0	1	0	0	0	0	84	0	129	6	3	5	0	0	0	1	0	0	0	0	144
13:45	1	59	10	2	2	0	0	0	0	0	0	0	0	74	0	81	9	1	1	0	0	0	0	0	0	0	0	92	1	140	19	3	3	0	0	0	0	0	0	0	0	166
14:00	0	65	11	2	0	0	0	0	1	0	0	0	0	79	0	55	13	3	2	0	0	0	0	0	0	0	0	73	0	120	24	5	2	0	0	0	1	0	0	0	0	152
14:15	0	84	15	2	1	0	0	0	0	0	0	0	0	102	0	73	13	1	1	0	0	0	0	0	0	0	0	88	0	157	28	3	2	0	0	0	0	0	0	0	0	190
14:30	1	75	15	1	1	0	0	0	0	0	0	0	0	93	0	54	13	1	0	0	0	0	0	0	0	0	0	68	1	129	28	2	1	0	0	0	0	0	0	0	0	161
14:45	0	79	9	3	1	0	0	0	0	0	0	0	0	92	0	68	5	0	4	0	0	0	0	0	0	0	0	77	0	147	14	3	5	0	0	0	0	0	0	0	0	169
15:00	0	75	7	1	0	0	0	0	0	0	0	0	0	83	0	84	8	4	3	0	0	0	0	0	0	0	0	99	0	159	15	5	3	0	0	0	0	0	0	0	0	182
15:15	0	91	11	2	0	0	0	0	0	0	0	0	0	104	0	82	11	5	2	0	0	0	1	0	0	0	0	101	0	173	22	7	2	0	0	0	1	0	0	0	0	205
15:30	0	64	16	3	0	0	0	0	0	0	0	0	0	83	1	77	7	2	0	0	0	0	1	0	0	0	0	88	1	141	23	5	0	0	0	0	1	0	0	0	0	171
15:45	0	68	4	3	0	0	0	0	0	0	0	0	0	75	0	93	9	3	1	0	0	0	0	0	0	0	0	106	0	161	13	6	1	0	0	0	0	0	0	0	0	181
16:00	0	95	12	1	0	0	0	0	0	0	0	0	0	108	0	99	12	0	1	0	0	1	0	0	0	0	0	113	0	194	24	1	1	0	0	1	0	0	0	0	0	221
16:15	0	95	6	3	0	0	0	0	0	0	0	0	0	104	0	92	11	1	3	0	0	0	0	0	0	0	0	107	0	187	17	4	3	0	0	0	0	0	0	0	0	211
16:30	0	94	4	2	2	0	0	0	0	0	0	0	0	102	0	116	10	1	0	0	0	0	0	0	0	0	0	127	0	210	14	3	2	0	0	0	0	0	0	0	0	229
16:45	1	103	8	3	2	0	0	0	0	0	0	0	0	117	0	119	14	1	2	0	0	0	0	0	0	0	0	136	1	222	22	4	4	0	0	0	0	0	0	0	0	253
17:00	0	102	9	0	0	0	0	0	0	0	0	0	0	111	0	106	11	1	2	0	0	0	0	0	0	0	0	120	0	208	20	1	2	0	0	0	0	0	0	0	0	231
17:15	0	115	6	1	2	0	0	0	0	0	0	0	0	124	1	107	11	2	1	0	0	0	0	0	0	0	0	122	1	222	17	3	3	0	0	0	0	0	0	0	0	246
17:30	0	94	7	2	1	0	0	0	0	0	0	0	0	104	2	87	7	4	1	0	0	0	0	0	0	0	0	101	2	181	14	6	2	0	0	0	0	0	0	0	0	205
17:45	1	77	6	0	0	0	0	0	1	0	0	0	0	85	0	101	9	2	1	0	0	0	0	0	0	0	0	113	1	178	15	2	1	0	0	0	1	0	0	0	0	198
18:00	0	85	14	0	1	0	0	0	0	0	0	0	0	100	0	134	14	0	0	0	0	0	0	0	0	0	0	148	0	219	28	0	1	0	0	0	0	0	0	0	0	248
18:15	1	95	14	1	0	0	0	1	0	0	0	0	0	112	1	71	12	2	3	0	0	1	0	0	0	0	0	90	2	166	26	3	3	0	0	2	0	0	0	0	0	202
18:30	0	74	18	0	0	0	0	0	0	0	0	0	0	92	0	70	12	0	0	0	0	0	0	0	0	0	0	82	0	144	30	0	0	0	0	0	0	0	0	0	0	174
18:45	1	85	10	1	0	0	0	0	0	0	0	0	0	97	0	59	14	1	0	0	0	0	1	0	0	0	0	75	1	144	24	2	0	0	0	0	1	0	0	0	0	172
19:00	0	74	8	0	0	0	0	0	0	0	0	0	0	82	1	70	4	0	0	0	0	0	0	0	0	0	0	75	1	144	12	0	0	0	0	0	0	0	0	0	0	157
19:15	0	67	3	0	0	0	0	0	0	0	0	0	0	70	0	53	8	0	1	0	0	0	0	0	0	0	0	62	0	120	11	0	1	0	0	0	0	0	0	0	0	132
19:30	0	61	8	0	0	0	0	0	0	0	0	0	0	69	0	50	6	1	0	0	0	0	0	0	0	0	0	57	0	111	14	1	0	0	0	0	0	0	0	0	0	126
19:45	0	70	4	1	0	0	0	0	0	0	0	0	0	75	0	49	5	0	0	0	0	0	0	0	0	0	0	54	0	119	9	1	0	0	0	0	0	0	0	0	0	129
20:00	1	44	7	0	0	0	0	0	0	0	0	0	0	52	0	49	2	0	0	0	0	0	0	0	0	0	0	51	1	93	9	0	0	0	0	0	0	0	0	0	0	103
20:15	0	59	4	0	0	1	0	0	0	0	0	0	0	64	0	43	12	0	0	0	0	0	0	0	0	0	0	55	0	102	16	0	0	1	0	0	0	0	0	0	0	119
20:30	0	46	5	0	0	0	0	0	0	0	0	0	0	51	0	34	3	1	0	0	0	0	0	0	0	0	0	38	0	80	8	1	0	0	0	0	0	0	0	0	0	89
20:45	0	34	0	1	0	0	0	0	0	0	0	0	0	35	0	33	13	0	0	0	0	0	0	0	0	0	0	46	0	67	13	1	0	0	0	0	0	0	0	0	0	81
21:00	0	36	1	0	0	0	0	0	0	0	0	0	0	37	0	29	0	0	0	0	0	0	0	0	0	0	0	29	0	65	1	0	0	0	0	0	0	0	0	0	0	66
21:15	0	41	5	0	0	0	0	0	0	0	0	0	0	46	0	32	4	0	0	0	0	0	0	0	0	0	0	36	0	73	9	0	0	0	0	0	0	0	0	0	0	82
21:30	0	31	7	0	0	0	0	0	0	0	0	0	0	38	0	25	4	0	0	0	0	0	0	0	0	0	0	29	0	56	11	0	0	0	0	0	0	0	0	0	0	67
21:45	0	37	1	0	0	0	0	0	0	0	0	0	0	38	0	35	6	1	0	0	0	0	0	0	0	0	0	42	0	72	7	1	0	0	0	0	0	0	0	0	0	80
22:00	0	29	0	0	0	0	0	0	0	0	0	0	0	29	1	30	0	0	0	0	0	0	0	0	0	0	0	31	1	59	0	0	0	0	0	0	0	0	0	0	0	60
22:15	0	18	2	1	0	0	0	0	0	0	0	0	0	21	1	16	1	0	1	0	0	0	0	0	0	0	0	19	1	34	3	1	1	0	0	0	0	0	0	0	0	40
22:30	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	11	4	0	0	0	0	0	0	0	0	0	0	15	0	29	6	0	0	0	0	0	0	0	0	0	0	35
22:45	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	20	3	0	0	0	0	0	0	0	0	0	0	23
23:00	0	29	2	0	0	0	0	0	0	0	0	0	0	31	0	15	0	1	0	0	0	0	0	0	0	0	0	16	0	44	2	1	0	0	0	0	0	0	0	0	0	47
23:15	0	18	2	1	0	0	0	0	0	0	0	0	0	21	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	29	3	1	0	0	0	0	0	0	0	0	0	33
23:30	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	28	1	0	0	0	0	0	0	0	0	0	0	29
23:45	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	10	2	1	0	0	0	0	0	0	0	0	0	13	0	25	3	1	0	0	0	0	0	0	0	0	0	29
Totals	**12**	**4,353**	**598**	**100**	**64**	**9**	**5**	**6**	**7**	**0**	**0**	**0**	**0**	**5,154**	**14**	**4,125**	**554**	**104**	**86**	**4**	**0**	**8**	**9**	**0**	**0**	**0**	**0**	**4,904**	**26**	**8,478**	**1,152**	**204**	**150**	**13**	**5**	**14**	**16**	**0**	**0**	**0**	**0**	**10,058**
% of Totals	0%	84%	12%	2%	1%	0%	0%	0%	0%					100%	0%	84%	11%	2%	2%	0%		0%	0%					100%	0%	84%	11%	2%	1%	0%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

New Park Ave S/O Francis Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_002

DAILY TOTALS	NB	SB	EB	WB	Total
	5,154	4,904	0	0	10,058

DAILY TOTALS

15-Minutes Interval

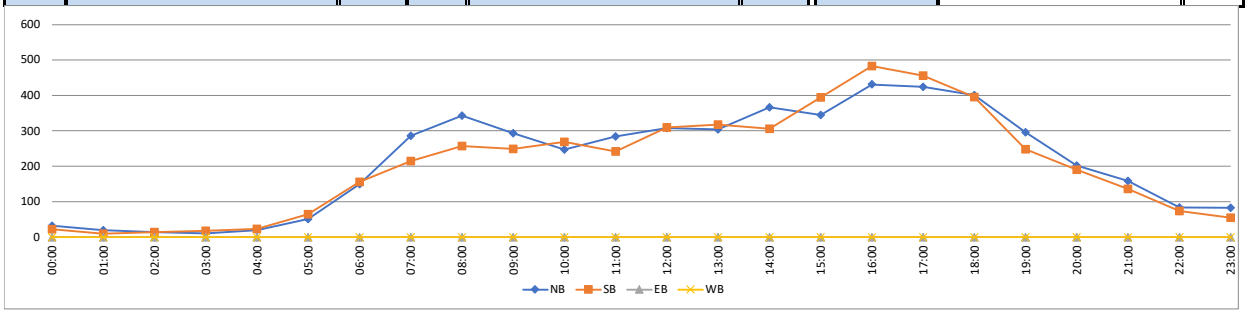
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	6	6			12	12:00	62	70			132
00:15	9	2			11	12:15	80	93			173
00:30	12	5			17	12:30	89	65			154
00:45	5	9			14	12:45	77	81			158
01:00	5	3			8	13:00	91	64			155
01:15	8	3			11	13:15	79	78			157
01:30	3	1			4	13:30	60	84			144
01:45	4	3			7	13:45	74	92			166
02:00	6	7			13	14:00	79	73			152
02:15	3	0			3	14:15	102	88			190
02:30	0	5			5	14:30	93	68			161
02:45	5	2			7	14:45	92	77			169
03:00	2	4			6	15:00	83	99			182
03:15	5	5			10	15:15	104	101			205
03:30	2	4			6	15:30	83	88			171
03:45	2	5			7	15:45	75	106			181
04:00	4	3			7	16:00	108	113			221
04:15	3	4			7	16:15	104	107			211
04:30	8	7			15	16:30	102	127			229
04:45	5	9			14	16:45	117	136			253
05:00	5	15			20	17:00	111	120			231
05:15	13	14			27	17:15	124	122			246
05:30	12	19			31	17:30	104	101			205
05:45	21	17			38	17:45	85	113			198
06:00	22	27			49	18:00	100	148			248
06:15	32	34			66	18:15	112	90			202
06:30	42	54			96	18:30	92	82			174
06:45	54	41			95	18:45	97	75			172
07:00	52	39			91	19:00	82	75			157
07:15	74	58			132	19:15	70	62			132
07:30	83	56			139	19:30	69	57			126
07:45	77	62			139	19:45	75	54			129
08:00	95	70			165	20:00	52	51			103
08:15	76	63			139	20:15	64	55			119
08:30	80	63			143	20:30	51	38			89
08:45	92	61			153	20:45	35	46			81
09:00	81	66			147	21:00	37	29			66
09:15	73	59			132	21:15	46	36			82
09:30	75	62			137	21:30	38	29			67
09:45	64	62			126	21:45	38	42			80
10:00	59	70			129	22:00	29	31			60
10:15	54	63			117	22:15	21	19			40
10:30	62	50			112	22:30	20	15			35
10:45	72	86			158	22:45	14	9			23
11:00	75	55			130	23:00	31	16			47
11:15	53	63			116	23:15	21	12			33
11:30	70	76			146	23:30	15	14			29
11:45	86	48			134	23:45	16	13			29
TOTALS	1751	1540	0	0	3291	TOTALS	3403	3364	0	0	6767
SPLIT %	53%	47%	0%	0%	33%	SPLIT %	50%	50%	0%	0%	67%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	32	22			54
01:00	02:00	20	10			30
02:00	03:00	14	14			28
03:00	04:00	11	18			29
04:00	05:00	20	23			43
05:00	06:00	51	65			116
06:00	07:00	150	156			306
07:00	08:00	286	215			501
08:00	09:00	343	257			600
09:00	10:00	293	249			542
10:00	11:00	247	269			516
11:00	12:00	284	242			526
12:00	13:00	308	309			617
13:00	14:00	304	318			622
14:00	15:00	366	306			672
15:00	16:00	345	394			739
16:00	17:00	431	483			914
17:00	18:00	424	456			880
18:00	19:00	401	395			796
19:00	20:00	296	248			544
20:00	21:00	202	190			392
21:00	22:00	159	136			295
22:00	23:00	84	74			158
23:00	00:00	83	55			138

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1751	1540			3291
Peak Hour	8:00	10:45			8:00
Peak Volume	343	280			600
Peak Hour Factor	0.903	0.814			0.909
Peak Period	12:00	to	00:00		
Volume	3403	3364			6767
Peak Hour	16:45	16:30			16:30
Peak Volume	456	505			959
Peak Hour Factor	0.919	0.928			0.948
Peak Period	07:00	to	09:00		
Volume	629	472			1101
Peak Hour	8:00	7:45			8:00
Peak Volume	343	258			600
Peak Hour Factor	0.903	0.921			0.909
Peak Period	16:00	to	18:00		
Volume	855	939			1794
Peak Hour	16:45	16:30			16:30
Peak Volume	456	505			959
Peak Hour Factor	0.919	0.928			0.948



Prepared by National Data & Surveying Services

CLASSIFICATION

New Park Ave S/O Francis Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_002

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	34	1	1	0	0	0	0	0	0	0	0	0	**36**	0	28	8	1	0	0	0	0	0	0	0	0	0	**37**	0	62	9	2	0	0	0	0	0	0	0	0	0	**73**
01:00	0	20	3	1	0	0	0	0	0	0	0	0	0	**24**	0	17	1	0	1	0	0	0	0	0	0	0	0	**19**	0	37	4	1	1	0	0	0	0	0	0	0	0	**43**
02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
03:00	0	8	2	1	0	0	0	0	0	0	0	0	0	**11**	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	0	16	4	1	0	0	0	0	0	0	0	0	0	**21**
04:00	0	8	0	2	0	1	0	0	0	0	0	0	0	**11**	0	19	4	2	0	2	0	0	0	0	0	0	0	**27**	0	27	4	4	0	3	0	0	0	0	0	0	0	**38**
05:00	0	30	12	4	1	1	0	0	0	0	0	0	0	**48**	0	57	10	1	0	0	0	0	0	0	0	0	0	**68**	0	87	22	5	1	1	0	0	0	0	0	0	0	**116**
06:00	0	108	24	10	3	1	1	0	1	0	0	0	0	**148**	0	124	28	7	3	0	0	0	0	0	0	0	0	**162**	0	232	52	17	6	1	1	0	1	0	0	0	0	**310**
07:00	0	215	27	8	6	3	0	2	0	0	0	0	0	**261**	0	206	25	11	4	0	0	0	1	0	0	0	0	**247**	0	421	52	19	10	3	0	2	1	0	0	0	0	**508**
08:00	1	292	47	11	7	0	0	3	0	0	0	0	0	**361**	0	204	33	11	5	4	0	1	1	0	0	0	0	**259**	1	496	80	22	12	4	0	4	1	0	0	0	0	**620**
09:00	0	225	40	6	6	1	0	0	2	0	0	0	0	**280**	0	221	27	14	3	1	0	0	1	0	0	0	0	**267**	0	446	67	20	9	2	0	0	3	0	0	0	0	**547**
10:00	2	227	43	4	7	0	0	1	0	0	0	0	0	**284**	0	239	54	4	5	1	0	2	0	0	0	0	0	**305**	2	466	97	8	12	1	0	3	0	0	0	0	0	**589**
11:00	0	257	52	4	7	1	1	0	0	0	0	0	0	**322**	0	248	37	5	9	1	0	1	0	0	0	0	0	**301**	0	505	89	9	16	2	1	1	0	0	0	0	0	**623**
12:00	1	264	55	5	7	1	1	2	0	0	0	0	0	**336**	2	256	43	6	6	1	0	0	0	0	0	0	0	**314**	3	520	98	11	13	2	1	2	0	0	0	0	0	**650**
13:00	2	282	32	5	8	1	0	0	0	0	0	0	0	**330**	2	244	50	6	4	0	0	1	0	0	0	0	0	**307**	4	526	82	11	12	1	0	1	0	0	0	0	0	**637**
14:00	3	293	36	10	11	1	0	0	0	1	0	0	0	**355**	2	259	42	5	4	1	0	1	0	0	0	0	0	**314**	5	552	78	15	15	2	0	1	0	1	0	0	0	**669**
15:00	0	334	46	9	3	0	0	1	0	0	0	0	0	**393**	3	323	41	9	6	0	0	0	0	0	0	0	0	**382**	3	657	87	18	9	0	0	1	0	0	0	0	0	**775**
16:00	3	383	41	9	2	0	0	0	0	0	0	0	0	**438**	0	443	43	9	7	0	0	0	0	0	0	0	0	**502**	3	826	84	18	9	0	0	0	0	0	0	0	0	**940**
17:00	3	399	26	6	2	0	0	0	1	0	0	0	0	**437**	3	433	56	4	3	0	0	0	0	0	0	0	0	**499**	6	832	82	10	5	0	0	0	1	0	0	0	0	**936**
18:00	7	310	49	2	1	0	0	0	1	0	0	0	0	**370**	1	281	49	4	0	0	0	1	2	0	0	0	0	**338**	8	591	98	6	1	0	0	1	3	0	0	0	0	**708**
19:00	1	235	28	1	3	0	0	0	1	0	0	0	0	**269**	1	225	22	2	3	1	0	0	1	0	0	0	0	**255**	2	460	50	3	6	1	0	0	2	0	0	0	0	**524**
20:00	1	191	12	1	2	0	0	0	0	0	0	0	0	**207**	1	141	17	1	0	0	0	0	0	0	0	0	0	**160**	2	332	29	2	2	0	0	0	0	0	0	0	0	**367**
21:00	0	143	17	0	0	0	0	0	0	0	0	0	0	**160**	0	115	13	1	1	0	0	0	0	0	0	0	0	**130**	0	258	30	1	1	0	0	0	0	0	0	0	0	**290**
22:00	1	75	5	1	1	0	0	0	0	0	0	0	0	**83**	0	63	5	1	1	1	0	0	0	0	0	0	0	**71**	1	138	10	2	2	1	0	0	0	0	0	0	0	**154**
23:00	0	65	2	1	0	0	0	0	0	0	0	0	0	**68**	0	43	6	1	0	0	0	0	0	0	0	0	0	**50**	0	108	8	2	0	0	0	0	0	0	0	0	0	**118**
Totals	**25**	**4,406**	**601**	**102**	**77**	**11**	**3**	**9**	**6**	**1**	**0**	**0**	**0**	**5,241**	**15**	**4,206**	**617**	**105**	**65**	**13**	**0**	**7**	**6**	**0**	**0**	**0**	**0**	**5,034**	**40**	**8,612**	**1,218**	**207**	**142**	**24**	**3**	**16**	**12**	**1**	**0**	**0**	**0**	**10,275**
% of Totals	0%	84%	11%	2%	1%	0%	0%	0%	0%	0%				**100%**	0%	84%	12%	2%	1%	0%		0%	0%					**100%**	0%	84%	12%	2%	1%	0%	0%	0%	0%	0%				**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

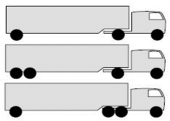
#3 2-Axle, 4-Tire Single Unit

#4 Buses

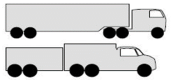
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	3	1432	252	52	37	8	2	6	3	0	0	0	0	**1795**	0	1380	230	56	30	9	0	4	3	0	0	0	0	**1712**	3	2812	482	108	67	17	2	10	6	0	0	0	0	**3507**
%	0%	27%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**34%**	0%	27%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**34%**	0%	27%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**34%**
Peak Hour	10:00	8:00	10:30	7:45	11:30	6:45	6:00	7:15	9:00	0:00	0:00	0:00	0:00	**8:00**	11:45	11:15	10:00	8:45	11:15	8:00	0:00	10:00	8:30	0:00	0:00	0:00	0:00	**10:30**	11:45	11:15	10:15	7:45	11:15	8:15	6:00	7:30	9:00	0:00	0:00	0:00	0:00	**10:30**
Peak Volume	2	292	61	12	12	3	1	3	2	0	0	0	0	**361**	2	261	54	14	10	4	0	2	2	0	0	0	0	**312**	3	517	107	24	20	5	1	4	3	0	0	0	0	**646**
12:00 - 24:00	22	2974	349	50	40	3	1	3	3	1	0	0	0	**3446**	15	2826	387	49	35	4	0	3	3	0	0	0	0	**3322**	37	5800	736	99	75	7	1	6	6	1	0	0	0	**6768**
%	0%	57%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**66%**	0%	56%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**66%**	0%	56%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**66%**
Peak Hour	17:15	15:30	12:00	15:30	14:15	12:00	12:00	12:00	16:15	13:30	12:00	12:00	12:00	**15:30**	12:30	16:45	16:45	15:45	16:00	12:00	12:00	12:30	17:45	12:00	12:00	12:00	12:00	**16:45**	17:15	16:45	12:15	15:30	13:30	12:00	12:00	12:00	17:45	13:30	12:00	12:00	12:00	**16:45**
Peak Volume	9	401	55	12	12	1	1	2	1	1	0	0	0	**457**	3	487	62	12	7	1	0	1	2	0	0	0	0	**560**	12	869	100	22	16	2	1	2	3	1	0	0	0	**985**
07:00 - 09:00	1	507	74	19	13	3	0	5	0	0	0	0	0	**622**	0	410	58	22	9	4	0	1	2	0	0	0	0	**506**	1	917	132	41	22	7	0	6	2	0	0	0	0	**1128**
%	0%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**12%**	0%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**11%**
Peak Hour	7:30	8:00	8:00	7:45	7:15	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	**8:00**	7:00	7:30	8:00	7:15	7:30	8:00	7:00	7:30	7:00	7:00	7:00	7:00	7:00	**7:30**	7:30	8:00	8:00	7:45	7:15	8:00	7:00	7:30	7:00	7:00	7:00	7:00	7:00	**8:00**
Peak Volume	1	292	47	12	8	3	0	3	0	0	0	0	0	**361**	0	222	33	12	7	4	0	1	1	0	0	0	0	**273**	1	496	80	24	14	4	0	4	1	0	0	0	0	**620**
16:00 - 18:00	6	782	67	15	4	0	0	0	1	0	0	0	0	**875**	3	876	99	13	10	0	0	0	0	0	0	0	0	**1001**	9	1658	166	28	14	0	0	0	1	0	0	0	0	**1876**
%	0%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**17%**	0%	17%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**20%**	0%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**18%**
Peak Hour	16:00	17:00	16:00	16:00	16:45	16:00	16:00	16:00	16:15	16:00	16:00	16:00	16:00	**16:00**	17:00	16:45	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:45**	17:00	16:45	16:30	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:00	16:00	16:00	**16:45**
Peak Volume	3	399	41	9	3	0	0	0	1	0	0	0	0	**438**	3	487	62	9	7	0	0	0	0	0	0	0	0	**560**	6	869	92	18	9	0	0	0	1	0	0	0	0	**985**

Prepared by National Data & Surveying Services

CLASSIFICATION

New Park Ave S/O Francis Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_002

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**	0	12	3	0	0	0	0	0	0	0	0	0	**15**
00:15	0	7	1	1	0	0	0	0	0	0	0	0	0	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	0	14	3	1	0	0	0	0	0	0	0	0	**18**
00:30	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	20	0	0	0	0	0	0	0	0	0	0	**20**
00:45	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	0	6	3	1	0	0	0	0	0	0	0	0	0	**10**	0	16	3	1	0	0	0	0	0	0	0	0	**20**
01:00	0	8	0	1	0	0	0	0	0	0	0	0	0	**9**	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	15	0	1	0	0	0	0	0	0	0	0	**16**
01:15	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	0	7	1	0	1	0	0	0	0	0	0	0	**9**
01:30	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	8	2	0	0	0	0	0	0	0	0	0	**10**
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	7	1	0	0	0	0	0	0	0	0	0	**8**
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	7	0	0	0	0	0	0	0	0	0	0	**7**
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	2	2	0	0	0	0	0	0	0	0	0	**4**
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
03:30	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	3	3	0	0	0	0	0	0	0	0	0	**6**
03:45	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	3	1	1	0	0	0	0	0	0	0	0	**5**
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
04:15	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	5	2	1	0	1	0	0	0	0	0	0	0	**9**	0	6	2	2	0	1	0	0	0	0	0	0	**11**
04:30	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	9	1	0	0	0	0	0	0	0	0	0	**10**
04:45	0	1	0	1	0	1	0	0	0	0	0	0	0	**3**	0	6	1	1	0	1	0	0	0	0	0	0	0	**9**	0	7	1	2	0	2	0	0	0	0	0	0	**12**
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	12	3	0	0	0	0	0	0	0	0	0	**15**
05:15	0	7	6	1	0	0	0	0	0	0	0	0	0	**14**	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	0	16	8	1	0	0	0	0	0	0	0	0	**25**
05:30	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**	0	18	4	0	0	0	0	0	0	0	0	0	0	**22**	0	28	5	0	1	0	0	0	0	0	0	0	**34**
05:45	0	10	3	3	0	1	0	0	0	0	0	0	0	**17**	0	21	3	1	0	0	0	0	0	0	0	0	0	**25**	0	31	6	4	0	1	0	0	0	0	0	0	**42**
06:00	0	19	2	1	0	1	0	0	0	0	0	0	0	**23**	0	25	8	0	1	0	0	0	0	0	0	0	0	**34**	0	44	10	1	1	1	0	0	0	0	0	0	**57**
06:15	0	15	7	3	0	0	0	0	0	0	0	0	0	**25**	0	28	2	1	0	0	0	0	0	0	0	0	0	**31**	0	43	9	4	0	0	0	0	0	0	0	0	**56**
06:30	0	32	9	2	1	0	0	0	0	0	0	0	0	**44**	0	31	6	4	2	0	0	0	0	0	0	0	0	**43**	0	63	15	6	3	0	0	0	0	0	0	0	**87**
06:45	0	42	6	4	2	0	1	0	1	0	0	0	0	**56**	0	40	12	2	0	0	0	0	0	0	0	0	0	**54**	0	82	18	6	2	0	1	0	1	0	0	0	**110**
07:00	0	44	10	1	1	1	0	1	0	0	0	0	0	**58**	0	47	2	2	0	0	0	0	0	0	0	0	0	**51**	0	91	12	3	1	1	0	1	0	0	0	0	**109**
07:15	0	50	6	3	2	1	0	0	0	0	0	0	0	**62**	0	43	4	3	0	0	0	1	0	0	0	0	0	**51**	0	93	10	6	2	1	0	0	1	0	0	0	**113**
07:30	0	63	7	1	2	1	0	1	0	0	0	0	0	**75**	0	63	9	3	2	0	0	0	0	0	0	0	0	**77**	0	126	16	4	4	1	0	1	0	0	0	0	**152**
07:45	0	58	4	3	1	0	0	0	0	0	0	0	0	**66**	0	53	10	3	2	0	0	0	0	0	0	0	0	**68**	0	111	14	6	3	0	0	0	0	0	0	0	**134**
08:00	0	67	9	3	3	0	0	2	0	0	0	0	0	**84**	0	48	6	3	2	1	0	0	0	0	0	0	0	**60**	0	115	15	6	5	1	0	2	0	0	0	0	**144**
08:15	1	82	18	4	1	0	0	0	0	0	0	0	0	**106**	0	58	5	3	1	0	0	1	0	0	0	0	0	**68**	1	140	23	7	2	0	0	1	0	0	0	0	**174**
08:30	0	57	9	2	0	0	0	1	0	0	0	0	0	**69**	0	49	9	3	2	0	0	0	1	0	0	0	0	**64**	0	106	18	5	2	0	0	1	1	0	0	0	**133**
08:45	0	86	11	2	3	0	0	0	0	0	0	0	0	**102**	0	49	13	2	0	3	0	0	0	0	0	0	0	**67**	0	135	24	4	3	3	0	0	0	0	0	0	**169**
09:00	0	61	12	2	1	1	0	0	0	0	0	0	0	**77**	0	51	7	5	0	1	0	0	0	0	0	0	0	**64**	0	112	19	7	1	2	0	0	0	0	0	0	**141**
09:15	0	60	13	1	2	0	0	0	0	0	0	0	0	**76**	0	56	4	2	1	0	0	0	1	0	0	0	0	**64**	0	116	17	3	3	0	0	0	1	0	0	0	**140**
09:30	0	44	6	2	2	0	0	0	1	0	0	0	0	**55**	0	59	10	5	1	0	0	0	0	0	0	0	0	**75**	0	103	16	7	3	0	0	0	1	0	0	0	**130**
09:45	0	60	9	1	1	0	0	0	1	0	0	0	0	**72**	0	55	6	2	1	0	0	0	0	0	0	0	0	**64**	0	115	15	3	2	0	0	0	1	0	0	0	**136**
10:00	0	50	4	2	1	0	0	0	0	0	0	0	0	**57**	0	53	13	2	1	0	0	0	0	0	0	0	0	**69**	0	103	17	4	2	0	0	0	0	0	0	0	**126**
10:15	0	52	12	1	1	0	0	1	0	0	0	0	0	**67**	0	49	16	1	4	0	0	1	0	0	0	0	0	**71**	0	101	28	2	5	0	0	2	0	0	0	0	**138**
10:30	1	61	17	0	5	0	0	0	0	0	0	0	0	**84**	0	68	12	1	0	1	0	0	0	0	0	0	0	**82**	1	129	29	1	5	1	0	0	0	0	0	0	**166**
10:45	1	64	10	1	0	0	0	0	0	0	0	0	0	**76**	0	69	13	0	0	0	0	1	0	0	0	0	0	**83**	1	133	23	1	0	0	0	1	0	0	0	0	**159**
11:00	0	63	16	1	1	1	1	0	0	0	0	0	0	**83**	0	50	11	1	0	0	0	0	0	0	0	0	0	**62**	0	113	27	2	1	1	1	0	0	0	0	0	**145**
11:15	0	71	18	2	0	0	0	0	0	0	0	0	0	**91**	0	68	9	1	6	1	0	0	0	0	0	0	0	**85**	0	139	27	3	6	1	0	0	0	0	0	0	**176**
11:30	0	55	10	1	4	0	0	0	0	0	0	0	0	**70**	0	62	9	1	2	0	0	1	0	0	0	0	0	**75**	0	117	19	2	6	0	0	1	0	0	0	0	**145**
11:45	0	68	8	0	2	0	0	0	0	0	0	0	0	**78**	0	68	8	2	1	0	0	0	0	0	0	0	0	**79**	0	136	16	2	3	0	0	0	0	0	0	0	**157**

Prepared by National Data & Surveying Services

CLASSIFICATION

New Park Ave S/O Francis Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_002

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	62	14	2	4	1	1	1	0	0	0	0	0	85	0	63	8	1	1	0	0	0	0	0	0	0	0	73	0	125	22	3	5	1	1	1	0	0	0	0	0	158
12:15	0	59	16	1	2	0	0	1	0	0	0	0	0	79	0	62	11	1	2	1	0	0	0	0	0	0	0	77	0	121	27	2	4	1	0	1	0	0	0	0	0	156
12:30	1	65	12	1	1	0	0	0	0	0	0	0	0	80	2	63	13	2	1	0	0	0	0	0	0	0	0	81	3	128	25	3	2	0	0	0	0	0	0	0	0	161
12:45	0	78	13	1	0	0	0	0	0	0	0	0	0	92	0	68	11	2	2	0	0	0	0	0	0	0	0	83	0	146	24	3	2	0	0	0	0	0	0	0	0	175
13:00	0	77	5	1	3	1	0	0	0	0	0	0	0	87	0	58	19	0	0	0	0	0	0	0	0	0	0	77	0	135	24	1	3	1	0	0	0	0	0	0	0	164
13:15	0	68	6	1	1	0	0	0	0	0	0	0	0	76	1	61	11	3	1	0	0	1	0	0	0	0	0	78	1	129	17	4	2	0	0	1	0	0	0	0	0	154
13:30	1	74	9	1	2	0	0	0	0	0	0	0	0	87	1	64	8	2	2	0	0	0	0	0	0	0	0	77	2	138	17	3	4	0	0	0	0	0	0	0	0	164
13:45	1	63	12	2	2	0	0	0	0	0	0	0	0	80	0	61	12	1	1	0	0	0	0	0	0	0	0	75	1	124	24	3	3	0	0	0	0	0	0	0	0	155
14:00	2	71	10	2	1	0	0	0	0	0	0	0	0	86	1	60	5	1	2	0	0	0	0	0	0	0	0	69	3	131	15	3	3	0	0	0	0	0	0	0	0	155
14:15	0	55	5	1	5	0	0	0	0	1	0	0	0	67	0	58	12	1	1	0	0	0	0	0	0	0	0	72	0	113	17	2	6	0	0	0	0	1	0	0	0	139
14:30	0	95	9	5	3	0	0	0	0	0	0	0	0	112	0	62	10	1	1	1	0	0	0	0	0	0	0	75	0	157	19	6	4	1	0	0	0	0	0	0	0	187
14:45	1	72	12	2	2	1	0	0	0	0	0	0	0	90	1	79	15	2	0	0	0	1	0	0	0	0	0	98	2	151	27	4	2	1	0	1	0	0	0	0	0	188
15:00	0	70	12	2	2	0	0	0	0	0	0	0	0	86	0	64	7	2	2	0	0	0	0	0	0	0	0	75	0	134	19	4	4	0	0	0	0	0	0	0	0	161
15:15	0	70	12	1	1	0	0	0	0	0	0	0	0	84	0	72	11	2	3	0	0	0	0	0	0	0	0	88	0	142	23	3	4	0	0	0	0	0	0	0	0	172
15:30	0	88	12	2	0	0	0	0	0	0	0	0	0	102	1	104	15	1	0	0	0	0	0	0	0	0	0	121	1	192	27	3	0	0	0	0	0	0	0	0	0	223
15:45	0	106	10	4	0	0	0	1	0	0	0	0	0	121	2	83	8	4	1	0	0	0	0	0	0	0	0	98	2	189	18	8	1	0	0	1	0	0	0	0	0	219
16:00	1	107	9	4	0	0	0	0	0	0	0	0	0	121	0	107	8	3	2	0	0	0	0	0	0	0	0	120	1	214	17	7	2	0	0	0	0	0	0	0	0	241
16:15	0	100	10	2	1	0	0	0	0	0	0	0	0	113	0	92	5	2	0	0	0	0	0	0	0	0	0	99	0	192	15	4	1	0	0	0	0	0	0	0	0	212
16:30	2	82	11	0	0	0	0	0	0	0	0	0	0	95	0	105	9	3	3	0	0	0	0	0	0	0	0	120	2	187	20	3	3	0	0	0	0	0	0	0	0	215
16:45	0	94	11	3	1	0	0	0	0	0	0	0	0	109	0	139	21	1	2	0	0	0	0	0	0	0	0	163	0	233	32	4	3	0	0	0	0	0	0	0	0	272
17:00	0	92	5	3	0	0	0	0	1	0	0	0	0	101	0	126	14	2	0	0	0	0	0	0	0	0	0	142	0	218	19	5	0	0	0	0	1	0	0	0	0	243
17:15	1	102	9	2	1	0	0	0	0	0	0	0	0	115	1	102	12	1	0	0	0	0	0	0	0	0	0	116	2	204	21	3	1	0	0	0	0	0	0	0	0	231
17:30	0	94	4	1	1	0	0	0	0	0	0	0	0	100	1	120	15	1	2	0	0	0	0	0	0	0	0	139	1	214	19	2	3	0	0	0	0	0	0	0	0	239
17:45	2	111	8	0	0	0	0	0	0	0	0	0	0	121	1	85	15	0	1	0	0	0	0	0	0	0	0	102	3	196	23	0	1	0	0	0	0	0	0	0	0	223
18:00	6	87	9	0	0	0	0	0	0	0	0	0	0	102	0	88	12	1	0	0	0	0	0	0	0	0	0	101	6	175	21	1	0	0	0	0	0	0	0	0	0	203
18:15	0	86	14	1	0	0	0	0	1	0	0	0	0	102	0	71	11	2	0	0	0	1	1	0	0	0	0	86	0	157	25	3	0	0	0	1	2	0	0	0	0	188
18:30	0	72	15	0	1	0	0	0	0	0	0	0	0	88	0	66	15	0	0	0	0	0	1	0	0	0	0	82	0	138	30	0	1	0	0	0	1	0	0	0	0	170
18:45	1	65	11	1	0	0	0	0	0	0	0	0	0	78	1	56	11	1	0	0	0	0	0	0	0	0	0	69	2	121	22	2	0	0	0	0	0	0	0	0	0	147
19:00	0	67	8	0	0	0	0	0	0	0	0	0	0	75	1	63	4	0	0	0	0	0	0	0	0	0	0	68	1	130	12	0	0	0	0	0	0	0	0	0	0	143
19:15	0	46	8	0	1	0	0	0	0	0	0	0	0	55	0	67	5	1	1	1	0	0	0	0	0	0	0	75	0	113	13	1	2	1	0	0	0	0	0	0	0	130
19:30	0	59	7	0	1	0	0	0	1	0	0	0	0	68	0	46	7	1	1	0	0	0	1	0	0	0	0	56	0	105	14	1	2	0	0	0	2	0	0	0	0	124
19:45	1	63	5	1	1	0	0	0	0	0	0	0	0	71	0	49	6	0	1	0	0	0	0	0	0	0	0	56	1	112	11	1	2	0	0	0	0	0	0	0	0	127
20:00	1	48	4	0	0	0	0	0	0	0	0	0	0	53	1	46	4	0	0	0	0	0	0	0	0	0	0	51	2	94	8	0	0	0	0	0	0	0	0	0	0	104
20:15	0	63	3	0	2	0	0	0	0	0	0	0	0	68	0	35	6	0	0	0	0	0	0	0	0	0	0	41	0	98	9	0	2	0	0	0	0	0	0	0	0	109
20:30	0	36	4	0	0	0	0	0	0	0	0	0	0	40	0	29	3	1	0	0	0	0	0	0	0	0	0	33	0	65	7	1	0	0	0	0	0	0	0	0	0	73
20:45	0	44	1	1	0	0	0	0	0	0	0	0	0	46	0	31	4	0	0	0	0	0	0	0	0	0	0	35	0	75	5	1	0	0	0	0	0	0	0	0	0	81
21:00	0	47	7	0	0	0	0	0	0	0	0	0	0	54	0	39	1	0	1	0	0	0	0	0	0	0	0	41	0	86	8	0	1	0	0	0	0	0	0	0	0	95
21:15	0	39	5	0	0	0	0	0	0	0	0	0	0	44	0	32	5	0	0	0	0	0	0	0	0	0	0	37	0	71	10	0	0	0	0	0	0	0	0	0	0	81
21:30	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	19	4	1	0	0	0	0	0	0	0	0	0	24	0	42	7	1	0	0	0	0	0	0	0	0	0	50
21:45	0	34	2	0	0	0	0	0	0	0	0	0	0	36	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	59	5	0	0	0	0	0	0	0	0	0	0	64
22:00	1	24	0	0	1	0	0	0	0	0	0	0	0	26	0	20	0	0	0	0	0	0	0	0	0	0	0	20	1	44	0	0	1	0	0	0	0	0	0	0	0	46
22:15	0	22	1	1	0	0	0	0	0	0	0	0	0	24	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	41	3	1	0	0	0	0	0	0	0	0	0	45
22:30	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	31	4	0	0	0	0	0	0	0	0	0	0	35
22:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	11	2	1	1	1	0	0	0	0	0	0	0	16	0	22	3	1	1	1	0	0	0	0	0	0	0	28
23:00	0	26	0	0	0	0	0	0	0	0	0	0	0	26	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	43	0	0	0	0	0	0	0	0	0	0	0	43
23:15	0	15	1	1	0	0	0	0	0	0	0	0	0	17	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	28	3	1	0	0	0	0	0	0	0	0	0	32
23:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	23	2	0	0	0	0	0	0	0	0	0	0	25
23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	7	3	1	0	0	0	0	0	0	0	0	0	11	0	14	3	1	0	0	0	0	0	0	0	0	0	18
Totals	**25**	**4,406**	**601**	**102**	**77**	**11**	**3**	**9**	**6**	**1**	**0**	**0**	**0**	**5,241**	**15**	**4,206**	**617**	**105**	**65**	**13**	**0**	**7**	**6**	**0**	**0**	**0**	**0**	**5,034**	**40**	**8,612**	**1,218**	**207**	**142**	**24**	**3**	**16**	**12**	**1**	**0**	**0**	**0**	**10,275**
% of Totals	0%	84%	11%	2%	1%	0%	0%	0%	0%	0%				100%	0%	84%	12%	2%	1%	0%		0%	0%					100%	0%	84%	12%	2%	1%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

VOLUME

New Park Ave S/O Francis Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_002

DAILY TOTALS	NB	SB	EB	WB	Total
	5,241	5,034	0	0	10,275

DAILY TOTALS

15-Minutes Interval

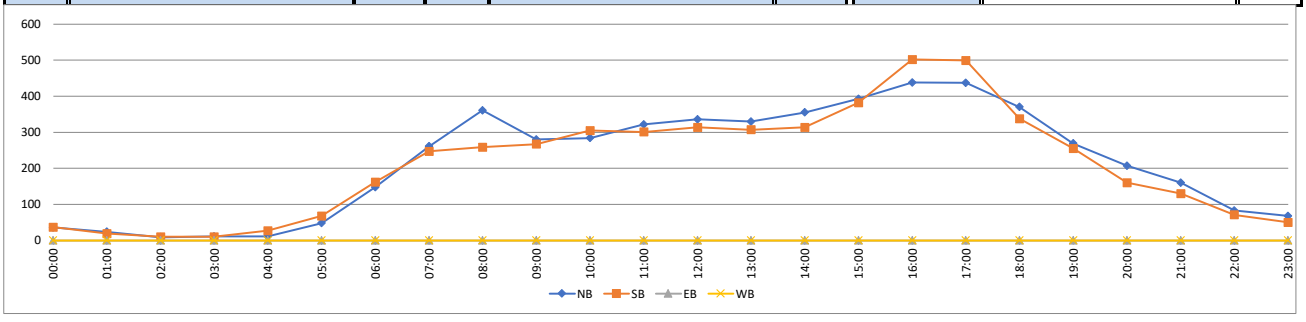
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	5	10			15	12:00	85	73			158
00:15	9	9			18	12:15	79	77			156
00:30	12	8			20	12:30	80	81			161
00:45	10	10			20	12:45	92	83			175
01:00	9	7			16	13:00	87	77			164
01:15	7	2			9	13:15	76	78			154
01:30	5	5			10	13:30	87	77			164
01:45	3	5			8	13:45	80	75			155
02:00	3	4			7	14:00	86	69			155
02:15	1	3			4	14:15	67	72			139
02:30	3	2			5	14:30	112	75			187
02:45	2	1			3	14:45	90	98			188
03:00	3	2			5	15:00	86	75			161
03:15	2	3			5	15:15	84	88			172
03:30	4	2			6	15:30	102	121			223
03:45	2	3			5	15:45	121	98			219
04:00	2	3			5	16:00	121	120			241
04:15	2	9			11	16:15	113	99			212
04:30	4	6			10	16:30	95	120			215
04:45	3	9			12	16:45	109	163			272
05:00	5	10			15	17:00	101	142			243
05:15	14	11			25	17:15	115	116			231
05:30	12	22			34	17:30	100	139			239
05:45	17	25			42	17:45	121	102			223
06:00	23	34			57	18:00	102	101			203
06:15	25	31			56	18:15	102	86			188
06:30	44	43			87	18:30	88	82			170
06:45	56	54			110	18:45	78	69			147
07:00	58	51			109	19:00	75	68			143
07:15	62	51			113	19:15	55	75			130
07:30	75	77			152	19:30	68	56			124
07:45	66	68			134	19:45	71	56			127
08:00	84	60			144	20:00	53	51			104
08:15	106	68			174	20:15	68	41			109
08:30	69	64			133	20:30	40	33			73
08:45	102	67			169	20:45	46	35			81
09:00	77	64			141	21:00	54	41			95
09:15	76	64			140	21:15	44	37			81
09:30	55	75			130	21:30	26	24			50
09:45	72	64			136	21:45	36	28			64
10:00	57	69			126	22:00	26	20			46
10:15	67	71			138	22:15	24	21			45
10:30	84	82			166	22:30	21	14			35
10:45	76	83			159	22:45	12	16			28
11:00	83	62			145	23:00	26	17			43
11:15	91	85			176	23:15	17	15			32
11:30	70	75			145	23:30	18	7			25
11:45	78	79			157	23:45	7	11			18
TOTALS	1795	1712	0	0	3507	TOTALS	3446	3322	0	0	6768
SPLIT %	51%	49%	0%	0%	34%	SPLIT %	51%	49%	0%	0%	66%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	36	37			73
01:00	02:00	24	19			43
02:00	03:00	9	10			19
03:00	04:00	11	10			21
04:00	05:00	11	27			38
05:00	06:00	48	68			116
06:00	07:00	148	162			310
07:00	08:00	261	247			508
08:00	09:00	361	259			620
09:00	10:00	280	267			547
10:00	11:00	284	305			589
11:00	12:00	322	301			623
12:00	13:00	336	314			650
13:00	14:00	330	307			637
14:00	15:00	355	314			669
15:00	16:00	393	382			775
16:00	17:00	438	502			940
17:00	18:00	437	499			936
18:00	19:00	370	338			708
19:00	20:00	269	255			524
20:00	21:00	207	160			367
21:00	22:00	160	130			290
22:00	23:00	83	71			154
23:00	00:00	68	50			118

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1795	1712			3507
Peak Hour	8:00	10:30			10:30
Peak Volume	361	312			646
Peak Hour Factor	0.851	0.918			0.918
Peak Period	12:00	to	00:00		
Volume	3446	3322			6768
Peak Hour	15:30	16:45			16:45
Peak Volume	457	560			985
Peak Hour Factor	0.944	0.859			0.905
Peak Period	07:00	to	09:00		
Volume	622	506			1128
Peak Hour	8:00	7:30			8:00
Peak Volume	361	273			620
Peak Hour Factor	0.851	0.886			0.891
Peak Period	16:00	to	18:00		
Volume	875	1001			1876
Peak Hour	16:00	16:45			16:45
Peak Volume	438	560			985
Peak Hour Factor	0.905	0.859			0.905



Hamilton St Bet. Francis Ave & New Park Ave

Averaged Counts

TIME		Tues			Wed			Ave		
		EB	WB	TOTAL	EB	WB	TOTAL	EB	WB	Total
00:00	01:00	22	29	**51**	39	35	**74**	30.5	32	**63**
01:00	02:00	26	21	**47**	16	23	**39**	21	22	**43**
02:00	03:00	10	11	**21**	9	9	**18**	9.5	10	**20**
03:00	04:00	12	8	**20**	13	19	**32**	12.5	13.5	**26**
04:00	05:00	20	25	**45**	15	27	**42**	17.5	26	**44**
05:00	06:00	42	47	**89**	37	48	**85**	39.5	47.5	**87**
06:00	07:00	118	137	**255**	117	129	**246**	117.5	133	**251**
07:00	08:00	241	266	**507**	234	273	**507**	237.5	269.5	**507**
08:00	09:00	362	282	**644**	400	294	**694**	381	288	**669**
09:00	10:00	215	167	**382**	230	179	**409**	222.5	173	**396**
10:00	11:00	199	158	**357**	228	174	**402**	213.5	166	**380**
11:00	12:00	231	183	**414**	223	197	**420**	227	190	**417**
12:00	13:00	243	218	**461**	254	210	**464**	248.5	214	**463**
13:00	14:00	258	205	**463**	278	210	**488**	268	207.5	**476**
14:00	15:00	273	233	**506**	293	235	**528**	283	234	**517**
15:00	16:00	383	350	**733**	416	330	**746**	399.5	340	**740**
16:00	17:00	397	380	**777**	414	408	**822**	405.5	394	**800**
17:00	18:00	425	380	**805**	389	356	**745**	407	368	**775**
18:00	19:00	324	278	**602**	321	256	**577**	322.5	267	**590**
19:00	20:00	225	177	**402**	218	170	**388**	221.5	173.5	**395**
20:00	21:00	156	136	**292**	169	138	**307**	162.5	137	**300**
21:00	22:00	128	116	**244**	134	115	**249**	131	115.5	**247**
22:00	23:00	98	75	**173**	83	82	**165**	90.5	78.5	**169**
23:00	00:00	67	54	**121**	72	44	**116**	69.5	49	**119**

Prepared by National Data & Surveying Services

CLASSIFICATION

Hamilton St Bet. Francis Ave & New Park Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_003

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	24	4	0	0	1	0	0	0	0	0	0	0	29	0	44	6	0	0	1	0	0	0	0	0	0	0	51
01:00	0	25	0	0	0	1	0	0	0	0	0	0	0	26	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	46	0	0	0	1	0	0	0	0	0	0	0	47
02:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	20	1	0	0	0	0	0	0	0	0	0	0	21
03:00	0	10	0	0	0	2	0	0	0	0	0	0	0	12	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	16	2	0	0	2	0	0	0	0	0	0	0	20
04:00	0	17	2	0	1	0	0	0	0	0	0	0	0	20	0	20	5	0	0	0	0	0	0	0	0	0	0	25	0	37	7	0	1	0	0	0	0	0	0	0	0	45
05:00	0	36	5	0	0	1	0	0	0	0	0	0	0	42	0	44	2	1	0	0	0	0	0	0	0	0	0	47	0	80	7	1	0	1	0	0	0	0	0	0	0	89
06:00	0	94	14	3	4	2	0	0	1	0	0	0	0	118	0	119	14	2	0	1	0	0	1	0	0	0	0	137	0	213	28	5	4	3	0	0	2	0	0	0	0	255
07:00	0	215	17	2	4	1	0	1	1	0	0	0	0	241	0	230	26	3	2	4	0	1	0	0	0	0	0	266	0	445	43	5	6	5	0	2	1	0	0	0	0	507
08:00	0	326	24	9	1	2	0	0	0	0	0	0	0	362	1	243	29	5	3	1	0	0	0	0	0	0	0	282	1	569	53	14	4	3	0	0	0	0	0	0	0	644
09:00	1	176	31	4	1	1	1	0	0	0	0	0	0	215	0	132	26	4	3	0	0	1	1	0	0	0	0	167	1	308	57	8	4	1	1	1	1	0	0	0	0	382
10:00	0	166	27	2	2	1	0	1	0	0	0	0	0	199	0	135	20	1	2	0	0	0	0	0	0	0	0	158	0	301	47	3	4	1	0	1	0	0	0	0	0	357
11:00	2	208	16	0	4	0	0	0	1	0	0	0	0	231	1	163	14	1	3	0	0	1	0	0	0	0	0	183	3	371	30	1	7	0	0	1	1	0	0	0	0	414
12:00	1	200	33	1	7	1	0	0	0	0	0	0	0	243	1	178	26	1	11	0	0	0	1	0	0	0	0	218	2	378	59	2	18	1	0	0	1	0	0	0	0	461
13:00	0	219	24	8	6	1	0	0	0	0	0	0	0	258	0	173	24	0	7	0	0	0	0	1	0	0	0	205	0	392	48	8	13	1	0	0	0	1	0	0	0	463
14:00	3	237	23	4	6	0	0	0	0	0	0	0	0	273	0	197	27	3	5	1	0	0	0	0	0	0	0	233	3	434	50	7	11	1	0	0	0	0	0	0	0	506
15:00	1	344	29	5	3	0	0	1	0	0	0	0	0	383	1	318	24	2	4	0	0	0	1	0	0	0	0	350	2	662	53	7	7	0	0	1	1	0	0	0	0	733
16:00	0	353	33	6	4	0	0	1	0	0	0	0	0	397	0	340	36	2	2	0	0	0	0	0	0	0	0	380	0	693	69	8	6	0	0	1	0	0	0	0	0	777
17:00	1	387	32	2	2	0	0	1	0	0	0	0	0	425	1	336	39	0	4	0	0	0	0	0	0	0	0	380	2	723	71	2	6	0	0	1	0	0	0	0	0	805
18:00	2	287	32	0	2	0	0	0	1	0	0	0	0	324	0	248	28	0	2	0	0	0	0	0	0	0	0	278	2	535	60	0	4	0	0	0	1	0	0	0	0	602
19:00	1	210	14	0	0	0	0	0	0	0	0	0	0	225	0	161	15	0	0	1	0	0	0	0	0	0	0	177	1	371	29	0	0	1	0	0	0	0	0	0	0	402
20:00	0	142	13	1	0	0	0	0	0	0	0	0	0	156	0	122	13	0	1	0	0	0	0	0	0	0	0	136	0	264	26	1	1	0	0	0	0	0	0	0	0	292
21:00	0	120	7	0	0	0	0	0	1	0	0	0	0	128	0	107	9	0	0	0	0	0	0	0	0	0	0	116	0	227	16	0	0	0	0	0	1	0	0	0	0	244
22:00	0	93	5	0	0	0	0	0	0	0	0	0	0	98	4	64	7	0	0	0	0	0	0	0	0	0	0	75	4	157	12	0	0	0	0	0	0	0	0	0	0	173
23:00	0	63	4	0	0	0	0	0	0	0	0	0	0	67	0	52	2	0	0	0	0	0	0	0	0	0	0	54	0	115	6	0	0	0	0	0	0	0	0	0	0	121
Totals	**12**	**3,958**	**387**	**47**	**47**	**13**	**1**	**5**	**5**	**0**	**0**	**0**	**0**	**4,475**	**9**	**3,443**	**393**	**25**	**49**	**9**	**0**	**3**	**4**	**1**	**0**	**0**	**0**	**3,936**	**21**	**7,401**	**780**	**72**	**96**	**22**	**1**	**8**	**9**	**1**	**0**	**0**	**0**	**8,411**
% of Totals	0%	88%	9%	1%	1%	0%	0%	0%	0%					100%	0%	87%	10%	1%	1%	0%		0%	0%	0%				100%	0%	88%	9%	1%	1%	0%	0%	0%	0%	0%				100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

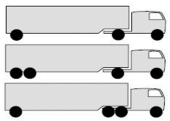
#3 2-Axle, 4-Tire Single Unit

#4 Buses

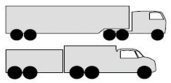
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	3	1303	138	20	17	11	1	2	3	0	0	0	0	1498	2	1147	143	17	13	7	0	3	2	0	0	0	0	1334	5	2450	281	37	30	18	1	5	5	0	0	0	0	2832
%	0%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%	29%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%
Peak Hour	10:15	7:45	9:15	7:45	6:45	8:15	8:15	7:00	5:45	0:00	0:00	0:00	0:00	7:45	11:45	7:45	7:30	7:30	11:45	7:30	0:00	6:30	5:15	0:00	0:00	0:00	0:00	7:45	11:00	7:45	9:15	7:45	11:45	7:30	8:15	7:00	5:45	0:00	0:00	0:00	0:00	7:45
Peak Volume	2	346	32	11	7	3	1	1	1	0	0	0	0	389	2	275	29	7	8	5	0	1	1	0	0	0	0	319	3	621	60	18	14	7	1	2	2	0	0	0	0	708
12:00 - 24:00	9	2655	249	27	30	2	0	3	2	0	0	0	0	2977	7	2296	250	8	36	2	0	0	2	1	0	0	0	2602	16	4951	499	35	66	4	0	3	4	1	0	0	0	5579
%	0%	59%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	67%	0%	58%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	66%	0%	59%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	66%
Peak Hour	13:45	16:45	16:45	13:00	12:00	12:00	12:00	14:15	17:15	12:00	12:00	12:00	12:00	16:30	22:00	16:15	17:15	14:00	12:00	14:00	12:00	12:00	12:00	12:30	12:00	12:00	12:00	16:15	22:00	16:45	17:15	13:00	12:00	12:00	12:00	14:15	12:00	12:30	12:00	12:00	12:00	16:45
Peak Volume	3	417	38	8	7	1	0	1	1	0	0	0	0	461	4	360	41	3	11	1	0	0	1	1	0	0	0	395	4	769	76	8	18	1	0	1	1	1	0	0	0	851
07:00 - 09:00	0	541	41	11	5	3	0	1	1	0	0	0	0	603	1	473	55	8	5	5	0	1	0	0	0	0	0	548	1	1014	96	19	10	8	0	2	1	0	0	0	0	1151
%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:00	7:45	7:45	7:45	7:00	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:15	7:45	7:30	7:30	7:15	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:15	7:45	7:45	7:45	7:15	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45
Peak Volume	0	346	28	11	4	2	0	1	1	0	0	0	0	389	1	275	29	7	3	5	0	1	0	0	0	0	0	319	1	621	57	18	7	7	0	2	1	0	0	0	0	708
16:00 - 18:00	1	740	65	8	6	0	0	2	0	0	0	0	0	822	1	676	75	2	6	0	0	0	0	0	0	0	0	760	2	1416	140	10	12	0	0	2	0	0	0	0	0	1582
%	0%	17%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	17%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	17%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%
Peak Hour	17:00	16:45	16:45	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:45	16:15	17:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	17:00	16:45	16:45	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45
Peak Volume	1	417	38	6	5	0	0	1	0	0	0	0	0	461	1	360	39	2	4	0	0	0	0	0	0	0	0	395	2	769	73	8	8	0	0	1	0	0	0	0	0	851

Prepared by National Data & Surveying Services

CLASSIFICATION

Hamilton St Bet. Francis Ave & New Park Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_003

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
00:15	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
00:30	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	5	2	0	0	1	0	0	0	0	0	0	0	**8**	0	9	2	0	0	1	0	0	0	0	0	0	0	**12**
01:00	0	8	0	0	0	1	0	0	0	0	0	0	0	**9**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	11	0	0	0	1	0	0	0	0	0	0	0	**12**
01:15	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
01:45	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
03:15	0	4	0	0	0	1	0	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	4	0	0	0	1	0	0	0	0	0	0	0	**5**
03:30	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	0	3	2	0	0	1	0	0	0	0	0	0	0	**6**
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
04:15	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
04:30	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**
04:45	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
05:00	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	6	1	0	0	1	0	0	0	0	0	0	0	**8**
05:15	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
05:30	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**	0	16	0	1	0	0	0	0	0	0	0	0	0	**17**	0	29	3	1	0	0	0	0	0	0	0	0	0	**33**
05:45	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	0	31	1	0	0	0	0	0	0	0	0	0	0	**32**
06:00	0	14	2	0	0	1	0	0	0	0	0	0	0	**17**	0	21	0	0	0	1	0	0	1	0	0	0	0	**23**	0	35	2	0	0	2	0	0	1	0	0	0	0	**40**
06:15	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**	0	26	6	0	0	0	0	0	0	0	0	0	0	**32**	0	41	9	0	0	0	0	0	0	0	0	0	0	**50**
06:30	0	31	4	2	1	1	0	0	1	0	0	0	0	**40**	0	31	3	1	0	0	0	0	0	0	0	0	0	**35**	0	62	7	3	1	1	0	0	1	0	0	0	0	**75**
06:45	0	34	5	1	3	0	0	0	0	0	0	0	0	**43**	0	41	5	1	0	0	0	0	0	0	0	0	0	**47**	0	75	10	2	3	0	0	0	0	0	0	0	0	**90**
07:00	0	29	5	0	1	0	0	0	0	0	0	0	0	**35**	0	36	6	1	0	0	0	0	0	0	0	0	0	**43**	0	65	11	1	1	0	0	0	0	0	0	0	0	**78**
07:15	0	46	3	0	0	0	0	0	0	0	0	0	0	**49**	0	58	7	0	0	0	1	0	0	0	0	0	0	**66**	0	104	10	0	0	0	0	1	0	0	0	0	0	**115**
07:30	0	53	1	0	3	0	0	0	1	0	0	0	0	**58**	0	54	6	0	1	0	0	0	0	0	0	0	0	**61**	0	107	7	0	4	0	0	0	1	0	0	0	0	**119**
07:45	0	87	8	2	0	1	0	1	0	0	0	0	0	**99**	0	82	7	2	1	4	0	0	0	0	0	0	0	**96**	0	169	15	4	1	5	0	1	0	0	0	0	0	**195**
08:00	0	103	8	5	1	0	0	0	0	0	0	0	0	**117**	1	75	5	3	1	0	0	0	0	0	0	0	0	**85**	1	178	13	8	2	0	0	0	0	0	0	0	0	**202**
08:15	0	79	4	2	0	1	0	0	0	0	0	0	0	**86**	0	59	11	2	0	1	0	0	0	0	0	0	0	**73**	0	138	15	4	0	2	0	0	0	0	0	0	0	**159**
08:30	0	77	8	2	0	0	0	0	0	0	0	0	0	**87**	0	59	6	0	0	0	0	0	0	0	0	0	0	**65**	0	136	14	2	0	0	0	0	0	0	0	0	0	**152**
08:45	0	67	4	0	0	1	0	0	0	0	0	0	0	**72**	0	50	7	0	2	0	0	0	0	0	0	0	0	**59**	0	117	11	0	2	1	0	0	0	0	0	0	0	**131**
09:00	0	49	5	1	0	1	1	0	0	0	0	0	0	**57**	0	37	4	0	1	0	0	1	0	0	0	0	0	**43**	0	86	9	1	1	1	1	1	0	0	0	0	0	**100**
09:15	0	41	10	0	0	0	0	0	0	0	0	0	0	**51**	0	29	8	3	1	0	0	0	0	0	0	0	0	**41**	0	70	18	3	1	0	0	0	0	0	0	0	0	**92**
09:30	1	44	10	1	0	0	0	0	0	0	0	0	0	**56**	0	30	9	0	0	0	0	0	1	0	0	0	0	**40**	1	74	19	1	0	0	0	0	1	0	0	0	0	**96**
09:45	0	42	6	2	1	0	0	0	0	0	0	0	0	**51**	0	36	5	1	1	0	0	0	0	0	0	0	0	**43**	0	78	11	3	2	0	0	0	0	0	0	0	0	**94**
10:00	0	35	6	0	2	0	0	0	0	0	0	0	0	**43**	0	25	6	0	1	0	0	0	0	0	0	0	0	**32**	0	60	12	0	3	0	0	0	0	0	0	0	0	**75**
10:15	0	31	6	1	0	0	0	0	0	0	0	0	0	**38**	0	43	8	0	0	0	0	0	0	0	0	0	0	**51**	0	74	14	1	0	0	0	0	0	0	0	0	0	**89**
10:30	0	52	8	0	0	0	0	0	0	0	0	0	0	**60**	0	38	3	1	1	0	0	0	0	0	0	0	0	**43**	0	90	11	1	1	0	0	0	0	0	0	0	0	**103**
10:45	0	48	7	1	0	1	0	1	0	0	0	0	0	**58**	0	29	3	0	0	0	0	0	0	0	0	0	0	**32**	0	77	10	1	0	1	0	0	0	0	0	0	0	**90**
11:00	2	56	2	0	3	0	0	0	0	0	0	0	0	**63**	0	35	4	0	0	0	0	0	0	0	0	0	0	**39**	2	91	6	0	3	0	0	0	0	0	0	0	0	**102**
11:15	0	45	7	0	0	0	0	0	1	0	0	0	0	**53**	0	51	3	1	2	0	0	1	0	0	0	0	0	**58**	0	96	10	1	2	0	0	1	1	0	0	0	0	**111**
11:30	0	52	3	0	1	0	0	0	0	0	0	0	0	**56**	0	38	4	0	1	0	0	0	0	0	0	0	0	**43**	0	90	7	0	2	0	0	0	0	0	0	0	0	**99**
11:45	0	55	4	0	0	0	0	0	0	0	0	0	0	**59**	1	39	3	0	0	0	0	0	0	0	0	0	0	**43**	1	94	7	0	0	0	0	0	0	0	0	0	0	**102**

Prepared by National Data & Surveying Services

CLASSIFICATION

Hamilton St Bet. Francis Ave & New Park Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_003

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	55	7	0	2	1	0	0	0	0	0	0	0	65	0	45	7	0	1	0	0	0	1	0	0	0	0	54	0	100	14	0	3	1	0	0	1	0	0	0	0	119
12:15	1	47	7	0	1	0	0	0	0	0	0	0	0	56	0	46	4	1	5	0	0	0	0	0	0	0	0	56	1	93	11	1	6	0	0	0	0	0	0	0	0	112
12:30	0	50	9	1	3	0	0	0	0	0	0	0	0	63	1	43	8	0	2	0	0	0	0	0	0	0	0	54	1	93	17	1	5	0	0	0	0	0	0	0	0	117
12:45	0	48	10	0	1	0	0	0	0	0	0	0	0	59	0	44	7	0	3	0	0	0	0	0	0	0	0	54	0	92	17	0	4	0	0	0	0	0	0	0	0	113
13:00	0	66	5	1	2	0	0	0	0	0	0	0	0	74	0	42	5	0	1	0	0	0	0	0	0	0	0	48	0	108	10	1	3	0	0	0	0	0	0	0	0	122
13:15	0	53	4	3	1	0	0	0	0	0	0	0	0	61	0	33	4	0	3	0	0	0	0	1	0	0	0	41	0	86	8	3	4	0	0	0	0	1	0	0	0	102
13:30	0	54	7	3	1	1	0	0	0	0	0	0	0	66	0	41	5	0	2	0	0	0	0	0	0	0	0	48	0	95	12	3	3	1	0	0	0	0	0	0	0	114
13:45	0	46	8	1	2	0	0	0	0	0	0	0	0	57	0	57	10	0	1	0	0	0	0	0	0	0	0	68	0	103	18	1	3	0	0	0	0	0	0	0	0	125
14:00	2	56	2	0	2	0	0	0	0	0	0	0	0	62	0	42	5	1	0	0	0	0	0	0	0	0	0	48	2	98	7	1	2	0	0	0	0	0	0	0	0	110
14:15	0	63	4	1	0	0	0	0	0	0	0	0	0	68	0	47	7	1	1	0	0	0	0	0	0	0	0	56	0	110	11	2	1	0	0	0	0	0	0	0	0	124
14:30	1	58	7	1	2	0	0	0	0	0	0	0	0	69	0	55	9	0	1	0	0	0	0	0	0	0	0	65	1	113	16	1	3	0	0	0	0	0	0	0	0	134
14:45	0	60	10	2	2	0	0	0	0	0	0	0	0	74	0	53	6	1	3	1	0	0	0	0	0	0	0	64	0	113	16	3	5	1	0	0	0	0	0	0	0	138
15:00	1	78	7	0	0	0	0	1	0	0	0	0	0	87	1	71	6	1	2	0	0	0	0	0	0	0	0	81	2	149	13	1	2	0	0	1	0	0	0	0	0	168
15:15	0	109	4	2	1	0	0	0	0	0	0	0	0	116	0	63	5	1	0	0	0	0	1	0	0	0	0	70	0	172	9	3	1	0	0	0	1	0	0	0	0	186
15:30	0	81	8	1	2	0	0	0	0	0	0	0	0	92	0	86	6	0	0	0	0	0	0	0	0	0	0	92	0	167	14	1	2	0	0	0	0	0	0	0	0	184
15:45	0	76	10	2	0	0	0	0	0	0	0	0	0	88	0	98	7	0	2	0	0	0	0	0	0	0	0	107	0	174	17	2	2	0	0	0	0	0	0	0	0	195
16:00	0	90	7	1	0	0	0	0	0	0	0	0	0	98	0	75	13	0	0	0	0	0	0	0	0	0	0	88	0	165	20	1	0	0	0	0	0	0	0	0	0	186
16:15	0	69	8	1	2	0	0	0	0	0	0	0	0	80	0	95	8	1	1	0	0	0	0	0	0	0	0	105	0	164	16	2	3	0	0	0	0	0	0	0	0	185
16:30	0	89	5	2	2	0	0	1	0	0	0	0	0	99	0	74	8	1	1	0	0	0	0	0	0	0	0	84	0	163	13	3	3	0	0	1	0	0	0	0	0	183
16:45	0	105	13	2	0	0	0	0	0	0	0	0	0	120	0	96	7	0	0	0	0	0	0	0	0	0	0	103	0	201	20	2	0	0	0	0	0	0	0	0	0	223
17:00	0	116	7	1	1	0	0	0	0	0	0	0	0	125	0	95	7	0	1	0	0	0	0	0	0	0	0	103	0	211	14	1	2	0	0	0	0	0	0	0	0	228
17:15	0	105	12	0	0	0	0	0	0	0	0	0	0	117	0	81	11	0	0	0	0	0	0	0	0	0	0	92	0	186	23	0	0	0	0	0	0	0	0	0	0	209
17:30	0	91	6	1	0	0	0	0	0	0	0	0	0	98	1	80	10	0	2	0	0	0	0	0	0	0	0	93	1	171	16	1	2	0	0	0	0	0	0	0	0	191
17:45	1	75	7	0	1	0	0	1	0	0	0	0	0	85	0	80	11	0	1	0	0	0	0	0	0	0	0	92	1	155	18	0	2	0	0	1	0	0	0	0	0	177
18:00	1	68	10	0	0	0	0	0	1	0	0	0	0	80	0	83	9	0	0	0	0	0	0	0	0	0	0	92	1	151	19	0	0	0	0	0	1	0	0	0	0	172
18:15	0	75	8	0	2	0	0	0	0	0	0	0	0	85	0	57	4	0	1	0	0	0	0	0	0	0	0	62	0	132	12	0	3	0	0	0	0	0	0	0	0	147
18:30	0	87	5	0	0	0	0	0	0	0	0	0	0	92	0	50	8	0	1	0	0	0	0	0	0	0	0	59	0	137	13	0	1	0	0	0	0	0	0	0	0	151
18:45	1	57	9	0	0	0	0	0	0	0	0	0	0	67	0	58	7	0	0	0	0	0	0	0	0	0	0	65	1	115	16	0	0	0	0	0	0	0	0	0	0	132
19:00	1	66	8	0	0	0	0	0	0	0	0	0	0	75	0	57	3	0	0	1	0	0	0	0	0	0	0	61	1	123	11	0	0	1	0	0	0	0	0	0	0	136
19:15	0	48	2	0	0	0	0	0	0	0	0	0	0	50	0	35	4	0	0	0	0	0	0	0	0	0	0	39	0	83	6	0	0	0	0	0	0	0	0	0	0	89
19:30	0	51	2	0	0	0	0	0	0	0	0	0	0	53	0	34	5	0	0	0	0	0	0	0	0	0	0	39	0	85	7	0	0	0	0	0	0	0	0	0	0	92
19:45	0	45	2	0	0	0	0	0	0	0	0	0	0	47	0	35	3	0	0	0	0	0	0	0	0	0	0	38	0	80	5	0	0	0	0	0	0	0	0	0	0	85
20:00	0	25	4	1	0	0	0	0	0	0	0	0	0	30	0	32	3	0	1	0	0	0	0	0	0	0	0	36	0	57	7	1	1	0	0	0	0	0	0	0	0	66
20:15	0	48	3	0	0	0	0	0	0	0	0	0	0	51	0	35	5	0	0	0	0	0	0	0	0	0	0	40	0	83	8	0	0	0	0	0	0	0	0	0	0	91
20:30	0	40	3	0	0	0	0	0	0	0	0	0	0	43	0	28	5	0	0	0	0	0	0	0	0	0	0	33	0	68	8	0	0	0	0	0	0	0	0	0	0	76
20:45	0	29	3	0	0	0	0	0	0	0	0	0	0	32	0	27	0	0	0	0	0	0	0	0	0	0	0	27	0	56	3	0	0	0	0	0	0	0	0	0	0	59
21:00	0	33	3	0	0	0	0	0	0	0	0	0	0	36	0	33	3	0	0	0	0	0	0	0	0	0	0	36	0	66	6	0	0	0	0	0	0	0	0	0	0	72
21:15	0	34	3	0	0	0	0	0	0	0	0	0	0	37	0	28	0	0	0	0	0	0	0	0	0	0	0	28	0	62	3	0	0	0	0	0	0	0	0	0	0	65
21:30	0	22	1	0	0	0	0	0	1	0	0	0	0	24	0	22	4	0	0	0	0	0	0	0	0	0	0	26	0	44	5	0	0	0	0	0	1	0	0	0	0	50
21:45	0	31	0	0	0	0	0	0	0	0	0	0	0	31	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	55	2	0	0	0	0	0	0	0	0	0	0	57
22:00	0	32	1	0	0	0	0	0	0	0	0	0	0	33	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	53	3	0	0	0	0	0	0	0	0	0	0	56
22:15	0	21	0	0	0	0	0	0	0	0	0	0	0	21	1	18	1	0	0	0	0	0	0	0	0	0	0	20	1	39	1	0	0	0	0	0	0	0	0	0	0	41
22:30	0	18	3	0	0	0	0	0	0	0	0	0	0	21	1	10	3	0	0	0	0	0	0	0	0	0	0	14	1	28	6	0	0	0	0	0	0	0	0	0	0	35
22:45	0	22	1	0	0	0	0	0	0	0	0	0	0	23	2	15	1	0	0	0	0	0	0	0	0	0	0	18	2	37	2	0	0	0	0	0	0	0	0	0	0	41
23:00	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	34	0	0	0	0	0	0	0	0	0	0	0	34
23:15	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	32	3	0	0	0	0	0	0	0	0	0	0	35
23:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	33	2	0	0	0	0	0	0	0	0	0	0	35
23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	16	1	0	0	0	0	0	0	0	0	0	0	17
Totals	12	3,958	387	47	47	13	1	5	5	0	0	0	0	4,475	9	3,443	393	25	49	9	0	3	4	1	0	0	0	3,936	21	7,401	780	72	96	22	1	8	9	1	0	0	0	8,411
% of Totals	0%	88%	9%	1%	1%	0%	0%	0%	0%					100%	0%	87%	10%	1%	1%	0%		0%	0%	0%				100%	0%	88%	9%	1%	1%	0%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

VOLUME

Hamilton St Bet. Francis Ave & New Park Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,475	3,936	8,411

DAILY TOTALS

15-Minutes Interval

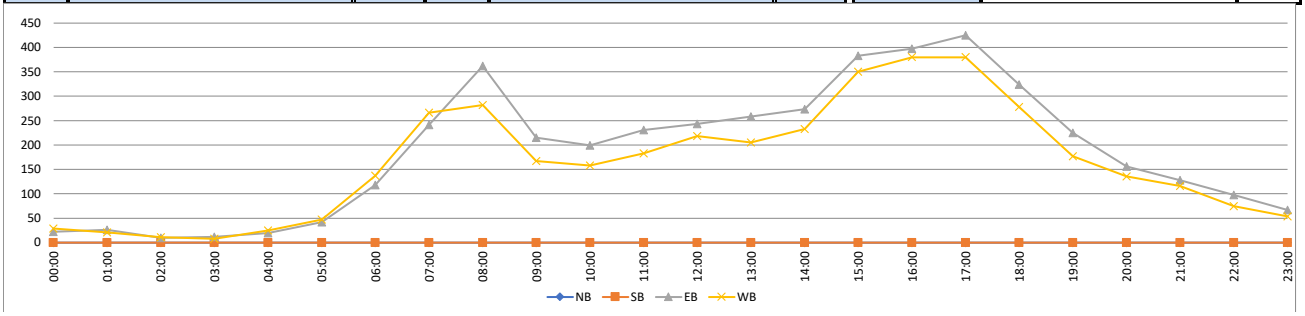
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			4	6	10	12:00			65	54	119
00:15			5	9	14	12:15			56	56	112
00:30			9	6	15	12:30			63	54	117
00:45			4	8	12	12:45			59	54	113
01:00			9	3	12	13:00			74	48	122
01:15			7	7	14	13:15			61	41	102
01:30			4	7	11	13:30			66	48	114
01:45			6	4	10	13:45			57	68	125
02:00			5	3	8	14:00			62	48	110
02:15			2	1	3	14:15			68	56	124
02:30			2	3	5	14:30			69	65	134
02:45			1	4	5	14:45			74	64	138
03:00			2	1	3	15:00			87	81	168
03:15			5	0	5	15:15			116	70	186
03:30			3	3	6	15:30			92	92	184
03:45			2	4	6	15:45			88	107	195
04:00			4	2	6	16:00			98	88	186
04:15			5	8	13	16:15			80	105	185
04:30			5	9	14	16:30			99	84	183
04:45			6	6	12	16:45			120	103	223
05:00			3	5	8	17:00			125	103	228
05:15			4	12	16	17:15			117	92	209
05:30			16	17	33	17:30			98	93	191
05:45			19	13	32	17:45			85	92	177
06:00			17	23	40	18:00			80	92	172
06:15			18	32	50	18:15			85	62	147
06:30			40	35	75	18:30			92	59	151
06:45			43	47	90	18:45			67	65	132
07:00			35	43	78	19:00			75	61	136
07:15			49	66	115	19:15			50	39	89
07:30			58	61	119	19:30			53	39	92
07:45			99	96	195	19:45			47	38	85
08:00			117	85	202	20:00			30	36	66
08:15			86	73	159	20:15			51	40	91
08:30			87	65	152	20:30			43	33	76
08:45			72	59	131	20:45			32	27	59
09:00			57	43	100	21:00			36	36	72
09:15			51	41	92	21:15			37	28	65
09:30			56	40	96	21:30			24	26	50
09:45			51	43	94	21:45			31	26	57
10:00			43	32	75	22:00			33	23	56
10:15			38	51	89	22:15			21	20	41
10:30			60	43	103	22:30			21	14	35
10:45			58	32	90	22:45			23	18	41
11:00			63	39	102	23:00			24	10	34
11:15			53	58	111	23:15			20	15	35
11:30			56	43	99	23:30			16	19	35
11:45			59	43	102	23:45			7	10	17
TOTALS	0	0	1498	1334	2832	TOTALS	0	0	2977	2602	5579
SPLIT %	0%	0%	53%	47%	34%	SPLIT %	0%	0%	53%	47%	66%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			22	29	51
01:00	02:00			26	21	47
02:00	03:00			10	11	21
03:00	04:00			12	8	20
04:00	05:00			20	25	45
05:00	06:00			42	47	89
06:00	07:00			118	137	255
07:00	08:00			241	266	507
08:00	09:00			362	282	644
09:00	10:00			215	167	382
10:00	11:00			199	158	357
11:00	12:00			231	183	414
12:00	13:00			243	218	461
13:00	14:00			258	205	463
14:00	15:00			273	233	506
15:00	16:00			383	350	733
16:00	17:00			397	380	777
17:00	18:00			425	380	805
18:00	19:00			324	278	602
19:00	20:00			225	177	402
20:00	21:00			156	136	292
21:00	22:00			128	116	244
22:00	23:00			98	75	173
23:00	00:00			67	54	121

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1498	1334	2832
Peak Hour			7:45	7:45	7:45
Peak Volume			389	319	708
Peak Hour Factor			0.831	0.831	0.876
Peak Period	12:00	to	00:00		
Volume			2977	2602	5579
Peak Hour			16:30	16:15	16:45
Peak Volume			461	395	851
Peak Hour Factor			0.922	0.940	0.933
Peak Period	07:00	to	09:00		
Volume			603	548	1151
Peak Hour			7:45	7:45	7:45
Peak Volume			389	319	708
Peak Hour Factor			0.831	0.831	0.876
Peak Period	16:00	to	18:00		
Volume			822	760	1582
Peak Hour			16:30	16:15	16:45
Peak Volume			461	395	851
Peak Hour Factor			0.922	0.940	0.933



Prepared by National Data & Surveying Services

CLASSIFICATION

Hamilton St Bet. Francis Ave & New Park Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_003

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00	0	36	3	0	0	0	0	0	0	0	0	0	0	39	0	30	5	0	0	0	0	0	0	0	0	0	0	35	0	66	8	0	0	0	0	0	0	0	0	0	0	74
01:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	19	3	0	1	0	0	0	0	0	0	0	0	23	0	34	4	0	1	0	0	0	0	0	0	0	0	39
02:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	18	0	0	0	0	0	0	0	0	0	0	0	18
03:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	29	3	0	0	0	0	0	0	0	0	0	0	32
04:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	23	2	0	0	1	0	1	0	0	0	0	0	27	0	37	3	0	0	1	0	1	0	0	0	0	0	42
05:00	0	29	5	0	2	1	0	0	0	0	0	0	0	37	0	44	4	0	0	0	0	0	0	0	0	0	0	48	0	73	9	0	2	1	0	0	0	0	0	0	0	85
06:00	0	95	15	3	4	0	0	0	0	0	0	0	0	117	0	97	26	1	2	3	0	0	0	0	0	0	0	129	0	192	41	4	6	3	0	0	0	0	0	0	0	246
07:00	0	207	21	2	4	0	0	0	0	0	0	0	0	234	1	235	23	4	6	1	0	3	0	0	0	0	0	273	1	442	44	6	10	1	0	3	0	0	0	0	0	507
08:00	0	358	30	10	2	0	0	0	0	0	0	0	0	400	0	252	31	5	4	2	0	0	0	0	0	0	0	294	0	610	61	15	6	2	0	0	0	0	0	0	0	694
09:00	0	193	25	3	6	3	0	0	0	0	0	0	0	230	0	153	19	1	1	4	0	0	1	0	0	0	0	179	0	346	44	4	7	7	0	0	1	0	0	0	0	409
10:00	0	191	25	2	5	4	0	1	0	0	0	0	0	228	0	148	22	0	2	1	0	0	1	0	0	0	0	174	0	339	47	2	7	5	0	1	1	0	0	0	0	402
11:00	0	182	34	0	7	0	0	0	0	0	0	0	0	223	0	167	21	0	7	0	0	2	0	0	0	0	0	197	0	349	55	0	14	0	0	2	0	0	0	0	0	420
12:00	4	215	29	1	3	1	1	0	0	0	0	0	0	254	1	177	28	0	3	0	0	0	1	0	0	0	0	210	5	392	57	1	6	1	1	0	1	0	0	0	0	464
13:00	5	233	27	5	8	0	0	0	0	0	0	0	0	278	2	180	22	1	4	1	0	0	0	0	0	0	0	210	7	413	49	6	12	1	0	0	0	0	0	0	0	488
14:00	2	257	26	3	4	1	0	0	0	0	0	0	0	293	1	193	36	2	2	0	0	1	0	0	0	0	0	235	3	450	62	5	6	1	0	1	0	0	0	0	0	528
15:00	2	361	41	7	4	0	0	1	0	0	0	0	0	416	1	291	33	3	2	0	0	0	0	0	0	0	0	330	3	652	74	10	6	0	0	1	0	0	0	0	0	746
16:00	2	370	33	6	3	0	0	0	0	0	0	0	0	414	1	361	40	1	5	0	0	0	0	0	0	0	0	408	3	731	73	7	8	0	0	0	0	0	0	0	0	822
17:00	0	353	27	3	2	0	0	4	0	0	0	0	0	389	4	315	34	0	2	0	0	1	0	0	0	0	0	356	4	668	61	3	4	0	0	5	0	0	0	0	0	745
18:00	2	299	18	0	2	0	0	0	0	0	0	0	0	321	0	231	24	0	1	0	0	0	0	0	0	0	0	256	2	530	42	0	3	0	0	0	0	0	0	0	0	577
19:00	1	192	22	0	3	0	0	0	0	0	0	0	0	218	0	155	12	0	2	1	0	0	0	0	0	0	0	170	1	347	34	0	5	1	0	0	0	0	0	0	0	388
20:00	0	158	11	0	0	0	0	0	0	0	0	0	0	169	1	124	11	0	2	0	0	0	0	0	0	0	0	138	1	282	22	0	2	0	0	0	0	0	0	0	0	307
21:00	0	122	12	0	0	0	0	0	0	0	0	0	0	134	1	112	2	0	0	0	0	0	0	0	0	0	0	115	1	234	14	0	0	0	0	0	0	0	0	0	0	249
22:00	0	80	2	0	1	0	0	0	0	0	0	0	0	83	1	77	4	0	0	0	0	0	0	0	0	0	0	82	1	157	6	0	1	0	0	0	0	0	0	0	0	165
23:00	0	70	2	0	0	0	0	0	0	0	0	0	0	72	0	43	1	0	0	0	0	0	0	0	0	0	0	44	0	113	3	0	0	0	0	0	0	0	0	0	0	116
Totals	**18**	**4,051**	**411**	**45**	**60**	**10**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**4,602**	**14**	**3,453**	**405**	**18**	**46**	**14**	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**3,961**	**32**	**7,504**	**816**	**63**	**106**	**24**	**1**	**14**	**3**	**0**	**0**	**0**	**0**	**8,563**
% of Totals	0%	88%	9%	1%	1%	0%	0%	0%						100%	0%	87%	10%	0%	1%	0%		0%	0%					100%	0%	88%	10%	1%	1%	0%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

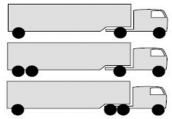
#3 2-Axle, 4-Tire Single Unit

#4 Buses

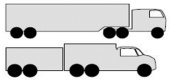
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	1341	161	20	30	8	0	1	0	0	0	0	0	1561	1	1194	158	11	23	12	0	6	2	0	0	0	0	1407	1	2535	319	31	53	20	0	7	2	0	0	0	0	2968
%	0%	29%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	30%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	36%	0%	30%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	35%
Peak Hour	11:45	8:00	10:30	7:45	10:15	10:00	11:45	9:30	0:00	0:00	0:00	0:00	0:00	7:45	6:15	7:30	7:30	7:30	7:30	8:45	0:00	6:45	8:30	0:00	0:00	0:00	0:00	7:30	11:45	7:45	7:45	7:45	11:00	8:45	11:45	6:45	8:30	0:00	0:00	0:00	0:00	7:45
Peak Volume	4	358	34	12	8	4	1	1	0	0	0	0	0	405	1	270	35	7	8	5	0	3	1	0	0	0	0	323	5	612	67	18	14	8	1	3	1	0	0	0	0	709
12:00 - 24:00	18	2710	250	25	30	2	1	5	0	0	0	0	0	3041	13	2259	247	7	23	2	0	2	1	0	0	0	0	2554	31	4969	497	32	53	4	1	7	1	0	0	0	0	5595
%	0%	59%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	66%	0%	57%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%	0%	58%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	65%
Peak Hour	13:15	16:15	14:45	15:15	12:45	12:00	12:00	17:00	12:00	12:00	12:00	12:00	12:00	15:45	16:30	16:30	15:30	14:15	12:30	12:30	12:00	14:00	12:00	12:00	12:00	12:00	12:00	16:30	13:15	16:15	15:30	14:45	12:45	12:00	12:00	17:00	12:00	12:00	12:00	12:00	12:00	16:15
Peak Volume	7	388	41	11	8	1	1	4	0	0	0	0	0	431	4	383	42	5	5	1	0	1	1	0	0	0	0	427	9	768	78	12	13	1	1	5	1	0	0	0	0	853
07:00 - 09:00	0	565	51	12	6	0	0	0	0	0	0	0	0	634	1	487	54	9	10	3	0	3	0	0	0	0	0	567	1	1052	105	21	16	3	0	3	0	0	0	0	0	1201
%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:00	8:00	7:45	7:45	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:30	7:30	7:30	7:30	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:45	7:45	7:45	7:30	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45
Peak Volume	0	358	32	12	5	0	0	0	0	0	0	0	0	405	1	270	35	7	8	2	0	3	0	0	0	0	0	323	1	612	67	18	13	2	0	3	0	0	0	0	0	709
16:00 - 18:00	2	723	60	9	5	0	0	4	0	0	0	0	0	803	5	676	74	1	7	0	0	1	0	0	0	0	0	764	7	1399	134	10	12	0	0	5	0	0	0	0	0	1567
%	0%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	17%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%
Peak Hour	16:00	16:15	16:15	16:00	16:45	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:15	16:30	16:30	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:30	16:30	16:15	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:15
Peak Volume	2	388	34	6	4	0	0	4	0	0	0	0	0	430	4	383	40	1	5	0	0	1	0	0	0	0	0	427	6	768	73	7	8	0	0	5	0	0	0	0	0	853

Prepared by National Data & Surveying Services

CLASSIFICATION

Hamilton St Bet. Francis Ave & New Park Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_003

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	20	1	0	0	0	0	0	0	0	0	0	0	21
00:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	11	3	0	0	0	0	0	0	0	0	0	0	14
00:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	18	2	0	0	0	0	0	0	0	0	0	0	20
00:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	17	2	0	0	0	0	0	0	0	0	0	0	19
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	10	1	0	0	0	0	0	0	0	0	0	0	11
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	2	0	1	0	0	0	0	0	0	0	0	6	0	6	2	0	1	0	0	0	0	0	0	0	0	9
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	0	0	0	0	0	0	0	0	0	11
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	10	0	0	0	0	0	0	0	0	0	0	0	10
03:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	8	2	0	0	0	0	0	0	0	0	0	0	10
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	9	1	0	0	0	0	0	0	0	0	0	0	10
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	1	0	1	0	0	0	0	0	4	0	6	0	0	0	1	0	1	0	0	0	0	0	8
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	12	1	0	0	0	0	0	0	0	0	0	0	13
04:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	12	1	0	0	0	0	0	0	0	0	0	0	13
05:00	0	3	1	0	0	1	0	0	0	0	0	0	0	5	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	0	1	0	0	0	0	0	0	0	12
05:15	0	7	3	0	1	0	0	0	0	0	0	0	0	11	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	15	3	0	1	0	0	0	0	0	0	0	0	19
05:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	19	3	0	0	0	0	0	0	0	0	0	0	22
05:45	0	11	0	0	1	0	0	0	0	0	0	0	0	12	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	29	2	0	1	0	0	0	0	0	0	0	0	32
06:00	0	15	2	0	1	0	0	0	0	0	0	0	0	18	0	17	5	0	1	2	0	0	0	0	0	0	0	25	0	32	7	0	2	2	0	0	0	0	0	0	0	43
06:15	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	23	7	0	0	0	0	0	0	0	0	0	0	30	0	45	9	0	0	0	0	0	0	0	0	0	0	54
06:30	0	21	5	2	0	0	0	0	0	0	0	0	0	28	0	25	3	1	1	0	0	0	0	0	0	0	0	30	0	46	8	3	1	0	0	0	0	0	0	0	0	58
06:45	0	37	6	1	3	0	0	0	0	0	0	0	0	47	0	32	11	0	0	1	0	0	0	0	0	0	0	44	0	69	17	1	3	1	0	0	0	0	0	0	0	91
07:00	0	36	8	0	1	0	0	0	0	0	0	0	0	45	1	42	2	2	1	0	0	2	0	0	0	0	0	50	1	78	10	2	2	0	0	2	0	0	0	0	0	95
07:15	0	48	3	0	0	0	0	0	0	0	0	0	0	51	0	51	2	0	0	0	0	0	0	0	0	0	0	53	0	99	5	0	0	0	0	0	0	0	0	0	0	104
07:30	0	45	1	0	0	0	0	0	0	0	0	0	0	46	0	73	8	1	4	0	0	1	0	0	0	0	0	87	0	118	9	1	4	0	0	1	0	0	0	0	0	133
07:45	0	78	9	2	3	0	0	0	0	0	0	0	0	92	0	69	11	1	1	1	0	0	0	0	0	0	0	83	0	147	20	3	4	1	0	0	0	0	0	0	0	175
08:00	0	100	9	4	0	0	0	0	0	0	0	0	0	113	0	72	7	4	0	1	0	0	0	0	0	0	0	84	0	172	16	8	0	1	0	0	0	0	0	0	0	197
08:15	0	105	8	3	2	0	0	0	0	0	0	0	0	118	0	56	9	1	3	0	0	0	0	0	0	0	0	69	0	161	17	4	5	0	0	0	0	0	0	0	0	187
08:30	0	73	6	3	0	0	0	0	0	0	0	0	0	82	0	59	8	0	1	0	0	0	0	0	0	0	0	68	0	132	14	3	1	0	0	0	0	0	0	0	0	150
08:45	0	80	7	0	0	0	0	0	0	0	0	0	0	87	0	65	7	0	0	1	0	0	0	0	0	0	0	73	0	145	14	0	0	1	0	0	0	0	0	0	0	160
09:00	0	38	11	1	0	1	0	0	0	0	0	0	0	51	0	44	4	1	0	1	0	0	0	0	0	0	0	50	0	82	15	2	0	2	0	0	0	0	0	0	0	101
09:15	0	46	5	1	3	1	0	0	0	0	0	0	0	56	0	35	6	0	0	1	0	0	1	0	0	0	0	43	0	81	11	1	3	2	0	0	1	0	0	0	0	99
09:30	0	50	2	1	2	1	0	0	0	0	0	0	0	56	0	35	5	0	1	2	0	0	0	0	0	0	0	43	0	85	7	1	3	3	0	0	0	0	0	0	0	99
09:45	0	59	7	0	1	0	0	0	0	0	0	0	0	67	0	39	4	0	0	0	0	0	0	0	0	0	0	43	0	98	11	0	1	0	0	0	0	0	0	0	0	110
10:00	0	36	2	0	0	1	0	0	0	0	0	0	0	39	0	31	7	0	1	1	0	0	0	0	0	0	0	40	0	67	9	0	1	2	0	0	0	0	0	0	0	79
10:15	0	44	6	0	2	1	0	1	0	0	0	0	0	54	0	26	9	0	1	0	0	0	0	0	0	0	0	36	0	70	15	0	3	1	0	1	0	0	0	0	0	90
10:30	0	60	14	0	2	1	0	0	0	0	0	0	0	77	0	42	4	0	0	0	0	0	0	0	0	0	0	46	0	102	18	0	2	1	0	0	0	0	0	0	0	123
10:45	0	51	3	2	1	1	0	0	0	0	0	0	0	58	0	49	2	0	0	0	0	0	1	0	0	0	0	52	0	100	5	2	1	1	0	0	1	0	0	0	0	110
11:00	0	42	5	0	3	0	0	0	0	0	0	0	0	50	0	33	6	0	2	0	0	0	0	0	0	0	0	41	0	75	11	0	5	0	0	0	0	0	0	0	0	91
11:15	0	49	12	0	1	0	0	0	0	0	0	0	0	62	0	32	6	0	2	0	0	0	0	0	0	0	0	40	0	81	18	0	3	0	0	0	0	0	0	0	0	102
11:30	0	44	8	0	3	0	0	0	0	0	0	0	0	55	0	48	4	0	1	0	0	2	0	0	0	0	0	55	0	92	12	0	4	0	0	2	0	0	0	0	0	110
11:45	0	47	9	0	0	0	0	0	0	0	0	0	0	56	0	54	5	0	2	0	0	0	0	0	0	0	0	61	0	101	14	0	2	0	0	0	0	0	0	0	0	117

Prepared by National Data & Surveying Services

CLASSIFICATION

Hamilton St Bet. Francis Ave & New Park Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_003

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND											Total	TOTALS											Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	47	5	0	3	1	0	0	0	0	0	0	0	56	0	37	6	0	1	0	0	0	0	0	0	0	0	44	0	84	11	0	4	1	0	0	0	0	0	0	0	100
12:15	2	57	10	1	0	0	0	0	0	0	0	0	0	70	0	41	7	0	1	0	0	0	0	0	0	0	0	49	2	98	17	1	1	0	0	0	0	0	0	0	0	119
12:30	2	56	5	0	0	0	1	0	0	0	0	0	0	64	1	47	7	0	0	0	0	0	0	0	0	0	0	55	3	103	12	0	0	0	1	0	0	0	0	0	0	119
12:45	0	55	9	0	0	0	0	0	0	0	0	0	0	64	0	52	8	0	1	0	0	0	1	0	0	0	0	62	0	107	17	0	1	0	0	0	1	0	0	0	0	126
13:00	0	67	4	1	5	0	0	0	0	0	0	0	0	77	1	55	5	1	2	0	0	0	0	0	0	0	0	64	1	122	9	2	7	0	0	0	0	0	0	0	0	141
13:15	2	57	8	1	1	0	0	0	0	0	0	0	0	69	0	48	7	0	2	1	0	0	0	0	0	0	0	58	2	105	15	1	3	1	0	0	0	0	0	0	0	127
13:30	2	53	10	2	2	0	0	0	0	0	0	0	0	69	1	38	9	0	0	0	0	0	0	0	0	0	0	48	3	91	19	2	2	0	0	0	0	0	0	0	0	117
13:45	1	56	5	1	0	0	0	0	0	0	0	0	0	63	0	39	1	0	0	0	0	0	0	0	0	0	0	40	1	95	6	1	0	0	0	0	0	0	0	0	0	103
14:00	2	70	7	0	1	0	0	0	0	0	0	0	0	80	1	42	7	0	0	0	0	0	0	0	0	0	0	50	3	112	14	0	1	0	0	0	0	0	0	0	0	130
14:15	0	44	5	0	1	0	0	0	0	0	0	0	0	50	0	38	12	0	0	0	0	0	0	0	0	0	0	50	0	82	17	0	1	0	0	0	0	0	0	0	0	100
14:30	0	78	9	1	1	0	0	0	0	0	0	0	0	89	0	48	10	0	1	0	0	0	0	0	0	0	0	59	0	126	19	1	2	0	0	0	0	0	0	0	0	148
14:45	0	65	5	2	1	1	0	0	0	0	0	0	0	74	0	65	7	2	1	0	0	1	0	0	0	0	0	76	0	130	12	4	2	1	0	1	0	0	0	0	0	150
15:00	0	75	8	0	1	0	0	0	0	0	0	0	0	84	0	67	6	3	1	0	0	0	0	0	0	0	0	77	0	142	14	3	2	0	0	0	0	0	0	0	0	161
15:15	1	111	13	3	2	0	0	0	0	0	0	0	0	130	0	68	5	0	1	0	0	0	0	0	0	0	0	74	1	179	18	3	3	0	0	0	0	0	0	0	0	204
15:30	0	80	15	2	1	0	0	0	0	0	0	0	0	98	0	84	8	0	0	0	0	0	0	0	0	0	0	92	0	164	23	2	1	0	0	0	0	0	0	0	0	190
15:45	1	95	5	2	0	0	0	1	0	0	0	0	0	104	1	72	14	0	0	0	0	0	0	0	0	0	0	87	2	167	19	2	0	0	0	1	0	0	0	0	0	191
16:00	0	86	6	4	0	0	0	0	0	0	0	0	0	96	0	82	11	1	2	0	0	0	0	0	0	0	0	96	0	168	17	5	2	0	0	0	0	0	0	0	0	192
16:15	0	110	10	1	1	0	0	0	0	0	0	0	0	122	0	74	9	0	1	0	0	0	0	0	0	0	0	84	0	184	19	1	2	0	0	0	0	0	0	0	0	206
16:30	2	96	10	1	0	0	0	0	0	0	0	0	0	109	1	102	8	0	2	0	0	0	0	0	0	0	0	113	3	198	18	1	2	0	0	0	0	0	0	0	0	222
16:45	0	78	7	0	2	0	0	0	0	0	0	0	0	87	0	103	12	0	0	0	0	0	0	0	0	0	0	115	0	181	19	0	2	0	0	0	0	0	0	0	0	202
17:00	0	104	7	1	0	0	0	0	0	0	0	0	0	112	2	101	8	0	0	0	0	0	0	0	0	0	0	111	2	205	15	1	0	0	0	0	0	0	0	0	0	223
17:15	0	96	6	1	1	0	0	0	0	0	0	0	0	104	1	77	10	0	0	0	0	0	0	0	0	0	0	88	1	173	16	1	1	0	0	0	0	0	0	0	0	192
17:30	0	86	7	1	1	0	0	1	0	0	0	0	0	96	1	76	7	0	2	0	0	0	0	0	0	0	0	86	1	162	14	1	3	0	0	1	0	0	0	0	0	182
17:45	0	67	7	0	0	0	0	3	0	0	0	0	0	77	0	61	9	0	0	0	0	1	0	0	0	0	0	71	0	128	16	0	0	0	0	4	0	0	0	0	0	148
18:00	2	98	4	0	2	0	0	0	0	0	0	0	0	106	0	69	13	0	0	0	0	0	0	0	0	0	0	82	2	167	17	0	2	0	0	0	0	0	0	0	0	188
18:15	0	77	2	0	0	0	0	0	0	0	0	0	0	79	0	60	4	0	0	0	0	0	0	0	0	0	0	64	0	137	6	0	0	0	0	0	0	0	0	0	0	143
18:30	0	67	8	0	0	0	0	0	0	0	0	0	0	75	0	52	4	0	0	0	0	0	0	0	0	0	0	56	0	119	12	0	0	0	0	0	0	0	0	0	0	131
18:45	0	57	4	0	0	0	0	0	0	0	0	0	0	61	0	50	3	0	1	0	0	0	0	0	0	0	0	54	0	107	7	0	1	0	0	0	0	0	0	0	0	115
19:00	1	52	6	0	0	0	0	0	0	0	0	0	0	59	0	45	5	0	0	0	0	0	0	0	0	0	0	50	1	97	11	0	0	0	0	0	0	0	0	0	0	109
19:15	0	45	6	0	1	0	0	0	0	0	0	0	0	52	0	43	1	0	1	1	0	0	0	0	0	0	0	46	0	88	7	0	2	1	0	0	0	0	0	0	0	98
19:30	0	42	6	0	1	0	0	0	0	0	0	0	0	49	0	29	5	0	0	0	0	0	0	0	0	0	0	34	0	71	11	0	1	0	0	0	0	0	0	0	0	83
19:45	0	53	4	0	1	0	0	0	0	0	0	0	0	58	0	38	1	0	1	0	0	0	0	0	0	0	0	40	0	91	5	0	2	0	0	0	0	0	0	0	0	98
20:00	0	37	5	0	0	0	0	0	0	0	0	0	0	42	0	30	3	0	0	0	0	0	0	0	0	0	0	33	0	67	8	0	0	0	0	0	0	0	0	0	0	75
20:15	0	48	2	0	0	0	0	0	0	0	0	0	0	50	0	38	6	0	1	0	0	0	0	0	0	0	0	45	0	86	8	0	1	0	0	0	0	0	0	0	0	95
20:30	0	39	3	0	0	0	0	0	0	0	0	0	0	42	0	32	2	0	1	0	0	0	0	0	0	0	0	35	0	71	5	0	1	0	0	0	0	0	0	0	0	77
20:45	0	34	1	0	0	0	0	0	0	0	0	0	0	35	1	24	0	0	0	0	0	0	0	0	0	0	0	25	1	58	1	0	0	0	0	0	0	0	0	0	0	60
21:00	0	36	6	0	0	0	0	0	0	0	0	0	0	42	1	31	1	0	0	0	0	0	0	0	0	0	0	33	1	67	7	0	0	0	0	0	0	0	0	0	0	75
21:15	0	30	4	0	0	0	0	0	0	0	0	0	0	34	0	35	0	0	0	0	0	0	0	0	0	0	0	35	0	65	4	0	0	0	0	0	0	0	0	0	0	69
21:30	0	26	2	0	0	0	0	0	0	0	0	0	0	28	0	22	0	0	0	0	0	0	0	0	0	0	0	22	0	48	2	0	0	0	0	0	0	0	0	0	0	50
21:45	0	30	0	0	0	0	0	0	0	0	0	0	0	30	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	54	1	0	0	0	0	0	0	0	0	0	0	55
22:00	0	23	0	0	1	0	0	0	0	0	0	0	0	24	1	25	0	0	0	0	0	0	0	0	0	0	0	26	1	48	0	0	1	0	0	0	0	0	0	0	0	50
22:15	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	34	3	0	0	0	0	0	0	0	0	0	0	37
22:30	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	33	2	0	0	0	0	0	0	0	0	0	0	35
22:45	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	42	1	0	0	0	0	0	0	0	0	0	0	43
23:00	0	27	0	0	0	0	0	0	0	0	0	0	0	27	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	46	0	0	0	0	0	0	0	0	0	0	0	46
23:15	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	27	2	0	0	0	0	0	0	0	0	0	0	29
23:30	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	24	0	0	0	0	0	0	0	0	0	0	0	24
23:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	16	1	0	0	0	0	0	0	0	0	0	0	17
Totals	**18**	**4,051**	**411**	**45**	**60**	**10**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**4,602**	**14**	**3,453**	**405**	**18**	**46**	**14**	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**3,961**	**32**	**7,504**	**816**	**63**	**106**	**24**	**1**	**14**	**3**	**0**	**0**	**0**	**0**	**8,563**
% of Totals	0%	88%	9%	1%	1%	0%	0%	0%						100%	0%	87%	10%	0%	1%	0%		0%	0%					100%	0%	88%	10%	1%	1%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

VOLUME

Hamilton St Bet. Francis Ave & New Park Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,602	3,961	8,563

DAILY TOTALS

15-Minutes Interval

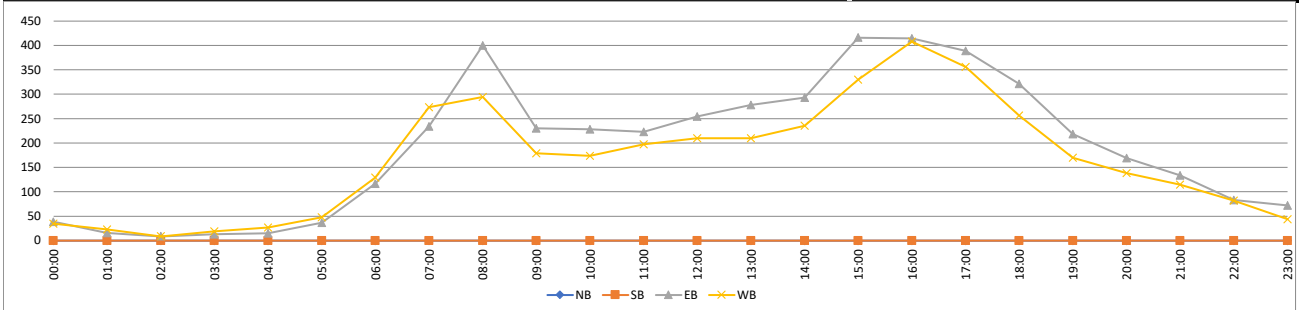
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			8	13	21	12:00			56	44	100
00:15			10	4	14	12:15			70	49	119
00:30			13	7	20	12:30			64	55	119
00:45			8	11	19	12:45			64	62	126
01:00			6	5	11	13:00			77	64	141
01:15			3	6	9	13:15			69	58	127
01:30			4	7	11	13:30			69	48	117
01:45			3	5	8	13:45			63	40	103
02:00			4	2	6	14:00			80	50	130
02:15			1	2	3	14:15			50	50	100
02:30			1	0	1	14:30			89	59	148
02:45			3	5	8	14:45			74	76	150
03:00			1	1	2	15:00			84	77	161
03:15			4	6	10	15:15			130	74	204
03:30			6	4	10	15:30			98	92	190
03:45			2	8	10	15:45			104	87	191
04:00			4	4	8	16:00			96	96	192
04:15			3	5	8	16:15			122	84	206
04:30			3	10	13	16:30			109	113	222
04:45			5	8	13	16:45			87	115	202
05:00			5	7	12	17:00			112	111	223
05:15			11	8	19	17:15			104	88	192
05:30			9	13	22	17:30			96	86	182
05:45			12	20	32	17:45			77	71	148
06:00			18	25	43	18:00			106	82	188
06:15			24	30	54	18:15			79	64	143
06:30			28	30	58	18:30			75	56	131
06:45			47	44	91	18:45			61	54	115
07:00			45	50	95	19:00			59	50	109
07:15			51	53	104	19:15			52	46	98
07:30			46	87	133	19:30			49	34	83
07:45			92	83	175	19:45			58	40	98
08:00			113	84	197	20:00			42	33	75
08:15			118	69	187	20:15			50	45	95
08:30			82	68	150	20:30			42	35	77
08:45			87	73	160	20:45			35	25	60
09:00			51	50	101	21:00			42	33	75
09:15			56	43	99	21:15			34	35	69
09:30			56	43	99	21:30			28	22	50
09:45			67	43	110	21:45			30	25	55
10:00			39	40	79	22:00			24	26	50
10:15			54	36	90	22:15			19	18	37
10:30			77	46	123	22:30			21	14	35
10:45			58	52	110	22:45			19	24	43
11:00			50	41	91	23:00			27	19	46
11:15			62	40	102	23:15			19	10	29
11:30			55	55	110	23:30			16	8	24
11:45			56	61	117	23:45			10	7	17
TOTALS	0	0	1561	1407	2968	TOTALS	0	0	3041	2554	5595
SPLIT %	0%	0%	53%	47%	35%	SPLIT %	0%	0%	54%	46%	65%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			39	35	74
01:00	02:00			16	23	39
02:00	03:00			9	9	18
03:00	04:00			13	19	32
04:00	05:00			15	27	42
05:00	06:00			37	48	85
06:00	07:00			117	129	246
07:00	08:00			234	273	507
08:00	09:00			400	294	694
09:00	10:00			230	179	409
10:00	11:00			228	174	402
11:00	12:00			223	197	420
12:00	13:00			254	210	464
13:00	14:00			278	210	488
14:00	15:00			293	235	528
15:00	16:00			416	330	746
16:00	17:00			414	408	822
17:00	18:00			389	356	745
18:00	19:00			321	256	577
19:00	20:00			218	170	388
20:00	21:00			169	138	307
21:00	22:00			134	115	249
22:00	23:00			83	82	165
23:00	00:00			72	44	116

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1561	1407	2968
Peak Hour			7:45	7:30	7:45
Peak Volume			405	323	709
Peak Hour Factor			0.858	0.928	0.900
Peak Period	12:00	to	00:00		
Volume			3041	2554	5595
Peak Hour			15:45	16:30	16:15
Peak Volume			431	427	853
Peak Hour Factor			0.883	0.928	0.956
Peak Period	07:00	to	09:00		
Volume			634	567	1201
Peak Hour			7:45	7:30	7:45
Peak Volume			405	323	709
Peak Hour Factor			0.858	0.928	0.900
Peak Period	16:00	to	18:00		
Volume			803	764	1567
Peak Hour			16:15	16:30	16:15
Peak Volume			430	427	853
Peak Hour Factor			0.881	0.928	0.956



Hillside Ave S/O Hamilton St

Averaged Counts

TIME		Tues			Wed			Ave		
		NB	SB	TOTAL	NB	SB	TOTAL	NB	SB	Total
00:00	01:00	20	31	**51**	23	31	**136**	21.5	31	**53**
01:00	02:00	23	13	**36**	17	24	**90**	20	18.5	**39**
02:00	03:00	12	21	**33**	10	19	**83**	11	20	**31**
03:00	04:00	13	5	**18**	17	4	**44**	15	4.5	**20**
04:00	05:00	32	13	**45**	28	11	**97**	30	12	**42**
05:00	06:00	63	26	**89**	62	23	**200**	62.5	24.5	**87**
06:00	07:00	121	77	**198**	116	78	**469**	118.5	77.5	**196**
07:00	08:00	280	157	**437**	224	179	**997**	252	168	**420**
08:00	09:00	258	210	**468**	251	193	**1122**	254.5	201.5	**456**
09:00	10:00	169	145	**314**	161	128	**748**	165	136.5	**302**
10:00	11:00	154	139	**293**	135	154	**721**	144.5	146.5	**291**
11:00	12:00	160	199	**359**	158	154	**870**	159	176.5	**336**
12:00	13:00	220	229	**449**	173	171	**1022**	196.5	200	**397**
13:00	14:00	172	193	**365**	182	198	**938**	177	195.5	**373**
14:00	15:00	187	196	**383**	227	220	**1026**	207	208	**415**
15:00	16:00	229	224	**453**	279	293	**1249**	254	258.5	**513**
16:00	17:00	262	286	**548**	297	291	**1422**	279.5	288.5	**568**
17:00	18:00	202	265	**467**	268	286	**1286**	235	275.5	**511**
18:00	19:00	169	203	**372**	213	271	**1059**	191	237	**428**
19:00	20:00	149	174	**323**	160	160	**817**	154.5	167	**322**
20:00	21:00	132	101	**233**	134	151	**619**	133	126	**259**
21:00	22:00	93	109	**202**	106	144	**561**	99.5	126.5	**226**
22:00	23:00	59	78	**137**	98	96	**409**	78.5	87	**166**
23:00	00:00	48	63	**111**	47	56	**277**	47.5	59.5	**107**

Prepared by National Data & Surveying Services

CLASSIFICATION

Hillside Ave S/O Hamilton St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_004

HOURLY BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00	0	17	2	0	1	0	0	0	0	0	0	0	0	20	0	30	1	0	0	0	0	0	0	0	0	0	0	31	0	47	3	0	1	0	0	0	0	0	0	0	0	51
01:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	11	1	0	0	1	0	0	0	0	0	0	0	13	0	32	3	0	0	1	0	0	0	0	0	0	0	36
02:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	19	1	0	1	0	0	0	0	0	0	0	0	21	0	29	3	0	1	0	0	0	0	0	0	0	0	33
03:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	16	1	0	1	0	0	0	0	0	0	0	0	18
04:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	41	4	0	0	0	0	0	0	0	0	0	0	45
05:00	0	58	3	1	0	1	0	0	0	0	0	0	0	63	0	25	0	0	0	1	0	0	0	0	0	0	0	26	0	83	3	1	0	2	0	0	0	0	0	0	0	89
06:00	0	93	15	12	1	0	0	0	0	0	0	0	0	121	0	57	5	13	1	1	0	0	0	0	0	0	0	77	0	150	20	25	2	1	0	0	0	0	0	0	0	198
07:00	0	234	23	19	3	0	0	1	0	0	0	0	0	280	0	130	9	15	0	2	0	1	0	0	0	0	0	157	0	364	32	34	3	2	0	2	0	0	0	0	0	437
08:00	0	225	10	21	2	0	0	0	0	0	0	0	0	258	0	174	24	11	1	0	0	0	0	0	0	0	0	210	0	399	34	32	3	0	0	0	0	0	0	0	0	468
09:00	0	155	10	1	2	1	0	0	0	0	0	0	0	169	0	127	11	4	2	1	0	0	0	0	0	0	0	145	0	282	21	5	4	2	0	0	0	0	0	0	0	314
10:00	0	130	19	3	1	1	0	0	0	0	0	0	0	154	0	120	15	1	3	0	0	0	0	0	0	0	0	139	0	250	34	4	4	1	0	0	0	0	0	0	0	293
11:00	0	138	14	6	2	0	0	0	0	0	0	0	0	160	0	163	23	9	2	0	0	2	0	0	0	0	0	199	0	301	37	15	4	0	0	2	0	0	0	0	0	359
12:00	0	190	22	7	0	0	0	1	0	0	0	0	0	220	0	196	23	7	3	0	0	0	0	0	0	0	0	229	0	386	45	14	3	0	0	1	0	0	0	0	0	449
13:00	0	148	11	8	5	0	0	0	0	0	0	0	0	172	0	158	19	13	3	0	0	0	0	0	0	0	0	193	0	306	30	21	8	0	0	0	0	0	0	0	0	365
14:00	0	161	13	11	1	1	0	0	0	0	0	0	0	187	0	162	25	6	3	0	0	0	0	0	0	0	0	196	0	323	38	17	4	1	0	0	0	0	0	0	0	383
15:00	0	193	27	8	1	0	0	0	0	0	0	0	0	229	0	194	22	5	3	0	0	0	0	0	0	0	0	224	0	387	49	13	4	0	0	0	0	0	0	0	0	453
16:00	0	225	22	12	3	0	0	0	0	0	0	0	0	262	0	241	30	12	1	0	0	2	0	0	0	0	0	286	0	466	52	24	4	0	0	2	0	0	0	0	0	548
17:00	0	181	15	5	1	0	0	0	0	0	0	0	0	202	1	235	20	5	4	0	0	0	0	0	0	0	0	265	1	416	35	10	5	0	0	0	0	0	0	0	0	467
18:00	0	149	15	2	2	0	0	1	0	0	0	0	0	169	0	184	15	2	2	0	0	0	0	0	0	0	0	203	0	333	30	4	4	0	0	1	0	0	0	0	0	372
19:00	0	135	13	1	0	0	0	0	0	0	0	0	0	149	0	166	8	0	0	0	0	0	0	0	0	0	0	174	0	301	21	1	0	0	0	0	0	0	0	0	0	323
20:00	0	118	13	0	1	0	0	0	0	0	0	0	0	132	0	91	10	0	0	0	0	0	0	0	0	0	0	101	0	209	23	0	1	0	0	0	0	0	0	0	0	233
21:00	0	91	2	0	0	0	0	0	0	0	0	0	0	93	0	104	4	0	1	0	0	0	0	0	0	0	0	109	0	195	6	0	1	0	0	0	0	0	0	0	0	202
22:00	0	57	2	0	0	0	0	0	0	0	0	0	0	59	0	74	3	0	1	0	0	0	0	0	0	0	0	78	0	131	5	0	1	0	0	0	0	0	0	0	0	137
23:00	0	45	3	0	0	0	0	0	0	0	0	0	0	48	0	60	3	0	0	0	0	0	0	0	0	0	0	63	0	105	6	0	0	0	0	0	0	0	0	0	0	111
Totals	**0**	**2,814**	**262**	**117**	**27**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3,227**	**1**	**2,738**	**273**	**103**	**31**	**6**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**3,157**	**1**	**5,552**	**535**	**220**	**58**	**10**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**6,384**
% of Totals		87%	8%	4%	1%	0%		0%						100%	0%	87%	9%	3%	1%	0%		0%						100%	0%	87%	8%	3%	1%	0%		0%						100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

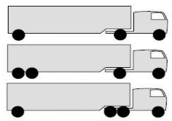
#3 2-Axle, 4-Tire Single Unit

#4 Buses

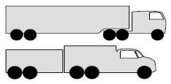
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	1121	104	63	13	3	0	1	0	0	0	0	0	1305	0	873	91	53	10	6	0	3	0	0	0	0	0	1036	0	1994	195	116	23	9	0	4	0	0	0	0	0	2341
%	0%	35%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	28%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%	31%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	37%
Peak Hour	0:00	7:30	7:15	6:30	6:30	9:45	0:00	7:00	0:00	0:00	0:00	0:00	0:00	7:30	0:00	11:30	10:45	7:30	11:15	6:45	0:00	10:45	0:00	0:00	0:00	0:00	0:00	11:30	0:00	7:30	7:30	7:30	11:15	5:00	0:00	7:00	0:00	0:00	0:00	0:00	0:00	7:30
Peak Volume	0	291	24	21	3	2	0	1	0	0	0	0	0	336	0	218	25	19	4	2	0	2	0	0	0	0	0	250	0	483	46	37	6	2	0	2	0	0	0	0	0	572
12:00 - 24:00	0	1693	158	54	14	1	0	2	0	0	0	0	0	1922	1	1865	182	50	21	0	0	2	0	0	0	0	0	2121	1	3558	340	104	35	1	0	4	0	0	0	0	0	4043
%	0%	52%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%	0%	59%	6%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	67%	0%	56%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	63%
Peak Hour	12:00	16:00	15:30	14:30	13:15	13:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	16:00	16:15	16:30	16:00	13:00	13:45	12:00	12:00	15:45	12:00	12:00	12:00	12:00	12:00	16:15	16:15	16:15	15:30	16:00	13:15	13:15	12:00	15:45	12:00	12:00	12:00	12:00	12:00	16:00
Peak Volume	0	225	30	13	6	1	0	1	0	0	0	0	0	262	1	261	30	13	4	0	0	2	0	0	0	0	0	299	1	475	57	24	9	1	0	2	0	0	0	0	0	548
07:00 - 09:00	0	459	33	40	5	0	0	1	0	0	0	0	0	538	0	304	33	26	1	2	0	1	0	0	0	0	0	367	0	763	66	66	6	2	0	2	0	0	0	0	0	905
%	0%	14%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	10%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:00	7:30	7:15	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:45	8:00	7:30	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:30	7:30	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	0	291	24	21	3	0	0	1	0	0	0	0	0	336	0	195	24	19	1	2	0	1	0	0	0	0	0	236	0	483	46	37	4	2	0	2	0	0	0	0	0	572
16:00 - 18:00	0	406	37	17	4	0	0	0	0	0	0	0	0	464	1	476	50	17	5	0	0	2	0	0	0	0	0	551	1	882	87	34	9	0	0	2	0	0	0	0	0	1015
%	0%	13%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	15%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	14%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
Peak Hour	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:30	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:15	16:15	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	0	225	22	12	3	0	0	0	0	0	0	0	0	262	1	261	30	12	4	0	0	2	0	0	0	0	0	299	1	475	52	24	5	0	0	2	0	0	0	0	0	548

Prepared by National Data & Surveying Services

CLASSIFICATION

Hillside Ave S/O Hamilton St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_004

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS											Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	12	2	0	0	0	0	0	0	0	0	0	**14**
00:15	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	15	1	0	1	0	0	0	0	0	0	0	**17**
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	11	0	0	0	0	0	0	0	0	0	0	**11**
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	9	0	0	0	0	0	0	0	0	0	0	**9**
01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	9	1	0	0	0	0	0	0	0	0	0	**10**
01:15	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	10	2	0	0	0	0	0	0	0	0	0	**12**
01:30	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	3	0	0	0	1	0	0	0	0	0	0	0	**4**	0	8	0	0	0	1	0	0	0	0	0	0	**9**
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**	0	9	0	0	1	0	0	0	0	0	0	0	**10**
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	0	10	1	0	0	0	0	0	0	0	0	0	**11**
02:30	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	7	1	0	0	0	0	0	0	0	0	0	**8**
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	1	0	0	0	0	0	0	0	0	0	**4**
03:00	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	1	0	0	0	0	0	0	0	**6**
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
03:30	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	7	1	0	0	0	0	0	0	0	0	0	**8**
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	8	1	0	0	0	0	0	0	0	0	0	**9**
04:15	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	11	1	0	0	0	0	0	0	0	0	0	**12**
04:30	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	11	1	0	0	0	0	0	0	0	0	0	**12**
04:45	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	11	1	0	0	0	0	0	0	0	0	0	**12**
05:00	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	14	0	0	0	0	0	0	0	0	0	0	**14**
05:15	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	0	10	0	0	0	1	0	0	0	0	0	0	0	**11**	0	24	0	0	0	1	0	0	0	0	0	0	**25**
05:30	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	19	2	0	0	0	0	0	0	0	0	0	**21**
05:45	0	21	1	1	0	1	0	0	0	0	0	0	0	**24**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	26	1	1	0	1	0	0	0	0	0	0	**29**
06:00	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	0	21	4	0	0	0	0	0	0	0	0	0	**25**
06:15	0	27	5	3	0	0	0	0	0	0	0	0	0	**35**	0	12	2	5	0	0	0	0	0	0	0	0	0	**19**	0	39	7	8	0	0	0	0	0	0	0	0	**54**
06:30	0	19	4	5	0	0	0	0	0	0	0	0	0	**28**	0	9	1	4	0	1	0	0	0	0	0	0	0	**15**	0	28	5	9	0	1	0	0	0	0	0	0	**43**
06:45	0	40	2	4	1	0	0	0	0	0	0	0	0	**47**	0	22	2	4	1	0	0	0	0	0	0	0	0	**29**	0	62	4	8	2	0	0	0	0	0	0	0	**76**
07:00	0	31	1	8	1	0	0	0	0	0	0	0	0	**41**	0	19	1	3	0	0	0	0	0	0	0	0	0	**23**	0	50	2	11	1	0	0	0	0	0	0	0	**64**
07:15	0	45	4	4	1	0	0	0	0	0	0	0	0	**54**	0	25	2	1	0	0	0	0	0	0	0	0	0	**28**	0	70	6	5	1	0	0	0	0	0	0	0	**82**
07:30	0	64	9	5	0	0	0	0	0	0	0	0	0	**78**	0	31	3	6	0	2	0	1	0	0	0	0	0	**43**	0	95	12	11	0	2	0	1	0	0	0	0	**121**
07:45	0	94	9	2	1	0	0	1	0	0	0	0	0	**107**	0	55	3	5	0	0	0	0	0	0	0	0	0	**63**	0	149	12	7	1	0	0	1	0	0	0	0	**170**
08:00	0	65	2	4	1	0	0	0	0	0	0	0	0	**72**	0	67	11	6	0	0	0	0	0	0	0	0	0	**84**	0	132	13	10	1	0	0	0	0	0	0	0	**156**
08:15	0	68	4	7	0	0	0	0	0	0	0	0	0	**79**	0	39	5	2	0	0	0	0	0	0	0	0	0	**46**	0	107	9	9	0	0	0	0	0	0	0	0	**125**
08:30	0	43	3	5	1	0	0	0	0	0	0	0	0	**52**	0	34	4	2	1	0	0	0	0	0	0	0	0	**41**	0	77	7	7	2	0	0	0	0	0	0	0	**93**
08:45	0	49	1	5	0	0	0	0	0	0	0	0	0	**55**	0	34	4	1	0	0	0	0	0	0	0	0	0	**39**	0	83	5	6	0	0	0	0	0	0	0	0	**94**
09:00	0	41	3	1	0	0	0	0	0	0	0	0	0	**45**	0	29	3	0	1	1	0	0	0	0	0	0	0	**34**	0	70	6	1	1	1	0	0	0	0	0	0	**79**
09:15	0	32	4	0	1	0	0	0	0	0	0	0	0	**37**	0	38	2	2	0	0	0	0	0	0	0	0	0	**42**	0	70	6	2	1	0	0	0	0	0	0	0	**79**
09:30	0	38	1	0	1	0	0	0	0	0	0	0	0	**40**	0	32	2	1	1	0	0	0	0	0	0	0	0	**36**	0	70	3	1	2	0	0	0	0	0	0	0	**76**
09:45	0	44	2	0	0	1	0	0	0	0	0	0	0	**47**	0	28	4	1	0	0	0	0	0	0	0	0	0	**33**	0	72	6	1	0	1	0	0	0	0	0	0	**80**
10:00	0	32	6	1	0	0	0	0	0	0	0	0	0	**39**	0	26	4	0	0	0	0	0	0	0	0	0	0	**30**	0	58	10	1	0	0	0	0	0	0	0	0	**69**
10:15	0	24	5	1	0	0	0	0	0	0	0	0	0	**30**	0	29	5	0	1	0	0	0	0	0	0	0	0	**35**	0	53	10	1	1	0	0	0	0	0	0	0	**65**
10:30	0	39	6	0	0	1	0	0	0	0	0	0	0	**46**	0	31	2	0	2	0	0	0	0	0	0	0	0	**35**	0	70	8	0	2	1	0	0	0	0	0	0	**81**
10:45	0	35	2	1	1	0	0	0	0	0	0	0	0	**39**	0	34	4	1	0	0	0	0	0	0	0	0	0	**39**	0	69	6	2	1	0	0	0	0	0	0	0	**78**
11:00	0	31	4	0	0	0	0	0	0	0	0	0	0	**35**	0	38	6	0	0	0	0	1	0	0	0	0	0	**45**	0	69	10	0	0	0	0	1	0	0	0	0	**80**
11:15	0	34	5	2	1	0	0	0	0	0	0	0	0	**42**	0	26	10	2	1	0	0	0	0	0	0	0	0	**39**	0	60	15	4	2	0	0	0	0	0	0	0	**81**
11:30	0	36	2	1	1	0	0	0	0	0	0	0	0	**40**	0	47	5	0	0	0	0	1	0	0	0	0	0	**53**	0	83	7	1	1	0	0	1	0	0	0	0	**93**
11:45	0	37	3	3	0	0	0	0	0	0	0	0	0	**43**	0	52	2	7	1	0	0	0	0	0	0	0	0	**62**	0	89	5	10	1	0	0	0	0	0	0	0	**105**

Prepared by National Data & Surveying Services

CLASSIFICATION

Hillside Ave S/O Hamilton St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_004

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	34	6	1	0	0	0	0	0	0	0	0	0	41	0	59	4	1	2	0	0	0	0	0	0	0	0	66	0	93	10	2	2	0	0	0	0	0	0	0	107
12:15	0	71	6	2	0	0	0	0	0	0	0	0	0	79	0	60	7	2	0	0	0	0	0	0	0	0	0	69	0	131	13	4	0	0	0	0	0	0	0	0	148
12:30	0	44	6	3	0	0	0	1	0	0	0	0	0	54	0	41	5	3	1	0	0	0	0	0	0	0	0	50	0	85	11	6	1	0	0	1	0	0	0	0	104
12:45	0	41	4	1	0	0	0	0	0	0	0	0	0	46	0	36	7	1	0	0	0	0	0	0	0	0	0	44	0	77	11	2	0	0	0	0	0	0	0	0	90
13:00	0	32	7	3	0	0	0	0	0	0	0	0	0	42	0	39	5	3	1	0	0	0	0	0	0	0	0	48	0	71	12	6	1	0	0	0	0	0	0	0	90
13:15	0	40	2	2	1	0	0	0	0	0	0	0	0	45	0	50	3	3	1	0	0	0	0	0	0	0	0	57	0	90	5	5	2	0	0	0	0	0	0	0	102
13:30	0	41	1	2	3	0	0	0	0	0	0	0	0	47	0	25	5	3	0	0	0	0	0	0	0	0	0	33	0	66	6	5	3	0	0	0	0	0	0	0	80
13:45	0	35	1	1	1	0	0	0	0	0	0	0	0	38	0	44	6	4	1	0	0	0	0	0	0	0	0	55	0	79	7	5	2	0	0	0	0	0	0	0	93
14:00	0	38	6	1	1	1	0	0	0	0	0	0	0	47	0	31	3	0	1	0	0	0	0	0	0	0	0	35	0	69	9	1	2	1	0	0	0	0	0	0	82
14:15	0	45	2	1	0	0	0	0	0	0	0	0	0	48	0	33	8	0	1	0	0	0	0	0	0	0	0	42	0	78	10	1	1	0	0	0	0	0	0	0	90
14:30	0	37	3	4	0	0	0	0	0	0	0	0	0	44	0	40	7	2	1	0	0	0	0	0	0	0	0	50	0	77	10	6	1	0	0	0	0	0	0	0	94
14:45	0	41	2	5	0	0	0	0	0	0	0	0	0	48	0	58	7	4	0	0	0	0	0	0	0	0	0	69	0	99	9	9	0	0	0	0	0	0	0	0	117
15:00	0	38	7	1	1	0	0	0	0	0	0	0	0	47	0	41	5	1	0	0	0	0	0	0	0	0	0	47	0	79	12	2	1	0	0	0	0	0	0	0	94
15:15	0	56	6	3	0	0	0	0	0	0	0	0	0	65	0	46	5	1	3	0	0	0	0	0	0	0	0	55	0	102	11	4	3	0	0	0	0	0	0	0	120
15:30	0	46	8	3	0	0	0	0	0	0	0	0	0	57	0	53	9	2	0	0	0	0	0	0	0	0	0	64	0	99	17	5	0	0	0	0	0	0	0	0	121
15:45	0	53	6	1	0	0	0	0	0	0	0	0	0	60	0	54	3	1	0	0	0	0	0	0	0	0	0	58	0	107	9	2	0	0	0	0	0	0	0	0	118
16:00	0	55	6	4	2	0	0	0	0	0	0	0	0	67	0	53	7	3	0	0	0	0	0	0	0	0	0	63	0	108	13	7	2	0	0	0	0	0	0	0	130
16:15	0	51	10	3	1	0	0	0	0	0	0	0	0	65	0	57	8	3	0	0	0	1	0	0	0	0	0	69	0	108	18	6	1	0	0	1	0	0	0	0	134
16:30	0	52	3	3	0	0	0	0	0	0	0	0	0	58	0	74	7	3	0	0	0	1	0	0	0	0	0	85	0	126	10	6	0	0	0	1	0	0	0	0	143
16:45	0	67	3	2	0	0	0	0	0	0	0	0	0	72	0	57	8	3	1	0	0	0	0	0	0	0	0	69	0	124	11	5	1	0	0	0	0	0	0	0	141
17:00	0	49	3	2	0	0	0	0	0	0	0	0	0	54	1	68	5	1	1	0	0	0	0	0	0	0	0	76	1	117	8	3	1	0	0	0	0	0	0	0	130
17:15	0	46	7	1	0	0	0	0	0	0	0	0	0	54	0	62	5	0	0	0	0	0	0	0	0	0	0	67	0	108	12	1	0	0	0	0	0	0	0	0	121
17:30	0	51	2	1	0	0	0	0	0	0	0	0	0	54	0	39	7	3	1	0	0	0	0	0	0	0	0	50	0	90	9	4	1	0	0	0	0	0	0	0	104
17:45	0	35	3	1	1	0	0	0	0	0	0	0	0	40	0	66	3	1	2	0	0	0	0	0	0	0	0	72	0	101	6	2	3	0	0	0	0	0	0	0	112
18:00	0	50	4	0	1	0	0	0	0	0	0	0	0	55	0	53	2	0	0	0	0	0	0	0	0	0	0	55	0	103	6	0	1	0	0	0	0	0	0	0	110
18:15	0	43	3	1	0	0	0	1	0	0	0	0	0	48	0	53	5	1	0	0	0	0	0	0	0	0	0	59	0	96	8	2	0	0	0	1	0	0	0	0	107
18:30	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	46	4	0	0	0	0	0	0	0	0	0	0	50	0	71	7	0	0	0	0	0	0	0	0	0	78
18:45	0	31	5	1	1	0	0	0	0	0	0	0	0	38	0	32	4	1	2	0	0	0	0	0	0	0	0	39	0	63	9	2	3	0	0	0	0	0	0	0	77
19:00	0	38	6	1	0	0	0	0	0	0	0	0	0	45	0	34	4	0	0	0	0	0	0	0	0	0	0	38	0	72	10	1	0	0	0	0	0	0	0	0	83
19:15	0	33	1	0	0	0	0	0	0	0	0	0	0	34	0	39	1	0	0	0	0	0	0	0	0	0	0	40	0	72	2	0	0	0	0	0	0	0	0	0	74
19:30	0	39	4	0	0	0	0	0	0	0	0	0	0	43	0	48	2	0	0	0	0	0	0	0	0	0	0	50	0	87	6	0	0	0	0	0	0	0	0	0	93
19:45	0	25	2	0	0	0	0	0	0	0	0	0	0	27	0	45	1	0	0	0	0	0	0	0	0	0	0	46	0	70	3	0	0	0	0	0	0	0	0	0	73
20:00	0	24	5	0	0	0	0	0	0	0	0	0	0	29	0	31	6	0	0	0	0	0	0	0	0	0	0	37	0	55	11	0	0	0	0	0	0	0	0	0	66
20:15	0	40	2	0	0	0	0	0	0	0	0	0	0	42	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	64	2	0	0	0	0	0	0	0	0	0	66
20:30	0	26	5	0	0	0	0	0	0	0	0	0	0	31	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	47	7	0	0	0	0	0	0	0	0	0	54
20:45	0	28	1	0	1	0	0	0	0	0	0	0	0	30	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	43	3	0	1	0	0	0	0	0	0	0	47
21:00	0	29	1	0	0	0	0	0	0	0	0	0	0	30	0	28	2	0	0	0	0	0	0	0	0	0	0	30	0	57	3	0	0	0	0	0	0	0	0	0	60
21:15	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	39	1	0	0	0	0	0	0	0	0	0	40
21:30	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	27	0	0	1	0	0	0	0	0	0	0	0	28	0	47	1	0	1	0	0	0	0	0	0	0	49
21:45	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	29	1	0	0	0	0	0	0	0	0	0	0	30	0	52	1	0	0	0	0	0	0	0	0	0	53
22:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	37	1	0	0	0	0	0	0	0	0	0	38
22:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	24	1	0	1	0	0	0	0	0	0	0	0	26	0	33	1	0	1	0	0	0	0	0	0	0	35
22:30	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	23	2	0	0	0	0	0	0	0	0	0	25
22:45	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	38	1	0	0	0	0	0	0	0	0	0	39
23:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	25	1	0	0	0	0	0	0	0	0	0	0	26	0	33	2	0	0	0	0	0	0	0	0	0	35
23:15	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	26	2	0	0	0	0	0	0	0	0	0	28
23:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	27	1	0	0	0	0	0	0	0	0	0	28
23:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	19	1	0	0	0	0	0	0	0	0	0	20
Totals	**0**	**2,814**	**262**	**117**	**27**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3,227**	**1**	**2,738**	**273**	**103**	**31**	**6**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**3,157**	**1**	**5,552**	**535**	**220**	**58**	**10**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**6,384**
% of Totals		87%	8%	4%	1%	0%		0%						100%	0%	87%	9%	3%	1%	0%		0%						100%	0%	87%	8%	3%	1%	0%		0%						100%

Prepared by National Data & Surveying Services

VOLUME

Hillside Ave S/O Hamilton St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_004

DAILY TOTALS	NB	SB	EB	WB	Total
	3,227	3,157	0	0	6,384

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	4	10			14	12:00	41	66			107
00:15	8	9			17	12:15	79	69			148
00:30	5	6			11	12:30	54	50			104
00:45	3	6			9	12:45	46	44			90
01:00	9	1			10	13:00	42	48			90
01:15	6	6			12	13:15	45	57			102
01:30	5	4			9	13:30	47	33			80
01:45	3	2			5	13:45	38	55			93
02:00	3	7			10	14:00	47	35			82
02:15	2	9			11	14:15	48	42			90
02:30	5	3			8	14:30	44	50			94
02:45	2	2			4	14:45	48	69			117
03:00	4	2			6	15:00	47	47			94
03:15	2	0			2	15:15	65	55			120
03:30	5	3			8	15:30	57	64			121
03:45	2	0			2	15:45	60	58			118
04:00	7	2			9	16:00	67	63			130
04:15	10	2			12	16:15	65	69			134
04:30	8	4			12	16:30	58	85			143
04:45	7	5			12	16:45	72	69			141
05:00	8	6			14	17:00	54	76			130
05:15	14	11			25	17:15	54	67			121
05:30	17	4			21	17:30	54	50			104
05:45	24	5			29	17:45	40	72			112
06:00	11	14			25	18:00	55	55			110
06:15	35	19			54	18:15	48	59			107
06:30	28	15			43	18:30	28	50			78
06:45	47	29			76	18:45	38	39			77
07:00	41	23			64	19:00	45	38			83
07:15	54	28			82	19:15	34	40			74
07:30	78	43			121	19:30	43	50			93
07:45	107	63			170	19:45	27	46			73
08:00	72	84			156	20:00	29	37			66
08:15	79	46			125	20:15	42	24			66
08:30	52	41			93	20:30	31	23			54
08:45	55	39			94	20:45	30	17			47
09:00	45	34			79	21:00	30	30			60
09:15	37	42			79	21:15	19	21			40
09:30	40	36			76	21:30	21	28			49
09:45	47	33			80	21:45	23	30			53
10:00	39	30			69	22:00	16	22			38
10:15	30	35			65	22:15	9	26			35
10:30	46	35			81	22:30	14	11			25
10:45	39	39			78	22:45	20	19			39
11:00	35	45			80	23:00	9	26			35
11:15	42	39			81	23:15	18	10			28
11:30	40	53			93	23:30	9	19			28
11:45	43	62			105	23:45	12	8			20
TOTALS	1305	1036	0	0	2341	TOTALS	1922	2121	0	0	4043
SPLIT %	56%	44%	0%	0%	37%	SPLIT %	48%	52%	0%	0%	63%

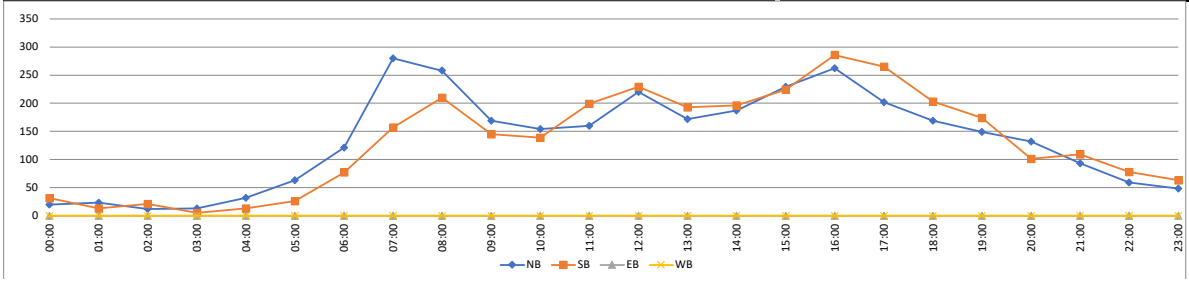
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	20	31			51
01:00	02:00	23	13			36
02:00	03:00	12	21			33
03:00	04:00	13	5			18
04:00	05:00	32	13			45
05:00	06:00	63	26			89
06:00	07:00	121	77			198
07:00	08:00	280	157			437
08:00	09:00	258	210			468
09:00	10:00	169	145			314
10:00	11:00	154	139			293
11:00	12:00	160	199			359
12:00	13:00	220	229			449
13:00	14:00	172	193			365
14:00	15:00	187	196			383
15:00	16:00	229	224			453
16:00	17:00	262	286			548
17:00	18:00	202	265			467
18:00	19:00	169	203			372
19:00	20:00	149	174			323
20:00	21:00	132	101			233
21:00	22:00	93	109			202
22:00	23:00	59	78			137
23:00	00:00	48	63			111

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1305	1036			2341
Peak Hour	7:30	7:30			7:30
Peak Volume	336	236			572
Peak Hour Factor	0.785	0.702			0.841
Peak Period	12:00	to	00:00		
Volume	1922	2121			4043
Peak Hour	16:00	16:15			16:00
Peak Volume	262	299			548
Peak Hour Factor	0.910	0.879			0.958
Peak Period	07:00	to	09:00		
Volume	538	367			905
Peak Hour	7:30	7:30			7:30
Peak Volume	336	236			572
Peak Hour Factor	0.785	0.702			0.841
Peak Period	16:00	to	18:00		
Volume	464	551			1015
Peak Hour	16:00	16:15			16:00
Peak Volume	262	299			548
Peak Hour Factor	0.910	0.879			0.958



Prepared by National Data & Surveying Services

CLASSIFICATION

Hillside Ave S/O Hamilton St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_004

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	22	1	0	0	0	0	0	0	0	0	0	0	**23**	0	28	3	0	0	0	0	0	0	0	0	0	0	**31**	0	50	4	0	0	0	0	0	0	0	0	0	0	**54**
01:00	0	16	0	0	0	1	0	0	0	0	0	0	0	**17**	0	22	2	0	0	0	0	0	0	0	0	0	0	**24**	0	38	2	0	0	1	0	0	0	0	0	0	0	**41**
02:00	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	0	29	0	0	0	0	0	0	0	0	0	0	0	**29**
03:00	0	15	1	0	0	1	0	0	0	0	0	0	0	**17**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	18	2	0	0	1	0	0	0	0	0	0	0	**21**
04:00	0	25	3	0	0	0	0	0	0	0	0	0	0	**28**	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	0	36	3	0	0	0	0	0	0	0	0	0	0	**39**
05:00	0	58	3	1	0	0	0	0	0	0	0	0	0	**62**	0	22	1	0	0	0	0	0	0	0	0	0	0	**23**	0	80	4	1	0	0	0	0	0	0	0	0	0	**85**
06:00	0	88	15	10	3	0	0	0	0	0	0	0	0	**116**	0	63	4	10	1	0	0	0	0	0	0	0	0	**78**	0	151	19	20	4	0	0	0	0	0	0	0	0	**194**
07:00	0	181	20	21	1	1	0	0	0	0	0	0	0	**224**	0	147	15	17	0	0	0	0	0	0	0	0	0	**179**	0	328	35	38	1	1	0	0	0	0	0	0	0	**403**
08:00	0	209	18	22	2	0	0	0	0	0	0	0	0	**251**	0	162	17	11	3	0	0	0	0	0	0	0	0	**193**	0	371	35	33	5	0	0	0	0	0	0	0	0	**444**
09:00	0	142	9	4	4	1	0	1	0	0	0	0	0	**161**	1	111	9	3	4	0	0	0	0	0	0	0	0	**128**	1	253	18	7	8	1	0	1	0	0	0	0	0	**289**
10:00	0	113	16	3	2	1	0	0	0	0	0	0	0	**135**	0	126	18	2	7	1	0	0	0	0	0	0	0	**154**	0	239	34	5	9	2	0	0	0	0	0	0	0	**289**
11:00	0	140	13	2	3	0	0	0	0	0	0	0	0	**158**	0	125	21	4	2	1	0	1	0	0	0	0	0	**154**	0	265	34	6	5	1	0	1	0	0	0	0	0	**312**
12:00	1	142	21	4	4	1	0	0	0	0	0	0	0	**173**	1	154	13	3	0	0	0	0	0	0	0	0	0	**171**	2	296	34	7	4	1	0	0	0	0	0	0	0	**344**
13:00	0	165	12	2	2	0	0	1	0	0	0	0	0	**182**	1	165	27	2	1	1	0	1	0	0	0	0	0	**198**	1	330	39	4	3	1	0	2	0	0	0	0	0	**380**
14:00	0	189	25	12	1	0	0	0	0	0	0	0	0	**227**	0	185	22	12	0	1	0	0	0	0	0	0	0	**220**	0	374	47	24	1	1	0	0	0	0	0	0	0	**447**
15:00	0	243	16	16	4	0	0	0	0	0	0	0	0	**279**	1	247	26	19	0	0	0	0	0	0	0	0	0	**293**	1	490	42	35	4	0	0	0	0	0	0	0	0	**572**
16:00	0	260	22	14	0	1	0	0	0	0	0	0	0	**297**	0	249	20	21	1	0	0	0	0	0	0	0	0	**291**	0	509	42	35	1	1	0	0	0	0	0	0	0	**588**
17:00	0	241	22	4	1	0	0	0	0	0	0	0	0	**268**	0	262	21	2	1	0	0	0	0	0	0	0	0	**286**	0	503	43	6	2	0	0	0	0	0	0	0	0	**554**
18:00	0	192	18	2	1	0	0	0	0	0	0	0	0	**213**	0	240	27	3	1	0	0	0	0	0	0	0	0	**271**	0	432	45	5	2	0	0	0	0	0	0	0	0	**484**
19:00	0	152	8	0	0	0	0	0	0	0	0	0	0	**160**	0	148	11	1	0	0	0	0	0	0	0	0	0	**160**	0	300	19	1	0	0	0	0	0	0	0	0	0	**320**
20:00	0	119	14	0	1	0	0	0	0	0	0	0	0	**134**	0	139	9	1	2	0	0	0	0	0	0	0	0	**151**	0	258	23	1	3	0	0	0	0	0	0	0	0	**285**
21:00	0	99	6	0	1	0	0	0	0	0	0	0	0	**106**	1	131	12	0	0	0	0	0	0	0	0	0	0	**144**	1	230	18	0	1	0	0	0	0	0	0	0	0	**250**
22:00	0	95	2	0	1	0	0	0	0	0	0	0	0	**98**	0	93	2	0	1	0	0	0	0	0	0	0	0	**96**	0	188	4	0	2	0	0	0	0	0	0	0	0	**194**
23:00	0	46	1	0	0	0	0	0	0	0	0	0	0	**47**	0	52	4	0	0	0	0	0	0	0	0	0	0	**56**	0	98	5	0	0	0	0	0	0	0	0	0	0	**103**
Totals	**1**	**2,962**	**266**	**117**	**31**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3,386**	**5**	**2,904**	**285**	**111**	**24**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3,335**	**6**	**5,866**	**551**	**228**	**55**	**11**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**6,721**
% of Totals	0%	87%	8%	3%	1%	0%		0%						**100%**	0%	87%	9%	3%	1%	0%		0%						**100%**	0%	87%	8%	3%	1%	0%		0%						**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

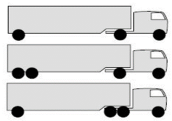
#3 2-Axle, 4-Tire Single Unit

#4 Buses

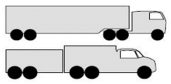
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	1019	99	63	15	5	0	1	0	0	0	0	0	**1202**	1	839	91	47	17	2	0	1	0	0	0	0	0	**998**	1	1858	190	110	32	7	0	2	0	0	0	0	0	**2200**
%	0%	30%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**35%**	0%	25%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**30%**	0%	28%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**33%**
Peak Hour	11:45	7:30	7:15	7:30	8:45	0:30	0:00	9:00	0:00	0:00	0:00	0:00	0:00	**7:30**	8:15	7:30	10:45	7:15	10:00	9:15	0:00	11:00	0:00	0:00	0:00	0:00	0:00	**7:30**	8:15	7:30	7:30	7:30	8:45	9:30	0:00	9:00	0:00	0:00	0:00	0:00	0:00	**7:30**
Peak Volume	1	209	26	25	5	1	0	1	0	0	0	0	0	**259**	1	202	25	20	7	1	0	1	0	0	0	0	0	**242**	1	411	46	42	11	2	0	1	0	0	0	0	0	**501**
12:00 - 24:00	1	1943	167	54	16	2	0	1	0	0	0	0	0	**2184**	4	2065	194	64	7	2	0	1	0	0	0	0	0	**2337**	5	4008	361	118	23	4	0	2	0	0	0	0	0	**4521**
%	0%	57%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**65%**	0%	62%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	60%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**67%**
Peak Hour	12:00	15:30	13:45	14:45	12:15	12:00	12:00	12:15	12:00	12:00	12:00	12:00	12:00	**15:30**	12:00	16:45	17:30	14:30	16:15	12:15	12:00	12:15	12:00	12:00	12:00	12:00	12:00	**16:45**	12:00	16:45	13:45	14:45	12:15	12:00	12:00	12:15	12:00	12:00	12:00	12:00	12:00	**15:15**
Peak Volume	1	265	26	18	6	1	0	1	0	0	0	0	0	**304**	1	278	29	22	2	1	0	1	0	0	0	0	0	**314**	2	520	52	40	7	1	0	2	0	0	0	0	0	**590**
07:00 - 09:00	0	390	38	43	3	1	0	0	0	0	0	0	0	**475**	0	309	32	28	3	0	0	0	0	0	0	0	0	**372**	0	699	70	71	6	1	0	0	0	0	0	0	0	**847**
%	0%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**14%**	0%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**11%**	0%	10%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**
Peak Hour	7:00	7:30	7:15	7:30	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:30**	7:00	7:30	7:30	7:15	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:30**	7:00	7:30	7:30	7:30	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:30**
Peak Volume	0	209	26	25	2	1	0	0	0	0	0	0	0	**259**	0	202	22	20	3	0	0	0	0	0	0	0	0	**242**	0	411	46	42	5	1	0	0	0	0	0	0	0	**501**
16:00 - 18:00	0	501	44	18	1	1	0	0	0	0	0	0	0	**565**	0	511	41	23	2	0	0	0	0	0	0	0	0	**577**	0	1012	85	41	3	1	0	0	0	0	0	0	0	**1142**
%	0%	15%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**17%**	0%	15%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**17%**	0%	15%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**17%**
Peak Hour	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**	16:00	16:45	16:45	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:45**	16:00	16:45	16:45	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**
Peak Volume	0	260	22	14	1	1	0	0	0	0	0	0	0	**297**	0	278	25	21	2	0	0	0	0	0	0	0	0	**314**	0	520	44	35	2	1	0	0	0	0	0	0	0	**588**

Prepared by National Data & Surveying Services

CLASSIFICATION

Hillside Ave S/O Hamilton St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_004

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	15	1	0	0	0	0	0	0	0	0	0	16
00:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	14	1	0	0	0	0	0	0	0	0	0	15
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	14	0	0	0	0	0	0	0	0	0	0	14
00:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	7	2	0	0	0	0	0	0	0	0	0	9
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	14	0	0	0	0	0	0	0	0	0	0	14
01:15	0	6	0	0	0	1	0	0	0	0	0	0	0	7	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	12	1	0	0	1	0	0	0	0	0	0	14
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	0	0	0	0	0	0	0	0	11
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	9	0	0	0	0	0	0	0	0	0	0	9
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	8	0	0	0	0	0	0	0	0	0	0	8
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	9	0	0	0	0	0	0	0	0	0	0	9
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3
03:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
03:30	0	6	0	0	0	1	0	0	0	0	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	1	0	0	0	0	0	0	8
03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	2	0	0	0	0	0	0	0	0	0	6
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3
04:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	9	1	0	0	0	0	0	0	0	0	0	10
04:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	14	2	0	0	0	0	0	0	0	0	0	16
04:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	10	0	0	0	0	0	0	0	0	0	0	10
05:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	10	1	0	0	0	0	0	0	0	0	0	11
05:15	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	20	0	0	0	0	0	0	0	0	0	0	20
05:30	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	22	1	0	0	0	0	0	0	0	0	0	23
05:45	0	23	1	1	0	0	0	0	0	0	0	0	0	25	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	28	2	1	0	0	0	0	0	0	0	0	31
06:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	30	5	0	0	0	0	0	0	0	0	0	35
06:15	0	14	4	2	2	0	0	0	0	0	0	0	0	22	0	12	1	3	0	0	0	0	0	0	0	0	0	16	0	26	5	5	2	0	0	0	0	0	0	0	38
06:30	0	18	5	6	0	0	0	0	0	0	0	0	0	29	0	17	2	4	1	0	0	0	0	0	0	0	0	24	0	35	7	10	1	0	0	0	0	0	0	0	53
06:45	0	37	1	2	1	0	0	0	0	0	0	0	0	41	0	23	1	3	0	0	0	0	0	0	0	0	0	27	0	60	2	5	1	0	0	0	0	0	0	0	68
07:00	0	33	0	10	0	1	0	0	0	0	0	0	0	44	0	21	3	3	0	0	0	0	0	0	0	0	0	27	0	54	3	13	0	1	0	0	0	0	0	0	71
07:15	0	45	5	4	0	0	0	0	0	0	0	0	0	54	0	24	2	4	0	0	0	0	0	0	0	0	0	30	0	69	7	8	0	0	0	0	0	0	0	0	84
07:30	0	58	6	4	0	0	0	0	0	0	0	0	0	68	0	42	5	5	0	0	0	0	0	0	0	0	0	52	0	100	11	9	0	0	0	0	0	0	0	0	120
07:45	0	45	9	3	1	0	0	0	0	0	0	0	0	58	0	60	5	5	0	0	0	0	0	0	0	0	0	70	0	105	14	8	1	0	0	0	0	0	0	0	128
08:00	0	60	6	7	0	0	0	0	0	0	0	0	0	73	0	54	7	6	0	0	0	0	0	0	0	0	0	67	0	114	13	13	0	0	0	0	0	0	0	0	140
08:15	0	46	3	11	0	0	0	0	0	0	0	0	0	60	0	46	5	1	1	0	0	0	0	0	0	0	0	53	0	92	8	12	1	0	0	0	0	0	0	0	113
08:30	0	51	2	1	1	0	0	0	0	0	0	0	0	55	0	35	3	2	0	0	0	0	0	0	0	0	0	40	0	86	5	3	1	0	0	0	0	0	0	0	95
08:45	0	52	7	3	1	0	0	0	0	0	0	0	0	63	0	27	2	2	2	0	0	0	0	0	0	0	0	33	0	79	9	5	3	0	0	0	0	0	0	0	96
09:00	0	40	3	2	0	1	0	0	0	0	0	0	0	46	1	24	4	1	1	0	0	0	0	0	0	0	0	31	1	64	7	3	1	1	0	0	0	0	0	0	77
09:15	0	31	1	1	1	0	0	0	0	0	0	0	0	34	0	35	2	1	3	0	0	0	0	0	0	0	0	41	0	66	3	2	4	0	0	0	0	0	0	0	75
09:30	0	27	2	0	3	0	0	0	0	0	0	0	0	32	0	25	2	0	0	0	0	0	0	0	0	0	0	27	0	52	4	0	3	0	0	0	0	0	0	0	59
09:45	0	44	3	1	0	0	0	1	0	0	0	0	0	49	0	27	1	1	0	0	0	0	0	0	0	0	0	29	0	71	4	2	0	0	0	1	0	0	0	0	78
10:00	0	27	8	1	0	0	0	0	0	0	0	0	0	36	0	28	3	0	1	1	0	0	0	0	0	0	0	33	0	55	11	1	1	1	0	0	0	0	0	0	69
10:15	0	30	2	1	0	1	0	0	0	0	0	0	0	34	0	31	5	1	3	0	0	0	0	0	0	0	0	40	0	61	7	2	3	1	0	0	0	0	0	0	74
10:30	0	25	4	0	1	0	0	0	0	0	0	0	0	30	0	37	3	0	2	0	0	0	0	0	0	0	0	42	0	62	7	0	3	0	0	0	0	0	0	0	72
10:45	0	31	2	1	1	0	0	0	0	0	0	0	0	35	0	30	7	1	1	0	0	0	0	0	0	0	0	39	0	61	9	2	2	0	0	0	0	0	0	0	74
11:00	0	41	3	0	1	0	0	0	0	0	0	0	0	45	0	26	5	1	0	0	0	0	0	0	0	0	0	32	0	67	8	1	1	0	0	0	0	0	0	0	77
11:15	0	29	4	2	1	0	0	0	0	0	0	0	0	36	0	24	9	1	1	0	0	0	0	0	0	0	0	35	0	53	13	3	2	0	0	0	0	0	0	0	71
11:30	0	33	3	0	1	0	0	0	0	0	0	0	0	37	0	36	4	1	1	1	0	0	0	0	0	0	0	43	0	69	7	1	2	1	0	0	0	0	0	0	80
11:45	0	37	3	0	0	0	0	0	0	0	0	0	0	40	0	39	3	1	0	0	0	1	0	0	0	0	0	44	0	76	6	1	0	0	0	1	0	0	0	0	84

Prepared by National Data & Surveying Services

CLASSIFICATION

Hillside Ave S/O Hamilton St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_004

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	40	2	1	0	1	0	0	0	0	0	0	0	44	0	47	5	0	0	0	0	0	0	0	0	0	0	52	0	87	7	1	0	1	0	0	0	0	0	0	0	96
12:15	0	35	6	1	2	0	0	0	0	0	0	0	0	44	0	41	1	2	0	0	0	0	0	0	0	0	0	44	0	76	7	3	2	0	0	0	0	0	0	0	0	88
12:30	1	40	6	0	0	0	0	0	0	0	0	0	0	47	0	30	4	0	0	0	0	0	0	0	0	0	0	34	1	70	10	0	0	0	0	0	0	0	0	0	0	81
12:45	0	27	7	2	2	0	0	0	0	0	0	0	0	38	1	36	3	1	0	0	0	0	0	0	0	0	0	41	1	63	10	3	2	0	0	0	0	0	0	0	0	79
13:00	0	44	1	0	2	0	0	1	0	0	0	0	0	48	0	36	7	0	1	1	0	1	0	0	0	0	0	46	0	80	8	0	3	1	0	2	0	0	0	0	0	94
13:15	0	35	1	1	0	0	0	0	0	0	0	0	0	37	0	42	2	1	0	0	0	0	0	0	0	0	0	45	0	77	3	2	0	0	0	0	0	0	0	0	0	82
13:30	0	43	5	0	0	0	0	0	0	0	0	0	0	48	0	41	8	0	0	0	0	0	0	0	0	0	0	49	0	84	13	0	0	0	0	0	0	0	0	0	0	97
13:45	0	43	5	1	0	0	0	0	0	0	0	0	0	49	1	46	10	1	0	0	0	0	0	0	0	0	0	58	1	89	15	2	0	0	0	0	0	0	0	0	0	107
14:00	0	49	7	2	0	0	0	0	0	0	0	0	0	58	0	46	4	2	0	0	0	0	0	0	0	0	0	52	0	95	11	4	0	0	0	0	0	0	0	0	0	110
14:15	0	45	6	1	1	0	0	0	0	0	0	0	0	53	0	44	4	2	0	0	0	0	0	0	0	0	0	50	0	89	10	3	1	0	0	0	0	0	0	0	0	103
14:30	0	41	8	3	0	0	0	0	0	0	0	0	0	52	0	41	8	2	0	0	0	0	0	0	0	0	0	51	0	82	16	5	0	0	0	0	0	0	0	0	0	103
14:45	0	54	4	6	0	0	0	0	0	0	0	0	0	64	0	54	6	6	0	1	0	0	0	0	0	0	0	67	0	108	10	12	0	1	0	0	0	0	0	0	0	131
15:00	0	51	4	3	3	0	0	0	0	0	0	0	0	61	0	55	4	8	0	0	0	0	0	0	0	0	0	67	0	106	8	11	3	0	0	0	0	0	0	0	0	128
15:15	0	57	3	3	0	0	0	0	0	0	0	0	0	63	1	70	9	6	0	0	0	0	0	0	0	0	0	86	1	127	12	9	0	0	0	0	0	0	0	0	0	149
15:30	0	77	5	6	0	0	0	0	0	0	0	0	0	88	0	65	9	2	0	0	0	0	0	0	0	0	0	76	0	142	14	8	0	0	0	0	0	0	0	0	0	164
15:45	0	58	4	4	1	0	0	0	0	0	0	0	0	67	0	57	4	3	0	0	0	0	0	0	0	0	0	64	0	115	8	7	1	0	0	0	0	0	0	0	0	131
16:00	0	67	6	5	0	0	0	0	0	0	0	0	0	78	0	57	5	6	0	0	0	0	0	0	0	0	0	68	0	124	11	11	0	0	0	0	0	0	0	0	0	146
16:15	0	63	4	3	0	1	0	0	0	0	0	0	0	71	0	61	3	4	0	0	0	0	0	0	0	0	0	68	0	124	7	7	0	1	0	0	0	0	0	0	0	139
16:30	0	63	8	3	0	0	0	0	0	0	0	0	0	74	0	56	5	3	1	0	0	0	0	0	0	0	0	65	0	119	13	6	1	0	0	0	0	0	0	0	0	139
16:45	0	67	4	3	0	0	0	0	0	0	0	0	0	74	0	75	7	8	0	0	0	0	0	0	0	0	0	90	0	142	11	11	0	0	0	0	0	0	0	0	0	164
17:00	0	61	3	0	0	0	0	0	0	0	0	0	0	64	0	71	5	1	1	0	0	0	0	0	0	0	0	78	0	132	8	1	1	0	0	0	0	0	0	0	0	142
17:15	0	59	5	2	0	0	0	0	0	0	0	0	0	66	0	55	4	0	0	0	0	0	0	0	0	0	0	59	0	114	9	2	0	0	0	0	0	0	0	0	0	125
17:30	0	55	7	1	1	0	0	0	0	0	0	0	0	64	0	77	9	1	0	0	0	0	0	0	0	0	0	87	0	132	16	2	1	0	0	0	0	0	0	0	0	151
17:45	0	66	7	1	0	0	0	0	0	0	0	0	0	74	0	59	3	0	0	0	0	0	0	0	0	0	0	62	0	125	10	1	0	0	0	0	0	0	0	0	0	136
18:00	0	55	3	0	0	0	0	0	0	0	0	0	0	58	0	67	9	0	0	0	0	0	0	0	0	0	0	76	0	122	12	0	0	0	0	0	0	0	0	0	0	134
18:15	0	41	2	1	0	0	0	0	0	0	0	0	0	44	0	63	8	2	0	0	0	0	0	0	0	0	0	73	0	104	10	3	0	0	0	0	0	0	0	0	0	117
18:30	0	43	7	0	1	0	0	0	0	0	0	0	0	51	0	56	5	0	0	0	0	0	0	0	0	0	0	61	0	99	12	0	1	0	0	0	0	0	0	0	0	112
18:45	0	53	6	1	0	0	0	0	0	0	0	0	0	60	0	54	5	1	1	0	0	0	0	0	0	0	0	61	0	107	11	2	1	0	0	0	0	0	0	0	0	121
19:00	0	42	3	0	0	0	0	0	0	0	0	0	0	45	0	30	4	0	0	0	0	0	0	0	0	0	0	34	0	72	7	0	0	0	0	0	0	0	0	0	0	79
19:15	0	40	1	0	0	0	0	0	0	0	0	0	0	41	0	45	3	1	0	0	0	0	0	0	0	0	0	49	0	85	4	1	0	0	0	0	0	0	0	0	0	90
19:30	0	35	3	0	0	0	0	0	0	0	0	0	0	38	0	41	2	0	0	0	0	0	0	0	0	0	0	43	0	76	5	0	0	0	0	0	0	0	0	0	0	81
19:45	0	35	1	0	0	0	0	0	0	0	0	0	0	36	0	32	2	0	0	0	0	0	0	0	0	0	0	34	0	67	3	0	0	0	0	0	0	0	0	0	0	70
20:00	0	32	4	0	0	0	0	0	0	0	0	0	0	36	0	39	3	0	0	0	0	0	0	0	0	0	0	42	0	71	7	0	0	0	0	0	0	0	0	0	0	78
20:15	0	29	2	0	0	0	0	0	0	0	0	0	0	31	0	32	2	1	0	0	0	0	0	0	0	0	0	35	0	61	4	1	0	0	0	0	0	0	0	0	0	66
20:30	0	31	4	0	0	0	0	0	0	0	0	0	0	35	0	34	2	0	2	0	0	0	0	0	0	0	0	38	0	65	6	0	2	0	0	0	0	0	0	0	0	73
20:45	0	27	4	0	1	0	0	0	0	0	0	0	0	32	0	34	2	0	0	0	0	0	0	0	0	0	0	36	0	61	6	0	1	0	0	0	0	0	0	0	0	68
21:00	0	29	1	0	1	0	0	0	0	0	0	0	0	31	1	31	3	0	0	0	0	0	0	0	0	0	0	35	1	60	4	0	1	0	0	0	0	0	0	0	0	66
21:15	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0	31	6	0	0	0	0	0	0	0	0	0	0	37	0	59	7	0	0	0	0	0	0	0	0	0	0	66
21:30	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	28	0	0	0	0	0	0	0	0	0	0	0	28	0	47	3	0	0	0	0	0	0	0	0	0	0	50
21:45	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	41	3	0	0	0	0	0	0	0	0	0	0	44	0	64	4	0	0	0	0	0	0	0	0	0	0	68
22:00	0	35	0	0	0	0	0	0	0	0	0	0	0	35	0	34	1	0	1	0	0	0	0	0	0	0	0	36	0	69	1	0	1	0	0	0	0	0	0	0	0	71
22:15	0	28	0	0	1	0	0	0	0	0	0	0	0	29	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	51	0	0	1	0	0	0	0	0	0	0	0	52
22:30	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	33	1	0	0	0	0	0	0	0	0	0	0	34
22:45	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	35	2	0	0	0	0	0	0	0	0	0	0	37
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	29	0	0	0	0	0	0	0	0	0	0	0	29
23:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	25	3	0	0	0	0	0	0	0	0	0	0	28
23:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	23	2	0	0	0	0	0	0	0	0	0	0	25
23:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	21	0	0	0	0	0	0	0	0	0	0	0	21
Totals	**1**	**2,962**	**266**	**117**	**31**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3,386**	**5**	**2,904**	**285**	**111**	**24**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3,335**	**6**	**5,866**	**551**	**228**	**55**	**11**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**6,721**
% of Totals	0%	87%	8%	3%	1%	0%		0%						100%	0%	87%	9%	3%	1%	0%		0%						100%	0%	87%	8%	3%	1%	0%		0%						100%

Prepared by National Data & Surveying Services

VOLUME

Hillside Ave S/O Hamilton St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_004

DAILY TOTALS	NB	SB	EB	WB	Total
	3,386	3,335	0	0	6,721

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	6	10			16	12:00	44	52			96
00:15	6	9			15	12:15	44	44			88
00:30	5	9			14	12:30	47	34			81
00:45	6	3			9	12:45	38	41			79
01:00	5	9			14	13:00	48	46			94
01:15	7	7			14	13:15	37	45			82
01:30	1	1			2	13:30	48	49			97
01:45	4	7			11	13:45	49	58			107
02:00	3	6			9	14:00	58	52			110
02:15	3	5			8	14:15	53	50			103
02:30	1	2			3	14:30	52	51			103
02:45	3	6			9	14:45	64	67			131
03:00	2	1			3	15:00	61	67			128
03:15	4	0			4	15:15	63	86			149
03:30	7	1			8	15:30	88	76			164
03:45	4	2			6	15:45	67	64			131
04:00	2	1			3	16:00	78	68			146
04:15	7	3			10	16:15	71	68			139
04:30	12	4			16	16:30	74	65			139
04:45	7	3			10	16:45	74	90			164
05:00	8	3			11	17:00	64	78			142
05:15	15	5			20	17:15	66	59			125
05:30	14	9			23	17:30	64	87			151
05:45	25	6			31	17:45	74	62			136
06:00	24	11			35	18:00	58	76			134
06:15	22	16			38	18:15	44	73			117
06:30	29	24			53	18:30	51	61			112
06:45	41	27			68	18:45	60	61			121
07:00	44	27			71	19:00	45	34			79
07:15	54	30			84	19:15	41	49			90
07:30	68	52			120	19:30	38	43			81
07:45	58	70			128	19:45	36	34			70
08:00	73	67			140	20:00	36	42			78
08:15	60	53			113	20:15	31	35			66
08:30	55	40			95	20:30	35	38			73
08:45	63	33			96	20:45	32	36			68
09:00	46	31			77	21:00	31	35			66
09:15	34	41			75	21:15	29	37			66
09:30	32	27			59	21:30	22	28			50
09:45	49	29			78	21:45	24	44			68
10:00	36	33			69	22:00	35	36			71
10:15	34	40			74	22:15	29	23			52
10:30	30	42			72	22:30	14	20			34
10:45	35	39			74	22:45	20	17			37
11:00	45	32			77	23:00	9	20			29
11:15	36	35			71	23:15	11	17			28
11:30	37	43			80	23:30	12	13			25
11:45	40	44			84	23:45	15	6			21
TOTALS	1202	998	0	0	2200	TOTALS	2184	2337	0	0	4521
SPLIT %	55%	45%	0%	0%	33%	SPLIT %	48%	52%	0%	0%	67%

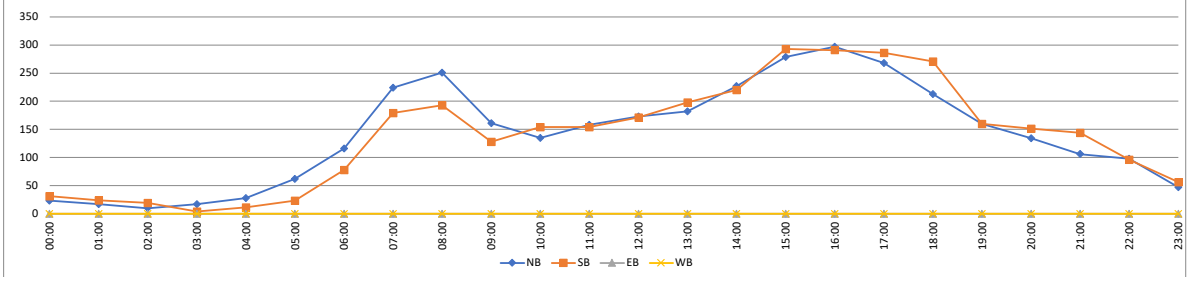
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	23	31			54
01:00	02:00	17	24			41
02:00	03:00	10	19			29
03:00	04:00	17	4			21
04:00	05:00	28	11			39
05:00	06:00	62	23			85
06:00	07:00	116	78			194
07:00	08:00	224	179			403
08:00	09:00	251	193			444
09:00	10:00	161	128			289
10:00	11:00	135	154			289
11:00	12:00	158	154			312
12:00	13:00	173	171			344
13:00	14:00	182	198			380
14:00	15:00	227	220			447
15:00	16:00	279	293			572
16:00	17:00	297	291			588
17:00	18:00	268	286			554
18:00	19:00	213	271			484
19:00	20:00	160	160			320
20:00	21:00	134	151			285
21:00	22:00	106	144			250
22:00	23:00	98	96			194
23:00	00:00	47	56			103

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1202	998			2200
Peak Hour	7:30	7:30			7:30
Peak Volume	259	242			501
Peak Hour Factor	0.887	0.864			0.895
Peak Period	12:00	to	00:00		
Volume	2184	2337			4521
Peak Hour	15:30	16:45			15:15
Peak Volume	304	314			590
Peak Hour Factor	0.864	0.872			0.899
Peak Period	07:00	to	09:00		
Volume	475	372			847
Peak Hour	7:30	7:30			7:30
Peak Volume	259	242			501
Peak Hour Factor	0.887	0.864			0.895
Peak Period	16:00	to	18:00		
Volume	565	577			1142
Peak Hour	16:00	16:45			16:00
Peak Volume	297	314			588
Peak Hour Factor	0.952	0.872			0.896



Zion St S/O Hamilton St

Averaged Counts

TIME		Tues			Wed			Ave		
		NB	SB	TOTAL	NB	SB	TOTAL	NB	SB	Total
00:00	01:00	42	58	**100**	57	69	**126**	49.5	63.5	**113**
01:00	02:00	35	32	**67**	27	37	**64**	31	34.5	**66**
02:00	03:00	28	31	**59**	19	30	**49**	23.5	30.5	**54**
03:00	04:00	20	10	**30**	24	15	**39**	22	12.5	**35**
04:00	05:00	36	21	**57**	33	22	**55**	34.5	21.5	**56**
05:00	06:00	83	48	**131**	98	39	**137**	90.5	43.5	**134**
06:00	07:00	200	96	**296**	195	108	**303**	197.5	102	**300**
07:00	08:00	392	186	**578**	402	196	**598**	397	191	**588**
08:00	09:00	396	254	**650**	415	247	**662**	405.5	250.5	**656**
09:00	10:00	266	184	**450**	237	161	**398**	251.5	172.5	**424**
10:00	11:00	210	198	**408**	223	183	**406**	216.5	190.5	**407**
11:00	12:00	234	223	**457**	235	229	**464**	234.5	226	**461**
12:00	13:00	241	230	**471**	262	237	**499**	251.5	233.5	**485**
13:00	14:00	247	251	**498**	240	263	**503**	243.5	257	**501**
14:00	15:00	318	301	**619**	308	294	**602**	313	297.5	**611**
15:00	16:00	423	403	**826**	443	379	**822**	433	391	**824**
16:00	17:00	417	415	**832**	441	446	**887**	429	430.5	**860**
17:00	18:00	407	405	**812**	371	400	**771**	389	402.5	**792**
18:00	19:00	348	285	**633**	342	348	**690**	345	316.5	**662**
19:00	20:00	234	234	**468**	241	242	**483**	237.5	238	**476**
20:00	21:00	179	198	**377**	185	185	**370**	182	191.5	**374**
21:00	22:00	178	131	**309**	162	132	**294**	170	131.5	**302**
22:00	23:00	108	124	**232**	117	113	**230**	112.5	118.5	**231**
23:00	00:00	97	87	**184**	103	95	**198**	100	91	**191**

Prepared by National Data & Surveying Services

CLASSIFICATION

Zion St S/O Hamilton St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_005

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	39	2	0	1	0	0	0	0	0	0	0	0	**42**	0	56	2	0	0	0	0	0	0	0	0	0	0	**58**	0	95	4	0	1	0	0	0	0	0	0	0	0	**100**
01:00	0	35	0	0	0	0	0	0	0	0	0	0	0	**35**	0	29	3	0	0	0	0	0	0	0	0	0	0	**32**	0	64	3	0	0	0	0	0	0	0	0	0	0	**67**
02:00	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**	0	27	4	0	0	0	0	0	0	0	0	0	0	**31**	0	54	5	0	0	0	0	0	0	0	0	0	0	**59**
03:00	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	0	28	2	0	0	0	0	0	0	0	0	0	0	**30**
04:00	0	33	3	0	0	0	0	0	0	0	0	0	0	**36**	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**	0	52	5	0	0	0	0	0	0	0	0	0	0	**57**
05:00	1	74	6	1	1	0	0	0	0	0	0	0	0	**83**	0	44	4	0	0	0	0	0	0	0	0	0	0	**48**	1	118	10	1	1	0	0	0	0	0	0	0	0	**131**
06:00	0	166	22	9	2	1	0	0	0	0	0	0	0	**200**	0	73	14	7	0	1	0	0	1	0	0	0	0	**96**	0	239	36	16	2	2	0	0	1	0	0	0	0	**296**
07:00	2	343	29	11	2	3	0	2	0	0	0	0	0	**392**	0	157	14	15	0	0	0	0	0	0	0	0	0	**186**	2	500	43	26	2	3	0	2	0	0	0	0	0	**578**
08:00	1	339	37	12	7	0	0	0	0	0	0	0	0	**396**	0	211	29	7	3	1	0	2	1	0	0	0	0	**254**	1	550	66	19	10	1	0	2	1	0	0	0	0	**650**
09:00	1	224	32	3	3	2	0	1	0	0	0	0	0	**266**	0	165	15	0	3	1	0	0	0	0	0	0	0	**184**	1	389	47	3	6	3	0	1	0	0	0	0	0	**450**
10:00	0	185	19	2	4	0	0	0	0	0	0	0	0	**210**	0	156	37	1	3	0	0	1	0	0	0	0	0	**198**	0	341	56	3	7	0	0	1	0	0	0	0	0	**408**
11:00	2	201	22	0	7	1	0	1	0	0	0	0	0	**234**	3	185	28	2	4	0	0	0	1	0	0	0	0	**223**	5	386	50	2	11	1	0	1	1	0	0	0	0	**457**
12:00	0	214	24	0	2	1	0	0	0	0	0	0	0	**241**	1	193	30	1	4	1	0	0	0	0	0	0	0	**230**	1	407	54	1	6	2	0	0	0	0	0	0	0	**471**
13:00	0	210	30	2	3	1	0	0	1	0	0	0	0	**247**	0	221	23	2	5	0	0	0	0	0	0	0	0	**251**	0	431	53	4	8	1	0	0	1	0	0	0	0	**498**
14:00	1	279	21	7	10	0	0	0	0	0	0	0	0	**318**	2	254	34	8	3	0	0	0	0	0	0	0	0	**301**	3	533	55	15	13	0	0	0	0	0	0	0	0	**619**
15:00	1	370	31	13	7	0	0	0	1	0	0	0	0	**423**	1	340	37	16	8	0	0	1	0	0	0	0	0	**403**	2	710	68	29	15	0	0	1	1	0	0	0	0	**826**
16:00	0	363	35	14	3	0	0	2	0	0	0	0	0	**417**	1	369	33	10	2	0	0	0	0	0	0	0	0	**415**	1	732	68	24	5	0	0	2	0	0	0	0	0	**832**
17:00	4	360	41	1	1	0	0	0	0	0	0	0	0	**407**	4	357	38	2	3	0	0	1	0	0	0	0	0	**405**	8	717	79	3	4	0	0	1	0	0	0	0	0	**812**
18:00	0	324	23	1	0	0	0	0	0	0	0	0	0	**348**	1	252	30	1	1	0	0	0	0	0	0	0	0	**285**	1	576	53	2	1	0	0	0	0	0	0	0	0	**633**
19:00	0	217	16	1	0	0	0	0	0	0	0	0	0	**234**	0	212	21	0	1	0	0	0	0	0	0	0	0	**234**	0	429	37	1	1	0	0	0	0	0	0	0	0	**468**
20:00	0	167	12	0	0	0	0	0	0	0	0	0	0	**179**	1	182	15	0	0	0	0	0	0	0	0	0	0	**198**	1	349	27	0	0	0	0	0	0	0	0	0	0	**377**
21:00	0	169	9	0	0	0	0	0	0	0	0	0	0	**178**	0	120	11	0	0	0	0	0	0	0	0	0	0	**131**	0	289	20	0	0	0	0	0	0	0	0	0	0	**309**
22:00	2	102	3	0	1	0	0	0	0	0	0	0	0	**108**	0	114	9	0	1	0	0	0	0	0	0	0	0	**124**	2	216	12	0	2	0	0	0	0	0	0	0	0	**232**
23:00	0	96	1	0	0	0	0	0	0	0	0	0	0	**97**	0	84	3	0	0	0	0	0	0	0	0	0	0	**87**	0	180	4	0	0	0	0	0	0	0	0	0	0	**184**
Totals	**15**	**4,555**	**421**	**77**	**54**	**9**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**5,139**	**14**	**3,830**	**436**	**72**	**41**	**4**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**4,405**	**29**	**8,385**	**857**	**149**	**95**	**13**	**0**	**11**	**5**	**0**	**0**	**0**	**0**	**9,544**
% of Totals	0%	89%	8%	1%	1%	0%		0%	0%					**100%**	0%	87%	10%	2%	1%	0%		0%	0%					**100%**	0%	88%	9%	2%	1%	0%		0%	0%					**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

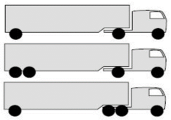
#3 2-Axle, 4-Tire Single Unit

#4 Buses

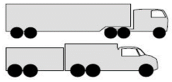
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	7	1684	175	38	27	7	0	4	0	0	0	0	0	**1942**	3	1132	152	32	13	3	0	3	3	0	0	0	0	**1341**	10	2816	327	70	40	10	0	7	3	0	0	0	0	**3283**
%	0%	33%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**38%**	0%	26%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**30%**	0%	30%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**34%**
Peak Hour	6:30	7:30	7:30	6:45	8:30	7:00	0:00	7:00	0:00	0:00	0:00	0:00	0:00	**7:30**	10:30	7:30	10:15	7:15	11:45	8:15	0:00	7:15	5:45	0:00	0:00	0:00	0:00	**7:30**	10:45	7:30	7:45	7:30	8:30	7:30	0:00	7:15	5:45	0:00	0:00	0:00	0:00	**7:30**
Peak Volume	2	386	41	16	9	3	0	2	0	0	0	0	0	**449**	3	219	38	16	5	2	0	2	1	0	0	0	0	**259**	5	605	66	29	13	4	0	4	1	0	0	0	0	**708**
12:00 - 24:00	8	2871	246	39	27	2	0	2	2	0	0	0	0	**3197**	11	2698	284	40	28	1	0	2	0	0	0	0	0	**3064**	19	5569	530	79	55	3	0	4	2	0	0	0	0	**6261**
%	0%	56%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**62%**	0%	61%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	58%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**66%**
Peak Hour	17:00	15:30	16:45	14:45	14:00	12:00	12:00	16:00	12:30	12:00	12:00	12:00	12:00	**15:30**	16:45	16:45	15:45	14:45	14:45	12:00	12:00	14:45	12:00	12:00	12:00	12:00	12:00	**16:45**	17:00	16:45	15:30	14:45	14:45	12:00	12:00	15:15	12:30	12:00	12:00	12:00	12:00	**16:45**
Peak Volume	4	392	43	15	10	1	0	2	1	0	0	0	0	**453**	4	399	42	16	10	1	0	1	0	0	0	0	0	**443**	8	786	81	31	18	2	0	2	1	0	0	0	0	**881**
07:00 - 09:00	3	682	66	23	9	3	0	2	0	0	0	0	0	**788**	0	368	43	22	3	1	0	2	1	0	0	0	0	**440**	3	1050	109	45	12	4	0	4	1	0	0	0	0	**1228**
%	0%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**	0%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**
Peak Hour	7:00	7:30	7:30	7:30	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:30**	7:00	7:30	8:00	7:15	8:00	7:30	7:00	7:15	7:30	7:00	7:00	7:00	7:00	**7:30**	7:00	7:30	7:45	7:30	8:00	7:30	7:00	7:15	7:30	7:00	7:00	7:00	7:00	**7:30**
Peak Volume	2	386	41	14	7	3	0	2	0	0	0	0	0	**449**	0	219	29	16	3	1	0	2	1	0	0	0	0	**259**	2	605	66	29	10	4	0	4	1	0	0	0	0	**708**
16:00 - 18:00	4	723	76	15	4	0	0	2	0	0	0	0	0	**824**	5	726	71	12	5	0	0	1	0	0	0	0	0	**820**	9	1449	147	27	9	0	0	3	0	0	0	0	0	**1644**
%	0%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**16%**	0%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**19%**	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**17%**
Peak Hour	17:00	16:45	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:45**	16:45	16:45	17:00	16:00	16:45	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	**16:45**	17:00	16:45	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:45**
Peak Volume	4	387	43	14	3	0	0	2	0	0	0	0	0	**438**	4	399	38	10	3	0	0	1	0	0	0	0	0	**443**	8	786	79	24	5	0	0	2	0	0	0	0	0	**881**

Prepared by National Data & Surveying Services

CLASSIFICATION

Zion St S/O Hamilton St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_005

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND													TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	14	1	0	1	0	0	0	0	0	0	0	0	16	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	35	2	0	1	0	0	0	0	0	0	0	38
00:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	21	1	0	0	0	0	0	0	0	0	0	22
00:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	21	1	0	0	0	0	0	0	0	0	0	22
00:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	18	0	0	0	0	0	0	0	0	0	0	18
01:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	19	1	0	0	0	0	0	0	0	0	0	20
01:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	18	0	0	0	0	0	0	0	0	0	0	18
01:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	15	0	0	0	0	0	0	0	0	0	0	15
01:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	12	2	0	0	0	0	0	0	0	0	0	14
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
02:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	20	2	0	0	0	0	0	0	0	0	0	22
02:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	13	1	0	0	0	0	0	0	0	0	0	14
02:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	19	2	0	0	0	0	0	0	0	0	0	21
03:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	10	1	0	0	0	0	0	0	0	0	0	11
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	1	0	0	0	0	0	0	0	0	0	5
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
03:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	10	0	0	0	0	0	0	0	0	0	0	10
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	7	1	0	0	0	0	0	0	0	0	0	8
04:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	15	1	0	0	0	0	0	0	0	0	0	16
04:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	13	0	0	0	0	0	0	0	0	0	0	13
04:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	17	3	0	0	0	0	0	0	0	0	0	20
05:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	15	0	0	0	0	0	0	0	0	0	0	15
05:15	1	18	3	0	0	0	0	0	0	0	0	0	0	22	0	10	0	0	0	0	0	0	0	0	0	0	0	10	1	28	3	0	0	0	0	0	0	0	0	0	32
05:30	0	15	0	1	0	0	0	0	0	0	0	0	0	16	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	27	1	1	0	0	0	0	0	0	0	0	29
05:45	0	32	3	0	1	0	0	0	0	0	0	0	0	36	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	48	6	0	1	0	0	0	0	0	0	0	55
06:00	0	35	5	0	0	0	0	0	0	0	0	0	0	40	0	9	2	1	0	1	0	0	0	0	0	0	0	13	0	44	7	1	0	1	0	0	0	0	0	0	53
06:15	0	31	6	1	1	1	0	0	0	0	0	0	0	40	0	14	5	1	0	0	0	0	0	0	0	0	0	20	0	45	11	2	1	1	0	0	0	0	0	0	60
06:30	0	41	5	2	1	0	0	0	0	0	0	0	0	49	0	22	4	4	0	0	0	1	0	0	0	0	0	31	0	63	9	6	1	0	0	0	1	0	0	0	80
06:45	0	59	6	6	0	0	0	0	0	0	0	0	0	71	0	28	3	1	0	0	0	0	0	0	0	0	0	32	0	87	9	7	0	0	0	0	0	0	0	0	103
07:00	1	62	7	5	1	0	0	0	0	0	0	0	0	76	0	23	6	3	0	0	0	0	0	0	0	0	0	32	1	85	13	8	1	0	0	0	0	0	0	0	108
07:15	1	81	4	1	0	0	0	0	0	0	0	0	0	87	0	34	3	2	0	0	0	0	0	0	0	0	0	39	1	115	7	3	0	0	0	0	0	0	0	0	126
07:30	0	97	11	4	0	0	0	0	0	0	0	0	0	112	0	45	0	6	0	0	0	0	0	0	0	0	0	51	0	142	11	10	0	0	0	0	0	0	0	0	163
07:45	0	103	7	1	1	3	0	2	0	0	0	0	0	117	0	55	5	4	0	0	0	0	0	0	0	0	0	64	0	158	12	5	1	3	0	2	0	0	0	0	181
08:00	1	97	11	3	0	0	0	0	0	0	0	0	0	112	0	68	6	4	1	0	0	2	0	0	0	0	0	81	1	165	17	7	1	0	0	2	0	0	0	0	193
08:15	0	89	12	6	1	0	0	0	0	0	0	0	0	108	0	51	9	1	0	1	0	0	1	0	0	0	0	63	0	140	21	7	1	1	0	0	1	0	0	0	171
08:30	0	83	10	2	2	0	0	0	0	0	0	0	0	97	0	41	6	1	1	0	0	0	0	0	0	0	0	49	0	124	16	3	3	0	0	0	0	0	0	0	146
08:45	0	70	4	1	4	0	0	0	0	0	0	0	0	79	0	51	8	1	1	0	0	0	0	0	0	0	0	61	0	121	12	2	5	0	0	0	0	0	0	0	140
09:00	0	64	7	0	0	1	0	0	0	0	0	0	0	72	0	47	4	0	2	1	0	0	0	0	0	0	0	54	0	111	11	0	2	2	0	0	0	0	0	0	126
09:15	0	58	8	2	3	0	0	1	0	0	0	0	0	72	0	47	5	0	0	0	0	0	0	0	0	0	0	52	0	105	13	2	3	0	0	1	0	0	0	0	124
09:30	1	50	6	0	0	0	0	0	0	0	0	0	0	57	0	31	4	0	0	0	0	0	0	0	0	0	0	35	1	81	10	0	0	0	0	0	0	0	0	0	92
09:45	0	52	11	1	0	1	0	0	0	0	0	0	0	65	0	40	2	0	1	0	0	0	0	0	0	0	0	43	0	92	13	1	1	1	0	0	0	0	0	0	108
10:00	0	40	2	0	1	0	0	0	0	0	0	0	0	43	0	45	8	1	1	0	0	0	0	0	0	0	0	55	0	85	10	1	2	0	0	0	0	0	0	0	98
10:15	0	48	4	0	1	0	0	0	0	0	0	0	0	53	0	31	12	0	2	0	0	1	0	0	0	0	0	46	0	79	16	0	3	0	0	1	0	0	0	0	99
10:30	0	57	5	2	2	0	0	0	0	0	0	0	0	66	0	37	7	0	0	0	0	0	0	0	0	0	0	44	0	94	12	2	2	0	0	0	0	0	0	0	110
10:45	0	40	8	0	0	0	0	0	0	0	0	0	0	48	0	43	10	0	0	0	0	0	0	0	0	0	0	53	0	83	18	0	0	0	0	0	0	0	0	0	101
11:00	0	69	5	0	1	0	0	1	0	0	0	0	0	76	2	50	9	1	2	0	0	0	0	0	0	0	0	64	2	119	14	1	3	0	0	1	0	0	0	0	140
11:15	1	41	6	0	1	1	0	0	0	0	0	0	0	50	1	41	4	0	0	0	0	0	0	0	0	0	0	46	2	82	10	0	1	1	0	0	0	0	0	0	96
11:30	1	48	8	0	3	0	0	0	0	0	0	0	0	60	0	41	7	0	0	0	0	0	0	0	0	0	0	48	1	89	15	0	3	0	0	0	0	0	0	0	108
11:45	0	43	3	0	2	0	0	0	0	0	0	0	0	48	0	53	8	1	2	0	0	0	1	0	0	0	0	65	0	96	11	1	4	0	0	0	1	0	0	0	113

Prepared by National Data & Surveying Services

CLASSIFICATION

Zion St S/O Hamilton St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_005

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS										Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	47	5	0	0	0	0	0	0	0	0	0	0	52	0	54	12	0	2	1	0	0	0	0	0	0	0	69	0	101	17	0	2	1	0	0	0	0	0	0	0	121
12:15	0	56	6	0	1	0	0	0	0	0	0	0	0	63	1	46	4	0	0	0	0	0	0	0	0	0	0	51	1	102	10	0	1	0	0	0	0	0	0	0	0	114
12:30	0	58	7	0	0	1	0	0	0	0	0	0	0	66	0	45	7	1	1	0	0	0	0	0	0	0	0	54	0	103	14	1	1	1	0	0	0	0	0	0	0	120
12:45	0	53	6	0	1	0	0	0	0	0	0	0	0	60	0	48	7	0	1	0	0	0	0	0	0	0	0	56	0	101	13	0	2	0	0	0	0	0	0	0	0	116
13:00	0	49	9	0	1	0	0	0	0	0	0	0	0	59	0	45	8	1	1	0	0	0	0	0	0	0	0	55	0	94	17	1	2	0	0	0	0	0	0	0	0	114
13:15	0	41	7	1	2	0	0	0	1	0	0	0	0	52	0	64	1	0	1	0	0	0	0	0	0	0	0	66	0	105	8	1	3	0	0	0	1	0	0	0	0	118
13:30	0	56	8	0	0	1	0	0	0	0	0	0	0	65	0	54	5	1	0	0	0	0	0	0	0	0	0	60	0	110	13	1	0	1	0	0	0	0	0	0	0	125
13:45	0	64	6	1	0	0	0	0	0	0	0	0	0	71	0	58	9	0	3	0	0	0	0	0	0	0	0	70	0	122	15	1	3	0	0	0	0	0	0	0	0	141
14:00	1	50	3	1	3	0	0	0	0	0	0	0	0	58	1	58	5	0	0	0	0	0	0	0	0	0	0	64	2	108	8	1	3	0	0	0	0	0	0	0	0	122
14:15	0	70	9	1	1	0	0	0	0	0	0	0	0	81	0	53	11	4	0	0	0	0	0	0	0	0	0	68	0	123	20	5	1	0	0	0	0	0	0	0	0	149
14:30	0	68	2	2	3	0	0	0	0	0	0	0	0	75	1	73	9	3	0	0	0	0	0	0	0	0	0	86	1	141	11	5	3	0	0	0	0	0	0	0	0	161
14:45	0	91	7	3	3	0	0	0	0	0	0	0	0	104	0	70	9	1	3	0	0	0	0	0	0	0	0	83	0	161	16	4	6	0	0	0	0	0	0	0	0	187
15:00	1	75	8	3	2	0	0	0	0	0	0	0	0	89	0	82	8	6	0	0	0	0	0	0	0	0	0	96	1	157	16	9	2	0	0	0	0	0	0	0	0	185
15:15	0	82	5	3	0	0	0	0	1	0	0	0	0	91	1	86	8	4	1	0	0	0	0	0	0	0	0	100	1	168	13	7	1	0	0	0	1	0	0	0	0	191
15:30	0	99	5	6	3	0	0	0	0	0	0	0	0	113	0	90	8	5	6	0	0	1	0	0	0	0	0	110	0	189	13	11	9	0	0	1	0	0	0	0	0	223
15:45	0	114	13	1	2	0	0	0	0	0	0	0	0	130	0	82	13	1	1	0	0	0	0	0	0	0	0	97	0	196	26	2	3	0	0	0	0	0	0	0	0	227
16:00	0	86	15	5	0	0	0	1	0	0	0	0	0	107	1	95	9	3	1	0	0	0	0	0	0	0	0	109	1	181	24	8	1	0	0	1	0	0	0	0	0	216
16:15	0	93	7	3	0	0	0	0	0	0	0	0	0	103	0	90	11	3	0	0	0	0	0	0	0	0	0	104	0	183	18	6	0	0	0	0	0	0	0	0	0	207
16:30	0	81	4	4	2	0	0	0	0	0	0	0	0	91	0	79	9	2	0	0	0	0	0	0	0	0	0	90	0	160	13	6	2	0	0	0	0	0	0	0	0	181
16:45	0	103	9	2	1	0	0	1	0	0	0	0	0	116	0	105	4	2	1	0	0	0	0	0	0	0	0	112	0	208	13	4	2	0	0	1	0	0	0	0	0	228
17:00	0	102	10	0	0	0	0	0	0	0	0	0	0	112	1	90	9	1	0	0	0	1	0	0	0	0	0	102	1	192	19	1	0	0	0	1	0	0	0	0	0	214
17:15	0	89	14	0	0	0	0	0	0	0	0	0	0	103	0	105	11	1	1	0	0	0	0	0	0	0	0	118	0	194	25	1	1	0	0	0	0	0	0	0	0	221
17:30	2	93	10	1	1	0	0	0	0	0	0	0	0	107	3	99	8	0	1	0	0	0	0	0	0	0	0	111	5	192	18	1	2	0	0	0	0	0	0	0	0	218
17:45	2	76	7	0	0	0	0	0	0	0	0	0	0	85	0	63	10	0	1	0	0	0	0	0	0	0	0	74	2	139	17	0	1	0	0	0	0	0	0	0	0	159
18:00	0	91	10	1	0	0	0	0	0	0	0	0	0	102	0	56	9	0	0	0	0	0	0	0	0	0	0	65	0	147	19	1	0	0	0	0	0	0	0	0	0	167
18:15	0	86	6	0	0	0	0	0	0	0	0	0	0	92	1	75	7	0	1	0	0	0	0	0	0	0	0	84	1	161	13	0	1	0	0	0	0	0	0	0	0	176
18:30	0	82	4	0	0	0	0	0	0	0	0	0	0	86	0	57	6	1	0	0	0	0	0	0	0	0	0	64	0	139	10	1	0	0	0	0	0	0	0	0	0	150
18:45	0	65	3	0	0	0	0	0	0	0	0	0	0	68	0	64	8	0	0	0	0	0	0	0	0	0	0	72	0	129	11	0	0	0	0	0	0	0	0	0	0	140
19:00	0	77	4	1	0	0	0	0	0	0	0	0	0	82	0	56	5	0	0	0	0	0	0	0	0	0	0	61	0	133	9	1	0	0	0	0	0	0	0	0	0	143
19:15	0	40	4	0	0	0	0	0	0	0	0	0	0	44	0	59	4	0	0	0	0	0	0	0	0	0	0	63	0	99	8	0	0	0	0	0	0	0	0	0	0	107
19:30	0	56	3	0	0	0	0	0	0	0	0	0	0	59	0	49	5	0	1	0	0	0	0	0	0	0	0	55	0	105	8	0	1	0	0	0	0	0	0	0	0	114
19:45	0	44	5	0	0	0	0	0	0	0	0	0	0	49	0	48	7	0	0	0	0	0	0	0	0	0	0	55	0	92	12	0	0	0	0	0	0	0	0	0	0	104
20:00	0	32	3	0	0	0	0	0	0	0	0	0	0	35	0	52	4	0	0	0	0	0	0	0	0	0	0	56	0	84	7	0	0	0	0	0	0	0	0	0	0	91
20:15	0	55	2	0	0	0	0	0	0	0	0	0	0	57	1	49	3	0	0	0	0	0	0	0	0	0	0	53	1	104	5	0	0	0	0	0	0	0	0	0	0	110
20:30	0	39	3	0	0	0	0	0	0	0	0	0	0	42	0	41	5	0	0	0	0	0	0	0	0	0	0	46	0	80	8	0	0	0	0	0	0	0	0	0	0	88
20:45	0	41	4	0	0	0	0	0	0	0	0	0	0	45	0	40	3	0	0	0	0	0	0	0	0	0	0	43	0	81	7	0	0	0	0	0	0	0	0	0	0	88
21:00	0	51	2	0	0	0	0	0	0	0	0	0	0	53	0	34	4	0	0	0	0	0	0	0	0	0	0	38	0	85	6	0	0	0	0	0	0	0	0	0	0	91
21:15	0	48	1	0	0	0	0	0	0	0	0	0	0	49	0	33	5	0	0	0	0	0	0	0	0	0	0	38	0	81	6	0	0	0	0	0	0	0	0	0	0	87
21:30	0	33	5	0	0	0	0	0	0	0	0	0	0	38	0	31	2	0	0	0	0	0	0	0	0	0	0	33	0	64	7	0	0	0	0	0	0	0	0	0	0	71
21:45	0	37	1	0	0	0	0	0	0	0	0	0	0	38	0	22	0	0	0	0	0	0	0	0	0	0	0	22	0	59	1	0	0	0	0	0	0	0	0	0	0	60
22:00	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0	28	3	0	0	0	0	0	0	0	0	0	0	31	0	56	4	0	0	0	0	0	0	0	0	0	0	60
22:15	0	31	2	0	0	0	0	0	0	0	0	0	0	33	0	32	1	0	1	0	0	0	0	0	0	0	0	34	0	63	3	0	1	0	0	0	0	0	0	0	0	67
22:30	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	31	3	0	0	0	0	0	0	0	0	0	0	34	0	51	3	0	0	0	0	0	0	0	0	0	0	54
22:45	2	23	0	0	1	0	0	0	0	0	0	0	0	26	0	23	2	0	0	0	0	0	0	0	0	0	0	25	2	46	2	0	1	0	0	0	0	0	0	0	0	51
23:00	0	34	1	0	0	0	0	0	0	0	0	0	0	35	0	27	0	0	0	0	0	0	0	0	0	0	0	27	0	61	1	0	0	0	0	0	0	0	0	0	0	62
23:15	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	37	0	0	0	0	0	0	0	0	0	0	0	37
23:30	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	40	1	0	0	0	0	0	0	0	0	0	0	41
23:45	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	42	2	0	0	0	0	0	0	0	0	0	0	44
Totals	**15**	**4,555**	**421**	**77**	**54**	**9**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**5,139**	**14**	**3,830**	**436**	**72**	**41**	**4**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**4,405**	**29**	**8,385**	**857**	**149**	**95**	**13**	**0**	**11**	**5**	**0**	**0**	**0**	**0**	**9,544**
% of Totals	0%	89%	8%	1%	1%	0%		0%	0%					100%	0%	87%	10%	2%	1%	0%		0%	0%					100%	0%	88%	9%	2%	1%	0%		0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Zion St S/O Hamilton St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_005

DAILY TOTALS	NB	SB	EB	WB	Total
	5,139	4,405	0	0	9,544

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	16	22			38	12:00	52	69			121
00:15	8	14			22	12:15	63	51			114
00:30	8	14			22	12:30	66	54			120
00:45	10	8			18	12:45	60	56			116
01:00	10	10			20	13:00	59	55			114
01:15	11	7			18	13:15	52	66			118
01:30	7	8			15	13:30	65	60			125
01:45	7	7			14	13:45	71	70			141
02:00	0	2			2	14:00	58	64			122
02:15	9	13			22	14:15	81	68			149
02:30	7	7			14	14:30	75	86			161
02:45	12	9			21	14:45	104	83			187
03:00	9	2			11	15:00	89	96			185
03:15	2	3			5	15:15	91	100			191
03:30	4	0			4	15:30	113	110			223
03:45	5	5			10	15:45	130	97			227
04:00	6	2			8	16:00	107	109			216
04:15	10	6			16	16:15	103	104			207
04:30	9	4			13	16:30	91	90			181
04:45	11	9			20	16:45	116	112			228
05:00	9	6			15	17:00	112	102			214
05:15	22	10			32	17:15	103	118			221
05:30	16	13			29	17:30	107	111			218
05:45	36	19			55	17:45	85	74			159
06:00	40	13			53	18:00	102	65			167
06:15	40	20			60	18:15	92	84			176
06:30	49	31			80	18:30	86	64			150
06:45	71	32			103	18:45	68	72			140
07:00	76	32			108	19:00	82	61			143
07:15	87	39			126	19:15	44	63			107
07:30	112	51			163	19:30	59	55			114
07:45	117	64			181	19:45	49	55			104
08:00	112	81			193	20:00	35	56			91
08:15	108	63			171	20:15	57	53			110
08:30	97	49			146	20:30	42	46			88
08:45	79	61			140	20:45	45	43			88
09:00	72	54			126	21:00	53	38			91
09:15	72	52			124	21:15	49	38			87
09:30	57	35			92	21:30	38	33			71
09:45	65	43			108	21:45	38	22			60
10:00	43	55			98	22:00	29	31			60
10:15	53	46			99	22:15	33	34			67
10:30	66	44			110	22:30	20	34			54
10:45	48	53			101	22:45	26	25			51
11:00	76	64			140	23:00	35	27			62
11:15	50	46			96	23:15	19	18			37
11:30	60	48			108	23:30	23	18			41
11:45	48	65			113	23:45	20	24			44
TOTALS	1942	1341	0	0	3283	TOTALS	3197	3064	0	0	6261
SPLIT %	59%	41%	0%	0%	34%	SPLIT %	51%	49%	0%	0%	66%

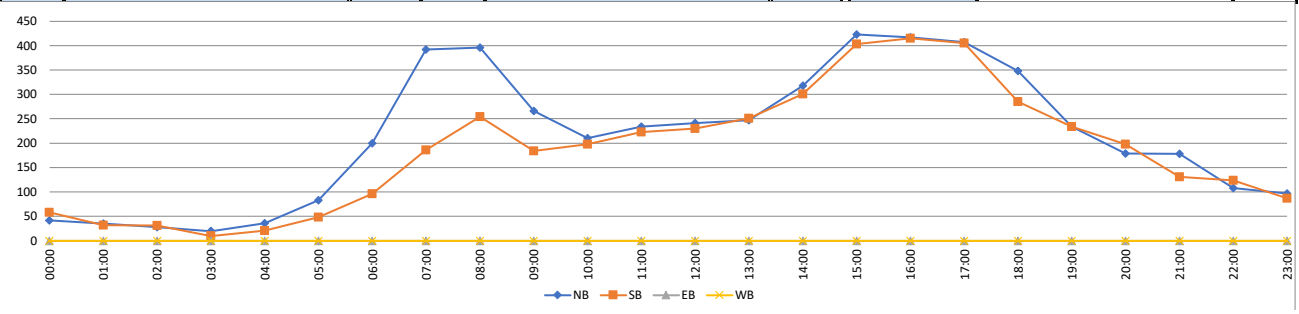
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	42	58			100
01:00	02:00	35	32			67
02:00	03:00	28	31			59
03:00	04:00	20	10			30
04:00	05:00	36	21			57
05:00	06:00	83	48			131
06:00	07:00	200	96			296
07:00	08:00	392	186			578
08:00	09:00	396	254			650
09:00	10:00	266	184			450
10:00	11:00	210	198			408
11:00	12:00	234	223			457
12:00	13:00	241	230			471
13:00	14:00	247	251			498
14:00	15:00	318	301			619
15:00	16:00	423	403			826
16:00	17:00	417	415			832
17:00	18:00	407	405			812
18:00	19:00	348	285			633
19:00	20:00	234	234			468
20:00	21:00	179	198			377
21:00	22:00	178	131			309
22:00	23:00	108	124			232
23:00	00:00	97	87			184

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1942	1341			3283
Peak Hour	7:30	7:30			7:30
Peak Volume	449	259			708
Peak Hour Factor	0.959	0.799			0.917
Peak Period	12:00	to	00:00		
Volume	3197	3064			6261
Peak Hour	15:30	16:45			16:45
Peak Volume	453	443			881
Peak Hour Factor	0.871	0.939			0.966
Peak Period	07:00	to	09:00		
Volume	788	440			1228
Peak Hour	7:30	7:30			7:30
Peak Volume	449	259			708
Peak Hour Factor	0.959	0.799			0.917
Peak Period	16:00	to	18:00		
Volume	824	820			1644
Peak Hour	16:45	16:45			16:45
Peak Volume	438	443			881
Peak Hour Factor	0.944	0.939			0.966



Prepared by National Data & Surveying Services

CLASSIFICATION

Zion St S/O Hamilton St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_005

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	1	51	5	0	0	0	0	0	0	0	0	0	0	**57**	0	59	8	0	1	1	0	0	0	0	0	0	0	**69**	1	110	13	0	1	1	0	0	0	0	0	0	0	**126**
01:00	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**	0	30	6	0	0	1	0	0	0	0	0	0	0	**37**	0	57	6	0	0	1	0	0	0	0	0	0	0	**64**
02:00	0	17	1	0	0	1	0	0	0	0	0	0	0	**19**	0	30	0	0	0	0	0	0	0	0	0	0	0	**30**	0	47	1	0	0	1	0	0	0	0	0	0	0	**49**
03:00	1	23	0	0	0	0	0	0	0	0	0	0	0	**24**	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**	1	34	4	0	0	0	0	0	0	0	0	0	0	**39**
04:00	0	30	2	0	1	0	0	0	0	0	0	0	0	**33**	0	19	2	0	0	1	0	0	0	0	0	0	0	**22**	0	49	4	0	1	1	0	0	0	0	0	0	0	**55**
05:00	0	87	10	0	0	1	0	0	0	0	0	0	0	**98**	0	37	2	0	0	0	0	0	0	0	0	0	0	**39**	0	124	12	0	0	1	0	0	0	0	0	0	0	**137**
06:00	0	159	25	8	2	0	0	1	0	0	0	0	0	**195**	0	90	11	6	1	0	0	0	0	0	0	0	0	**108**	0	249	36	14	3	0	0	1	0	0	0	0	0	**303**
07:00	3	352	25	15	5	0	0	2	0	0	0	0	0	**402**	0	158	20	14	2	1	0	1	0	0	0	0	0	**196**	3	510	45	29	7	1	0	3	0	0	0	0	0	**598**
08:00	0	372	29	8	4	2	0	0	0	0	0	0	0	**415**	0	201	32	8	5	1	0	0	0	0	0	0	0	**247**	0	573	61	16	9	3	0	0	0	0	0	0	0	**662**
09:00	0	202	28	2	4	1	0	0	0	0	0	0	0	**237**	0	138	15	3	1	3	0	0	1	0	0	0	0	**161**	0	340	43	5	5	4	0	0	1	0	0	0	0	**398**
10:00	0	199	17	1	3	0	0	3	0	0	0	0	0	**223**	2	152	20	0	7	2	0	0	0	0	0	0	0	**183**	2	351	37	1	10	2	0	3	0	0	0	0	0	**406**
11:00	0	207	23	0	4	0	0	0	1	0	0	0	0	**235**	0	187	37	1	3	1	0	0	0	0	0	0	0	**229**	0	394	60	1	7	1	0	0	1	0	0	0	0	**464**
12:00	0	236	22	1	3	0	0	0	0	0	0	0	0	**262**	0	207	23	1	3	3	0	0	0	0	0	0	0	**237**	0	443	45	2	6	3	0	0	0	0	0	0	0	**499**
13:00	3	210	20	4	3	0	0	0	0	0	0	0	0	**240**	0	227	29	2	4	1	0	0	0	0	0	0	0	**263**	3	437	49	6	7	1	0	0	0	0	0	0	0	**503**
14:00	2	268	30	5	3	0	0	0	0	0	0	0	0	**308**	0	241	38	11	2	1	0	1	0	0	0	0	0	**294**	2	509	68	16	5	1	0	1	0	0	0	0	0	**602**
15:00	1	391	34	15	1	0	0	1	0	0	0	0	0	**443**	2	326	36	12	3	0	0	0	0	0	0	0	0	**379**	3	717	70	27	4	0	0	1	0	0	0	0	0	**822**
16:00	2	391	37	10	1	0	0	0	0	0	0	0	0	**441**	2	405	26	10	2	0	0	0	1	0	0	0	0	**446**	4	796	63	20	3	0	0	0	1	0	0	0	0	**887**
17:00	2	338	28	1	2	0	0	0	0	0	0	0	0	**371**	0	361	34	2	2	0	0	0	1	0	0	0	0	**400**	2	699	62	3	4	0	0	0	1	0	0	0	0	**771**
18:00	1	306	28	2	5	0	0	0	0	0	0	0	0	**342**	0	317	27	0	4	0	0	0	0	0	0	0	0	**348**	1	623	55	2	9	0	0	0	0	0	0	0	0	**690**
19:00	2	218	19	0	2	0	0	0	0	0	0	0	0	**241**	1	221	20	0	0	0	0	0	0	0	0	0	0	**242**	3	439	39	0	2	0	0	0	0	0	0	0	0	**483**
20:00	0	175	9	1	0	0	0	0	0	0	0	0	0	**185**	1	167	16	0	1	0	0	0	0	0	0	0	0	**185**	1	342	25	1	1	0	0	0	0	0	0	0	0	**370**
21:00	1	153	8	0	0	0	0	0	0	0	0	0	0	**162**	0	121	11	0	0	0	0	0	0	0	0	0	0	**132**	1	274	19	0	0	0	0	0	0	0	0	0	0	**294**
22:00	0	107	10	0	0	0	0	0	0	0	0	0	0	**117**	0	108	5	0	0	0	0	0	0	0	0	0	0	**113**	0	215	15	0	0	0	0	0	0	0	0	0	0	**230**
23:00	0	98	5	0	0	0	0	0	0	0	0	0	0	**103**	1	87	7	0	0	0	0	0	0	0	0	0	0	**95**	1	185	12	0	0	0	0	0	0	0	0	0	0	**198**
Totals	**19**	**4,617**	**415**	**73**	**43**	**5**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**5,180**	**9**	**3,900**	**429**	**70**	**41**	**16**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**4,470**	**28**	**8,517**	**844**	**143**	**84**	**21**	**0**	**9**	**4**	**0**	**0**	**0**	**0**	**9,650**
% of Totals	0%	89%	8%	1%	1%	0%		0%	0%					**100%**	0%	87%	10%	2%	1%	0%		0%	0%					**100%**	0%	88%	9%	1%	1%	0%		0%	0%					**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

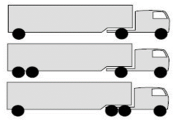
#3 2-Axle, 4-Tire Single Unit

#4 Buses

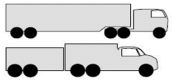
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	5	1726	165	34	23	5	0	6	1	0	0	0	0	**1965**	2	1112	157	32	20	11	0	1	1	0	0	0	0	**1336**	7	2838	322	66	43	16	0	7	2	0	0	0	0	**3301**
%	0%	33%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**38%**	0%	25%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**30%**	0%	29%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**34%**
Peak Hour	6:45	7:30	7:30	6:45	8:45	8:30	0:00	9:30	11:00	0:00	0:00	0:00	0:00	**7:30**	10:00	7:45	11:15	7:30	10:00	8:15	0:00	6:45	8:30	0:00	0:00	0:00	0:00	**7:30**	6:45	7:45	11:15	7:30	10:00	8:30	0:00	6:45	8:30	0:00	0:00	0:00	0:00	**7:30**
Peak Volume	3	396	30	17	6	3	0	3	1	0	0	0	0	**447**	2	218	39	19	7	3	0	1	1	0	0	0	0	**273**	3	612	64	33	10	6	0	3	1	0	0	0	0	**720**
12:00 - 24:00	14	2891	250	39	20	0	0	1	0	0	0	0	0	**3215**	7	2788	272	38	21	5	0	1	2	0	0	0	0	**3134**	21	5679	522	77	41	5	0	2	2	0	0	0	0	**6349**
%	0%	56%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**62%**	0%	62%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**70%**	0%	59%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**66%**
Peak Hour	13:30	15:30	15:45	14:45	18:30	12:00	12:00	14:30	12:00	12:00	12:00	12:00	12:00	**15:30**	14:15	16:00	13:45	14:45	13:00	12:00	12:00	13:15	15:15	12:00	12:00	12:00	12:00	**16:15**	16:15	16:15	15:30	14:45	18:00	12:00	12:00	13:15	15:15	12:00	12:00	12:00	12:00	**16:15**
Peak Volume	4	402	41	15	7	0	0	1	0	0	0	0	0	**455**	2	405	38	15	4	3	0	1	1	0	0	0	0	**449**	5	799	72	30	9	3	0	1	1	0	0	0	0	**891**
07:00 - 09:00	3	724	54	23	9	2	0	2	0	0	0	0	0	**817**	0	359	52	22	7	2	0	1	0	0	0	0	0	**443**	3	1083	106	45	16	4	0	3	0	0	0	0	0	**1260**
%	0%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**16%**	0%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**
Peak Hour	7:00	7:30	7:30	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:30**	7:00	7:45	7:45	7:30	7:45	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:30**	7:00	7:45	7:45	7:30	7:30	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:30**
Peak Volume	3	396	30	15	5	2	0	2	0	0	0	0	0	**447**	0	218	33	19	6	2	0	1	0	0	0	0	0	**273**	3	612	62	33	9	3	0	3	0	0	0	0	0	**720**
16:00 - 18:00	4	729	65	11	3	0	0	0	0	0	0	0	0	**812**	2	766	60	12	4	0	0	0	2	0	0	0	0	**846**	6	1495	125	23	7	0	0	0	2	0	0	0	0	**1658**
%	0%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**16%**	0%	17%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**19%**	0%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**17%**
Peak Hour	16:45	16:15	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:15**	16:00	16:00	17:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:15**	16:15	16:15	16:15	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:15**
Peak Volume	4	395	37	10	2	0	0	0	0	0	0	0	0	**442**	2	405	34	10	3	0	0	0	1	0	0	0	0	**449**	5	799	68	20	4	0	0	0	1	0	0	0	0	**891**

Prepared by National Data & Surveying Services

CLASSIFICATION

Zion St S/O Hamilton St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_005

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	1	14	1	0	0	0	0	0	0	0	0	0	0	16	0	16	2	0	0	0	0	0	0	0	0	0	0	18	1	30	3	0	0	0	0	0	0	0	0	0	34
00:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	25	2	0	0	0	0	0	0	0	0	0	27
00:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	26	5	0	0	0	0	0	0	0	0	0	31
00:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	15	2	0	1	1	0	0	0	0	0	0	0	19	0	29	3	0	1	1	0	0	0	0	0	0	34
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	10	0	0	0	0	0	0	0	0	0	0	10
01:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	11	2	0	0	1	0	0	0	0	0	0	0	14	0	20	2	0	0	1	0	0	0	0	0	0	23
01:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	16	2	0	0	0	0	0	0	0	0	0	18
01:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	11	2	0	0	0	0	0	0	0	0	0	13
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	9	0	0	0	0	0	0	0	0	0	0	9
02:15	0	8	1	0	0	1	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	18	1	0	0	1	0	0	0	0	0	0	20
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	9	0	0	0	0	0	0	0	0	0	0	9
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	11	0	0	0	0	0	0	0	0	0	0	11
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	4	1	0	0	0	0	0	0	0	0	0	5
03:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	10	1	0	0	0	0	0	0	0	0	0	11
03:30	1	8	0	0	0	0	0	0	0	0	0	0	0	9	0	4	2	0	0	0	0	0	0	0	0	0	0	6	1	12	2	0	0	0	0	0	0	0	0	0	15
03:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	0	0	0	0	0	0	0	0	0	0	8
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	8	0	0	0	0	0	0	0	0	0	0	8
04:15	0	8	1	0	1	0	0	0	0	0	0	0	0	10	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	14	1	0	1	0	0	0	0	0	0	0	16
04:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	14	2	0	0	0	0	0	0	0	0	0	16
04:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	1	0	0	0	0	0	0	0	8	0	13	1	0	0	1	0	0	0	0	0	0	15
05:00	0	13	2	0	0	1	0	0	0	0	0	0	0	16	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	21	2	0	0	1	0	0	0	0	0	0	24
05:15	0	25	4	0	0	0	0	0	0	0	0	0	0	29	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	30	6	0	0	0	0	0	0	0	0	0	36
05:30	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	31	1	0	0	0	0	0	0	0	0	0	32
05:45	0	27	3	0	0	0	0	0	0	0	0	0	0	30	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	42	3	0	0	0	0	0	0	0	0	0	45
06:00	0	23	5	1	1	0	0	0	0	0	0	0	0	30	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	39	7	1	1	0	0	0	0	0	0	0	48
06:15	0	28	9	0	0	0	0	0	0	0	0	0	0	37	0	18	4	3	1	0	0	0	0	0	0	0	0	26	0	46	13	3	1	0	0	0	0	0	0	0	63
06:30	0	56	5	2	0	0	0	0	0	0	0	0	0	63	0	22	3	2	0	0	0	0	0	0	0	0	0	27	0	78	8	4	0	0	0	0	0	0	0	0	90
06:45	0	52	6	5	1	0	0	1	0	0	0	0	0	65	0	34	2	1	0	0	0	0	0	0	0	0	0	37	0	86	8	6	1	0	0	1	0	0	0	0	102
07:00	1	58	4	6	1	0	0	0	0	0	0	0	0	70	0	28	7	2	0	0	0	0	0	0	0	0	0	37	1	86	11	8	1	0	0	0	0	0	0	0	107
07:15	1	92	7	1	1	0	0	0	0	0	0	0	0	102	0	32	4	0	0	0	0	0	0	0	0	0	0	36	1	124	11	1	1	0	0	0	0	0	0	0	138
07:30	1	89	6	5	2	0	0	1	0	0	0	0	0	104	0	42	5	6	0	1	0	1	0	0	0	0	0	55	1	131	11	11	2	1	0	2	0	0	0	0	159
07:45	0	113	8	3	1	0	0	1	0	0	0	0	0	126	0	56	4	6	2	0	0	0	0	0	0	0	0	68	0	169	12	9	3	0	0	1	0	0	0	0	194
08:00	0	85	6	4	0	0	0	0	0	0	0	0	0	95	0	55	11	4	0	1	0	0	0	0	0	0	0	71	0	140	17	8	0	1	0	0	0	0	0	0	166
08:15	0	109	10	2	1	0	0	0	0	0	0	0	0	122	0	62	11	3	3	0	0	0	0	0	0	0	0	79	0	171	21	5	4	0	0	0	0	0	0	0	201
08:30	0	87	5	2	0	1	0	0	0	0	0	0	0	95	0	45	7	0	1	0	0	0	0	0	0	0	0	53	0	132	12	2	1	1	0	0	0	0	0	0	148
08:45	0	91	8	0	3	1	0	0	0	0	0	0	0	103	0	39	3	1	1	0	0	0	0	0	0	0	0	44	0	130	11	1	4	1	0	0	0	0	0	0	147
09:00	0	72	6	1	0	0	0	0	0	0	0	0	0	79	0	48	4	1	0	3	0	0	0	0	0	0	0	56	0	120	10	2	0	3	0	0	0	0	0	0	135
09:15	0	48	8	1	2	1	0	0	0	0	0	0	0	60	0	27	3	0	1	0	0	0	1	0	0	0	0	32	0	75	11	1	3	1	0	0	1	0	0	0	92
09:30	0	33	7	0	1	0	0	0	0	0	0	0	0	41	0	34	1	1	0	0	0	0	0	0	0	0	0	36	0	67	8	1	1	0	0	0	0	0	0	0	77
09:45	0	49	7	0	1	0	0	0	0	0	0	0	0	57	0	29	7	1	0	0	0	0	0	0	0	0	0	37	0	78	14	1	1	0	0	0	0	0	0	0	94
10:00	0	52	5	0	1	0	0	2	0	0	0	0	0	60	1	33	7	0	1	1	0	0	0	0	0	0	0	43	1	85	12	0	2	1	0	2	0	0	0	0	103
10:15	0	35	2	1	1	0	0	1	0	0	0	0	0	40	0	33	5	0	2	0	0	0	0	0	0	0	0	40	0	68	7	1	3	0	0	1	0	0	0	0	80
10:30	0	56	6	0	0	0	0	0	0	0	0	0	0	62	0	44	5	0	2	0	0	0	0	0	0	0	0	51	0	100	11	0	2	0	0	0	0	0	0	0	113
10:45	0	56	4	0	1	0	0	0	0	0	0	0	0	61	1	42	3	0	2	1	0	0	0	0	0	0	0	49	1	98	7	0	3	1	0	0	0	0	0	0	110
11:00	0	47	5	0	2	0	0	0	0	0	0	0	0	54	0	30	5	1	0	0	0	0	0	0	0	0	0	36	0	77	10	1	2	0	0	0	0	0	0	0	90
11:15	0	56	10	0	1	0	0	0	0	0	0	0	0	67	0	74	11	0	0	1	0	0	0	0	0	0	0	86	0	130	21	0	1	1	0	0	0	0	0	0	153
11:30	0	48	5	0	1	0	0	0	0	0	0	0	0	54	0	43	12	0	2	0	0	0	0	0	0	0	0	57	0	91	17	0	3	0	0	0	0	0	0	0	111
11:45	0	56	3	0	0	0	0	0	1	0	0	0	0	60	0	40	9	0	1	0	0	0	0	0	0	0	0	50	0	96	12	0	1	0	0	0	1	0	0	0	110

Prepared by National Data & Surveying Services

CLASSIFICATION

Zion St S/O Hamilton St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_005

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS										Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	35	7	1	1	0	0	0	0	0	0	0	0	44	0	50	7	0	1	1	0	0	0	0	0	0	0	59	0	85	14	1	2	1	0	0	0	0	0	0	0	103
12:15	0	63	2	0	1	0	0	0	0	0	0	0	0	66	0	69	5	1	1	0	0	0	0	0	0	0	0	76	0	132	7	1	2	0	0	0	0	0	0	0	0	142
12:30	0	72	6	0	1	0	0	0	0	0	0	0	0	79	0	47	4	0	1	1	0	0	0	0	0	0	0	53	0	119	10	0	2	1	0	0	0	0	0	0	0	132
12:45	0	66	7	0	0	0	0	0	0	0	0	0	0	73	0	41	7	0	0	1	0	0	0	0	0	0	0	49	0	107	14	0	0	1	0	0	0	0	0	0	0	122
13:00	1	50	4	0	0	0	0	0	0	0	0	0	0	55	0	58	8	0	1	0	0	0	0	0	0	0	0	67	1	108	12	0	1	0	0	0	0	0	0	0	0	122
13:15	0	56	6	0	1	0	0	0	0	0	0	0	0	63	0	60	7	0	1	0	0	0	0	0	0	0	0	68	0	116	13	0	2	0	0	0	0	0	0	0	0	131
13:30	1	43	4	2	0	0	0	0	0	0	0	0	0	50	0	51	6	0	1	1	0	0	0	0	0	0	0	59	1	94	10	2	1	1	0	0	0	0	0	0	0	109
13:45	1	61	6	2	2	0	0	0	0	0	0	0	0	72	0	58	8	2	1	0	0	0	0	0	0	0	0	69	1	119	14	4	3	0	0	0	0	0	0	0	0	141
14:00	1	53	7	2	1	0	0	0	0	0	0	0	0	64	0	52	11	5	0	0	0	1	0	0	0	0	0	69	1	105	18	7	1	0	0	1	0	0	0	0	0	133
14:15	1	69	11	0	1	0	0	0	0	0	0	0	0	82	0	59	6	1	0	1	0	0	0	0	0	0	0	67	1	128	17	1	1	1	0	0	0	0	0	0	0	149
14:30	0	64	7	1	1	0	0	0	0	0	0	0	0	73	0	54	13	2	2	0	0	0	0	0	0	0	0	71	0	118	20	3	3	0	0	0	0	0	0	0	0	144
14:45	0	82	5	2	0	0	0	0	0	0	0	0	0	89	0	76	8	3	0	0	0	0	0	0	0	0	0	87	0	158	13	5	0	0	0	0	0	0	0	0	0	176
15:00	0	86	7	4	0	0	0	0	0	0	0	0	0	97	2	63	11	3	1	0	0	0	0	0	0	0	0	80	2	149	18	7	1	0	0	0	0	0	0	0	0	177
15:15	0	90	9	4	1	0	0	1	0	0	0	0	0	105	0	97	4	1	1	0	0	0	0	0	0	0	0	103	0	187	13	5	2	0	0	1	0	0	0	0	0	208
15:30	1	125	8	5	0	0	0	0	0	0	0	0	0	139	0	91	11	8	1	0	0	0	0	0	0	0	0	111	1	216	19	13	1	0	0	0	0	0	0	0	0	250
15:45	0	90	10	2	0	0	0	0	0	0	0	0	0	102	0	75	10	0	0	0	0	0	0	0	0	0	0	85	0	165	20	2	0	0	0	0	0	0	0	0	0	187
16:00	0	77	9	3	0	0	0	0	0	0	0	0	0	89	0	101	7	3	0	0	0	0	1	0	0	0	0	112	0	178	16	6	0	0	0	0	1	0	0	0	0	201
16:15	0	110	10	4	1	0	0	0	0	0	0	0	0	125	1	109	7	3	0	0	0	0	0	0	0	0	0	120	1	219	17	7	1	0	0	0	0	0	0	0	0	245
16:30	0	104	12	1	0	0	0	0	0	0	0	0	0	117	1	84	6	2	2	0	0	0	0	0	0	0	0	95	1	188	18	3	2	0	0	0	0	0	0	0	0	212
16:45	2	100	6	2	0	0	0	0	0	0	0	0	0	110	0	111	6	2	0	0	0	0	0	0	0	0	0	119	2	211	12	4	0	0	0	0	0	0	0	0	0	229
17:00	1	81	8	0	0	0	0	0	0	0	0	0	0	90	0	100	13	1	1	0	0	0	0	0	0	0	0	115	1	181	21	1	1	0	0	0	0	0	0	0	0	205
17:15	0	76	4	0	1	0	0	0	0	0	0	0	0	81	0	87	8	0	0	0	0	0	1	0	0	0	0	96	0	163	12	0	1	0	0	0	1	0	0	0	0	177
17:30	1	90	2	0	0	0	0	0	0	0	0	0	0	93	0	91	6	0	0	0	0	0	0	0	0	0	0	97	1	181	8	0	0	0	0	0	0	0	0	0	0	190
17:45	0	91	14	1	1	0	0	0	0	0	0	0	0	107	0	83	7	1	1	0	0	0	0	0	0	0	0	92	0	174	21	2	2	0	0	0	0	0	0	0	0	199
18:00	1	70	7	1	0	0	0	0	0	0	0	0	0	79	0	88	8	0	2	0	0	0	0	0	0	0	0	98	1	158	15	1	2	0	0	0	0	0	0	0	0	177
18:15	0	90	9	0	0	0	0	0	0	0	0	0	0	99	0	69	7	0	1	0	0	0	0	0	0	0	0	77	0	159	16	0	1	0	0	0	0	0	0	0	0	176
18:30	0	70	7	1	1	0	0	0	0	0	0	0	0	79	0	82	5	0	0	0	0	0	0	0	0	0	0	87	0	152	12	1	1	0	0	0	0	0	0	0	0	166
18:45	0	76	5	0	4	0	0	0	0	0	0	0	0	85	0	78	7	0	1	0	0	0	0	0	0	0	0	86	0	154	12	0	5	0	0	0	0	0	0	0	0	171
19:00	0	54	6	0	1	0	0	0	0	0	0	0	0	61	1	55	8	0	0	0	0	0	0	0	0	0	0	64	1	109	14	0	1	0	0	0	0	0	0	0	0	125
19:15	2	61	3	0	1	0	0	0	0	0	0	0	0	67	0	62	5	0	0	0	0	0	0	0	0	0	0	67	2	123	8	0	1	0	0	0	0	0	0	0	0	134
19:30	0	51	8	0	0	0	0	0	0	0	0	0	0	59	0	56	3	0	0	0	0	0	0	0	0	0	0	59	0	107	11	0	0	0	0	0	0	0	0	0	0	118
19:45	0	52	2	0	0	0	0	0	0	0	0	0	0	54	0	48	4	0	0	0	0	0	0	0	0	0	0	52	0	100	6	0	0	0	0	0	0	0	0	0	0	106
20:00	0	40	5	0	0	0	0	0	0	0	0	0	0	45	1	45	9	0	0	0	0	0	0	0	0	0	0	55	1	85	14	0	0	0	0	0	0	0	0	0	0	100
20:15	0	54	2	1	0	0	0	0	0	0	0	0	0	57	0	43	1	0	0	0	0	0	0	0	0	0	0	44	0	97	3	1	0	0	0	0	0	0	0	0	0	101
20:30	0	40	0	0	0	0	0	0	0	0	0	0	0	40	0	37	3	0	0	0	0	0	0	0	0	0	0	40	0	77	3	0	0	0	0	0	0	0	0	0	0	80
20:45	0	41	2	0	0	0	0	0	0	0	0	0	0	43	0	42	3	0	1	0	0	0	0	0	0	0	0	46	0	83	5	0	1	0	0	0	0	0	0	0	0	89
21:00	1	39	0	0	0	0	0	0	0	0	0	0	0	40	0	35	3	0	0	0	0	0	0	0	0	0	0	38	1	74	3	0	0	0	0	0	0	0	0	0	0	78
21:15	0	49	2	0	0	0	0	0	0	0	0	0	0	51	0	40	4	0	0	0	0	0	0	0	0	0	0	44	0	89	6	0	0	0	0	0	0	0	0	0	0	95
21:30	0	31	4	0	0	0	0	0	0	0	0	0	0	35	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	58	6	0	0	0	0	0	0	0	0	0	0	64
21:45	0	34	2	0	0	0	0	0	0	0	0	0	0	36	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	53	4	0	0	0	0	0	0	0	0	0	0	57
22:00	0	27	3	0	0	0	0	0	0	0	0	0	0	30	0	26	1	0	0	0	0	0	0	0	0	0	0	27	0	53	4	0	0	0	0	0	0	0	0	0	0	57
22:15	0	27	6	0	0	0	0	0	0	0	0	0	0	33	0	28	2	0	0	0	0	0	0	0	0	0	0	30	0	55	8	0	0	0	0	0	0	0	0	0	0	63
22:30	0	22	0	0	0	0	0	0	0	0	0	0	0	22	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	45	1	0	0	0	0	0	0	0	0	0	0	46
22:45	0	31	1	0	0	0	0	0	0	0	0	0	0	32	0	31	1	0	0	0	0	0	0	0	0	0	0	32	0	62	2	0	0	0	0	0	0	0	0	0	0	64
23:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	47	3	0	0	0	0	0	0	0	0	0	0	50
23:15	0	22	3	0	0	0	0	0	0	0	0	0	0	25	1	22	3	0	0	0	0	0	0	0	0	0	0	26	1	44	6	0	0	0	0	0	0	0	0	0	0	51
23:30	0	27	1	0	0	0	0	0	0	0	0	0	0	28	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	46	2	0	0	0	0	0	0	0	0	0	0	48
23:45	0	25	0	0	0	0	0	0	0	0	0	0	0	25	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	48	1	0	0	0	0	0	0	0	0	0	0	49
Totals	**19**	**4,617**	**415**	**73**	**43**	**5**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**5,180**	**9**	**3,900**	**429**	**70**	**41**	**16**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**4,470**	**28**	**8,517**	**844**	**143**	**84**	**21**	**0**	**9**	**4**	**0**	**0**	**0**	**0**	**9,650**
% of Totals	0%	89%	8%	1%	1%	0%		0%	0%					**100%**	0%	87%	10%	2%	1%	0%		0%	0%					**100%**	0%	88%	9%	1%	1%	0%		0%	0%					**100%**

Prepared by National Data & Surveying Services

VOLUME

Zion St S/O Hamilton St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_005

DAILY TOTALS	NB	SB	EB	WB	Total
	5,180	4,470	0	0	9,650

DAILY TOTALS

15-Minutes Interval

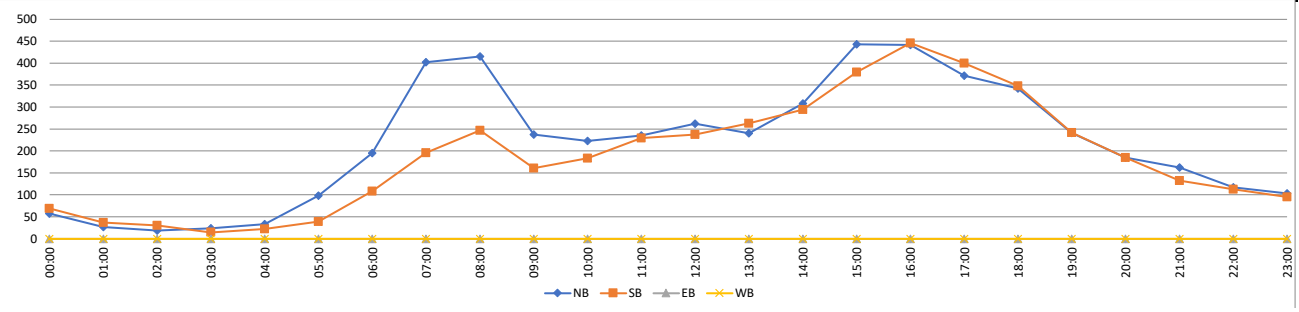
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	16	18			34	12:00	44	59			103
00:15	13	14			27	12:15	66	76			142
00:30	13	18			31	12:30	79	53			132
00:45	15	19			34	12:45	73	49			122
01:00	5	5			10	13:00	55	67			122
01:15	9	14			23	13:15	63	68			131
01:30	7	11			18	13:30	50	59			109
01:45	6	7			13	13:45	72	69			141
02:00	3	6			9	14:00	64	69			133
02:15	10	10			20	14:15	82	67			149
02:30	3	6			9	14:30	73	71			144
02:45	3	8			11	14:45	89	87			176
03:00	1	4			5	15:00	97	80			177
03:15	8	3			11	15:15	105	103			208
03:30	9	6			15	15:30	139	111			250
03:45	6	2			8	15:45	102	85			187
04:00	5	3			8	16:00	89	112			201
04:15	10	6			16	16:15	125	120			245
04:30	11	5			16	16:30	117	95			212
04:45	7	8			15	16:45	110	119			229
05:00	16	8			24	17:00	90	115			205
05:15	29	7			36	17:15	81	96			177
05:30	23	9			32	17:30	93	97			190
05:45	30	15			45	17:45	107	92			199
06:00	30	18			48	18:00	79	98			177
06:15	37	26			63	18:15	99	77			176
06:30	63	27			90	18:30	79	87			166
06:45	65	37			102	18:45	85	86			171
07:00	70	37			107	19:00	61	64			125
07:15	102	36			138	19:15	67	67			134
07:30	104	55			159	19:30	59	59			118
07:45	126	68			194	19:45	54	52			106
08:00	95	71			166	20:00	45	55			100
08:15	122	79			201	20:15	57	44			101
08:30	95	53			148	20:30	40	40			80
08:45	103	44			147	20:45	43	46			89
09:00	79	56			135	21:00	40	38			78
09:15	60	32			92	21:15	51	44			95
09:30	41	36			77	21:30	35	29			64
09:45	57	37			94	21:45	36	21			57
10:00	60	43			103	22:00	30	27			57
10:15	40	40			80	22:15	33	30			63
10:30	62	51			113	22:30	22	24			46
10:45	61	49			110	22:45	32	32			64
11:00	54	36			90	23:00	25	25			50
11:15	67	86			153	23:15	25	26			51
11:30	54	57			111	23:30	28	20			48
11:45	60	50			110	23:45	25	24			49
TOTALS	1965	1336	0	0	3301	TOTALS	3215	3134	0	0	6349
SPLIT %	60%	40%	0%	0%	34%	SPLIT %	51%	49%	0%	0%	66%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	57	69			126
01:00	02:00	27	37			64
02:00	03:00	19	30			49
03:00	04:00	24	15			39
04:00	05:00	33	22			55
05:00	06:00	98	39			137
06:00	07:00	195	108			303
07:00	08:00	402	196			598
08:00	09:00	415	247			662
09:00	10:00	237	161			398
10:00	11:00	223	183			406
11:00	12:00	235	229			464
12:00	13:00	262	237			499
13:00	14:00	240	263			503
14:00	15:00	308	294			602
15:00	16:00	443	379			822
16:00	17:00	441	446			887
17:00	18:00	371	400			771
18:00	19:00	342	348			690
19:00	20:00	241	242			483
20:00	21:00	185	185			370
21:00	22:00	162	132			294
22:00	23:00	117	113			230
23:00	00:00	103	95			198

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1965	1336			3301
Peak Hour	7:30	7:30			7:30
Peak Volume	447	273			720
Peak Hour Factor	0.887	0.864			0.896
Peak Period	12:00	to	00:00		
Volume	3215	3134			6349
Peak Hour	15:30	16:15			16:15
Peak Volume	455	449			891
Peak Hour Factor	0.818	0.935			0.909
Peak Period	07:00	to	09:00		
Volume	817	443			1260
Peak Hour	7:30	7:30			7:30
Peak Volume	447	273			720
Peak Hour Factor	0.887	0.864			0.896
Peak Period	16:00	to	18:00		
Volume	812	846			1658
Peak Hour	16:15	16:15			16:15
Peak Volume	442	449			891
Peak Hour Factor	0.884	0.935			0.909



Summit St N/O Allen Pl

Averaged Counts

TIME		Tues SB	Wed SB	Ave
00:00	01:00	27	27	**27**
01:00	02:00	16	14	**15**
02:00	03:00	16	8	**12**
03:00	04:00	12	8	**10**
04:00	05:00	9	8	**9**
05:00	06:00	25	24	**25**
06:00	07:00	104	100	**102**
07:00	08:00	206	221	**214**
08:00	09:00	270	235	**253**
09:00	10:00	189	177	**183**
10:00	11:00	136	125	**131**
11:00	12:00	156	142	**149**
12:00	13:00	175	164	**170**
13:00	14:00	157	168	**163**
14:00	15:00	144	156	**150**
15:00	16:00	192	227	**210**
16:00	17:00	201	219	**210**
17:00	18:00	174	215	**195**
18:00	19:00	170	195	**183**
19:00	20:00	153	152	**153**
20:00	21:00	106	120	**113**
21:00	22:00	80	100	**90**
22:00	23:00	55	71	**63**
23:00	00:00	48	58	**53**

Prepared by National Data & Surveying Services

CLASSIFICATION

Summit St N/O Allen Pl

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_006

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	15	0	0	1	0	0	0	0	0	0	0	0	**16**	0	15	0	0	1	0	0	0	0	0	0	0	0	**16**
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	101	3	0	0	0	0	0	0	0	0	0	0	**104**	0	101	3	0	0	0	0	0	0	0	0	0	0	**104**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	189	10	6	1	0	0	0	0	0	0	0	0	**206**	0	189	10	6	1	0	0	0	0	0	0	0	0	**206**
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	247	17	4	2	0	0	0	0	0	0	0	0	**270**	0	247	17	4	2	0	0	0	0	0	0	0	0	**270**
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	178	10	1	0	0	0	0	0	0	0	0	0	**189**	0	178	10	1	0	0	0	0	0	0	0	0	0	**189**
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	121	11	2	1	1	0	0	0	0	0	0	0	**136**	0	121	11	2	1	1	0	0	0	0	0	0	0	**136**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	139	12	3	2	0	0	0	0	0	0	0	0	**156**	0	139	12	3	2	0	0	0	0	0	0	0	0	**156**
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	156	17	2	0	0	0	0	0	0	0	0	0	**175**	0	156	17	2	0	0	0	0	0	0	0	0	0	**175**
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	143	14	0	0	0	0	0	0	0	0	0	0	**157**	0	143	14	0	0	0	0	0	0	0	0	0	0	**157**
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	134	7	3	0	0	0	0	0	0	0	0	0	**144**	0	134	7	3	0	0	0	0	0	0	0	0	0	**144**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	180	10	2	0	0	0	0	0	0	0	0	0	**192**	0	180	10	2	0	0	0	0	0	0	0	0	0	**192**
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	181	18	1	1	0	0	0	0	0	0	0	0	**201**	0	181	18	1	1	0	0	0	0	0	0	0	0	**201**
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	162	9	1	1	0	0	0	0	0	0	0	0	**174**	1	162	9	1	1	0	0	0	0	0	0	0	0	**174**
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	157	11	2	0	0	0	0	0	0	0	0	0	**170**	0	157	11	2	0	0	0	0	0	0	0	0	0	**170**
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	149	4	0	0	0	0	0	0	0	0	0	0	**153**	0	149	4	0	0	0	0	0	0	0	0	0	0	**153**
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	102	4	0	0	0	0	0	0	0	0	0	0	**106**	0	102	4	0	0	0	0	0	0	0	0	0	0	**106**
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	66	14	0	0	0	0	0	0	0	0	0	0	**80**	0	66	14	0	0	0	0	0	0	0	0	0	0	**80**
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	54	1	0	0	0	0	0	0	0	0	0	0	**55**	0	54	1	0	0	0	0	0	0	0	0	0	0	**55**
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	48	0	0	0	0	0	0	0	0	0	0	0	**48**	0	48	0	0	0	0	0	0	0	0	0	0	0	**48**
Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2,611**	**172**	**27**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,821**	**1**	**2,611**	**172**	**27**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,821**
% of Totals															0%	93%	6%	1%	0%	0%								100%	0%	93%	6%	1%	0%	0%								100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

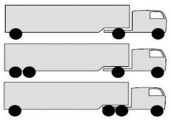
#3 2-Axle, 4-Tire Single Unit

#4 Buses

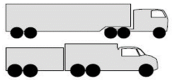
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1079	63	16	7	1	0	0	0	0	0	0	0	**1166**	0	1079	63	16	7	1	0	0	0	0	0	0	**1166**
%															0%	38%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**41%**	0%	38%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**41%**
Peak Hour	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	**0:00**	0:00	8:00	7:45	7:00	7:30	10:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	**8:00**	0:00	8:00	7:45	7:00	7:30	10:00	0:00	0:00	0:00	0:00	0:00	0:00	**8:00**
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	247	19	6	3	1	0	0	0	0	0	0	0	**270**	0	247	19	6	3	1	0	0	0	0	0	0	**270**
12:00 - 24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	1532	109	11	2	0	0	0	0	0	0	0	0	**1655**	1	1532	109	11	2	0	0	0	0	0	0	0	**1655**
%															0%	54%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**59%**	0%	54%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**59%**
Peak Hour	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**12:00**	16:15	15:30	16:00	14:15	15:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**15:30**	16:15	15:30	16:00	14:15	15:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**15:30**
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	189	18	4	1	0	0	0	0	0	0	0	0	**205**	1	189	18	4	1	0	0	0	0	0	0	0	**205**
07:00 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	436	27	10	3	0	0	0	0	0	0	0	0	**476**	0	436	27	10	3	0	0	0	0	0	0	0	**476**
%															0%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**17%**	0%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**17%**
Peak Hour	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:00**	7:00	8:00	7:45	7:00	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**8:00**	7:00	8:00	7:45	7:00	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**8:00**
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	247	19	6	3	0	0	0	0	0	0	0	0	**270**	0	247	19	6	3	0	0	0	0	0	0	0	**270**
16:00 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	343	27	2	2	0	0	0	0	0	0	0	0	**375**	1	343	27	2	2	0	0	0	0	0	0	0	**375**
%															0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**
Peak Hour	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	181	18	1	1	0	0	0	0	0	0	0	0	**201**	1	181	18	1	1	0	0	0	0	0	0	0	**201**

Prepared by National Data & Surveying Services

CLASSIFICATION

Summit St N/O Allen Pl

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_006

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00														0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5
00:15														0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5
00:30														0	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	14
00:45														0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
01:00														0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
01:15														0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5
01:30														0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
01:45														0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
02:00														0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5
02:15														0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
02:30														0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
02:45														0	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	3	0	0	1	0	0	0	0	0	0	0	4
03:00														0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15														0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
03:30														0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	6
03:45														0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00														0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15														0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5
04:30														0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45														0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00														0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15														0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	6
05:30														0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	8
05:45														0	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	10
06:00														0	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	16
06:15														0	0	22	0	0	0	0	0	0	0	0	0	0	0	22	0	22	0	0	0	0	0	0	0	0	0	0	22
06:30														0	0	34	1	0	0	0	0	0	0	0	0	0	0	35	0	34	1	0	0	0	0	0	0	0	0	0	35
06:45														0	0	29	2	0	0	0	0	0	0	0	0	0	0	31	0	29	2	0	0	0	0	0	0	0	0	0	31
07:00														0	0	45	1	2	0	0	0	0	0	0	0	0	0	48	0	45	1	2	0	0	0	0	0	0	0	0	48
07:15														0	0	56	0	1	0	0	0	0	0	0	0	0	0	57	0	56	0	1	0	0	0	0	0	0	0	0	57
07:30														0	0	47	3	0	0	0	0	0	0	0	0	0	0	50	0	47	3	0	0	0	0	0	0	0	0	0	50
07:45														0	0	41	6	3	1	0	0	0	0	0	0	0	0	51	0	41	6	3	1	0	0	0	0	0	0	0	51
08:00														0	0	74	6	2	1	0	0	0	0	0	0	0	0	83	0	74	6	2	1	0	0	0	0	0	0	0	83
08:15														0	0	54	3	1	1	0	0	0	0	0	0	0	0	59	0	54	3	1	1	0	0	0	0	0	0	0	59
08:30														0	0	62	4	0	0	0	0	0	0	0	0	0	0	66	0	62	4	0	0	0	0	0	0	0	0	0	66
08:45														0	0	57	4	1	0	0	0	0	0	0	0	0	0	62	0	57	4	1	0	0	0	0	0	0	0	0	62
09:00														0	0	49	2	1	0	0	0	0	0	0	0	0	0	52	0	49	2	1	0	0	0	0	0	0	0	0	52
09:15														0	0	42	2	0	0	0	0	0	0	0	0	0	0	44	0	42	2	0	0	0	0	0	0	0	0	0	44
09:30														0	0	41	2	0	0	0	0	0	0	0	0	0	0	43	0	41	2	0	0	0	0	0	0	0	0	0	43
09:45														0	0	46	4	0	0	0	0	0	0	0	0	0	0	50	0	46	4	0	0	0	0	0	0	0	0	0	50
10:00														0	0	32	2	0	0	0	0	0	0	0	0	0	0	34	0	32	2	0	0	0	0	0	0	0	0	0	34
10:15														0	0	25	4	0	0	0	0	0	0	0	0	0	0	29	0	25	4	0	0	0	0	0	0	0	0	0	29
10:30														0	0	29	2	0	1	0	0	0	0	0	0	0	0	32	0	29	2	0	1	0	0	0	0	0	0	0	32
10:45														0	0	35	3	2	0	1	0	0	0	0	0	0	0	41	0	35	3	2	0	1	0	0	0	0	0	0	41
11:00														0	0	33	0	0	0	0	0	0	0	0	0	0	0	33	0	33	0	0	0	0	0	0	0	0	0	0	33
11:15														0	0	33	7	1	0	0	0	0	0	0	0	0	0	41	0	33	7	1	0	0	0	0	0	0	0	0	41
11:30														0	0	36	1	0	1	0	0	0	0	0	0	0	0	38	0	36	1	0	1	0	0	0	0	0	0	0	38
11:45														0	0	37	4	2	1	0	0	0	0	0	0	0	0	44	0	37	4	2	1	0	0	0	0	0	0	0	44

Prepared by National Data & Surveying Services

CLASSIFICATION

Summit St N/O Allen Pl

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_006

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00														0	0	40	3	0	0	0	0	0	0	0	0	0	0	43	0	40	3	0	0	0	0	0	0	0	0	0	43
12:15														0	0	40	3	0	0	0	0	0	0	0	0	0	0	43	0	40	3	0	0	0	0	0	0	0	0	0	43
12:30														0	0	33	6	1	0	0	0	0	0	0	0	0	0	40	0	33	6	1	0	0	0	0	0	0	0	0	40
12:45														0	0	43	5	1	0	0	0	0	0	0	0	0	0	49	0	43	5	1	0	0	0	0	0	0	0	0	49
13:00														0	0	44	2	0	0	0	0	0	0	0	0	0	0	46	0	44	2	0	0	0	0	0	0	0	0	0	46
13:15														0	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	23	2	0	0	0	0	0	0	0	0	0	25
13:30														0	0	38	5	0	0	0	0	0	0	0	0	0	0	43	0	38	5	0	0	0	0	0	0	0	0	0	43
13:45														0	0	38	5	0	0	0	0	0	0	0	0	0	0	43	0	38	5	0	0	0	0	0	0	0	0	0	43
14:00														0	0	40	3	0	0	0	0	0	0	0	0	0	0	43	0	40	3	0	0	0	0	0	0	0	0	0	43
14:15														0	0	33	2	1	0	0	0	0	0	0	0	0	0	36	0	33	2	1	0	0	0	0	0	0	0	0	36
14:30														0	0	26	2	1	0	0	0	0	0	0	0	0	0	29	0	26	2	1	0	0	0	0	0	0	0	0	29
14:45														0	0	35	0	1	0	0	0	0	0	0	0	0	0	36	0	35	0	1	0	0	0	0	0	0	0	0	36
15:00														0	0	48	3	1	0	0	0	0	0	0	0	0	0	52	0	48	3	1	0	0	0	0	0	0	0	0	52
15:15														0	0	40	2	0	0	0	0	0	0	0	0	0	0	42	0	40	2	0	0	0	0	0	0	0	0	0	42
15:30														0	0	43	4	1	0	0	0	0	0	0	0	0	0	48	0	43	4	1	0	0	0	0	0	0	0	0	48
15:45														0	0	49	1	0	0	0	0	0	0	0	0	0	0	50	0	49	1	0	0	0	0	0	0	0	0	0	50
16:00														0	0	45	4	1	0	0	0	0	0	0	0	0	0	50	0	45	4	1	0	0	0	0	0	0	0	0	50
16:15														0	0	52	4	0	1	0	0	0	0	0	0	0	0	57	0	52	4	0	1	0	0	0	0	0	0	0	57
16:30														0	0	32	8	0	0	0	0	0	0	0	0	0	0	40	0	32	8	0	0	0	0	0	0	0	0	0	40
16:45														0	0	52	2	0	0	0	0	0	0	0	0	0	0	54	0	52	2	0	0	0	0	0	0	0	0	0	54
17:00														0	1	30	3	0	0	0	0	0	0	0	0	0	0	34	1	30	3	0	0	0	0	0	0	0	0	0	34
17:15														0	0	47	2	0	1	0	0	0	0	0	0	0	0	50	0	47	2	0	1	0	0	0	0	0	0	0	50
17:30														0	0	44	1	1	0	0	0	0	0	0	0	0	0	46	0	44	1	1	0	0	0	0	0	0	0	0	46
17:45														0	0	41	3	0	0	0	0	0	0	0	0	0	0	44	0	41	3	0	0	0	0	0	0	0	0	0	44
18:00														0	0	47	3	0	0	0	0	0	0	0	0	0	0	50	0	47	3	0	0	0	0	0	0	0	0	0	50
18:15														0	0	33	3	2	0	0	0	0	0	0	0	0	0	38	0	33	3	2	0	0	0	0	0	0	0	0	38
18:30														0	0	40	2	0	0	0	0	0	0	0	0	0	0	42	0	40	2	0	0	0	0	0	0	0	0	0	42
18:45														0	0	37	3	0	0	0	0	0	0	0	0	0	0	40	0	37	3	0	0	0	0	0	0	0	0	0	40
19:00														0	0	43	2	0	0	0	0	0	0	0	0	0	0	45	0	43	2	0	0	0	0	0	0	0	0	0	45
19:15														0	0	34	1	0	0	0	0	0	0	0	0	0	0	35	0	34	1	0	0	0	0	0	0	0	0	0	35
19:30														0	0	32	1	0	0	0	0	0	0	0	0	0	0	33	0	32	1	0	0	0	0	0	0	0	0	0	33
19:45														0	0	40	0	0	0	0	0	0	0	0	0	0	0	40	0	40	0	0	0	0	0	0	0	0	0	0	40
20:00														0	0	27	0	0	0	0	0	0	0	0	0	0	0	27	0	27	0	0	0	0	0	0	0	0	0	0	27
20:15														0	0	25	1	0	0	0	0	0	0	0	0	0	0	26	0	25	1	0	0	0	0	0	0	0	0	0	26
20:30														0	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	0	24
20:45														0	0	26	3	0	0	0	0	0	0	0	0	0	0	29	0	26	3	0	0	0	0	0	0	0	0	0	29
21:00														0	0	25	5	0	0	0	0	0	0	0	0	0	0	30	0	25	5	0	0	0	0	0	0	0	0	0	30
21:15														0	0	13	5	0	0	0	0	0	0	0	0	0	0	18	0	13	5	0	0	0	0	0	0	0	0	0	18
21:30														0	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	13	2	0	0	0	0	0	0	0	0	0	15
21:45														0	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	15	2	0	0	0	0	0	0	0	0	0	17
22:00														0	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	11
22:15														0	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	12
22:30														0	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	18	1	0	0	0	0	0	0	0	0	0	19
22:45														0	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	13
23:00														0	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	13
23:15														0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	7
23:30														0	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	17	0	0	0	0	0	0	0	0	0	0	17
23:45														0	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	11
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2,611	172	27	9	1	0	0	0	0	0	0	0	2,821	1	2,611	172	27	9	1	0	0	0	0	0	0	2,821
% of Totals															0%	93%	6%	1%	0%	0%								100%	0%	93%	6%	1%	0%	0%								100%

Prepared by National Data & Surveying Services

VOLUME

Summit St N/O Allen Pl

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	2,821	0	0	2,821

15-Minutes Interval

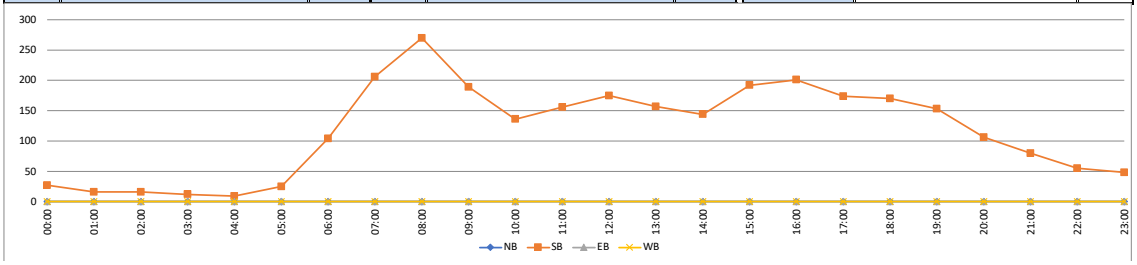
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00		5			5	12:00		43			43
00:15		5			5	12:15		43			43
00:30		14			14	12:30		40			40
00:45		3			3	12:45		49			49
01:00		4			4	13:00		46			46
01:15		5			5	13:15		25			25
01:30		4			4	13:30		43			43
01:45		3			3	13:45		43			43
02:00		5			5	14:00		43			43
02:15		4			4	14:15		36			36
02:30		3			3	14:30		29			29
02:45		4			4	14:45		36			36
03:00		1			1	15:00		52			52
03:15		3			3	15:15		42			42
03:30		6			6	15:30		48			48
03:45		2			2	15:45		50			50
04:00		2			2	16:00		50			50
04:15		5			5	16:15		57			57
04:30		1			1	16:30		40			40
04:45		1			1	16:45		54			54
05:00		1			1	17:00		34			34
05:15		6			6	17:15		50			50
05:30		8			8	17:30		46			46
05:45		10			10	17:45		44			44
06:00		16			16	18:00		50			50
06:15		22			22	18:15		38			38
06:30		35			35	18:30		42			42
06:45		31			31	18:45		40			40
07:00		48			48	19:00		45			45
07:15		57			57	19:15		35			35
07:30		50			50	19:30		33			33
07:45		51			51	19:45		40			40
08:00		83			83	20:00		27			27
08:15		59			59	20:15		26			26
08:30		66			66	20:30		24			24
08:45		62			62	20:45		29			29
09:00		52			52	21:00		30			30
09:15		44			44	21:15		18			18
09:30		43			43	21:30		15			15
09:45		50			50	21:45		17			17
10:00		34			34	22:00		11			11
10:15		29			29	22:15		12			12
10:30		32			32	22:30		19			19
10:45		41			41	22:45		13			13
11:00		33			33	23:00		13			13
11:15		41			41	23:15		7			7
11:30		38			38	23:30		17			17
11:45		44			44	23:45		11			11
TOTALS	0	1166	0	0	1166	TOTALS	0	1655	0	0	1655
SPLIT %	0%	100%	0%	0%	41%	SPLIT %	0%	100%	0%	0%	59%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00		27			27
01:00	02:00		16			16
02:00	03:00		16			16
03:00	04:00		12			12
04:00	05:00		9			9
05:00	06:00		25			25
06:00	07:00		104			104
07:00	08:00		206			206
08:00	09:00		270			270
09:00	10:00		189			189
10:00	11:00		136			136
11:00	12:00		156			156
12:00	13:00		175			175
13:00	14:00		157			157
14:00	15:00		144			144
15:00	16:00		192			192
16:00	17:00		201			201
17:00	18:00		174			174
18:00	19:00		170			170
19:00	20:00		153			153
20:00	21:00		106			106
21:00	22:00		80			80
22:00	23:00		55			55
23:00	00:00		48			48

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume		1166			1166
Peak Hour		8:00			8:00
Peak Volume		270			270
Peak Hour Factor		0.813			0.813
Peak Period	12:00	to	00:00		
Volume		1655			1655
Peak Hour		15:30			15:30
Peak Volume		205			205
Peak Hour Factor		0.899			0.899
Peak Period	07:00	to	09:00		
Volume		476			476
Peak Hour		8:00			8:00
Peak Volume		270			270
Peak Hour Factor		0.813			0.813
Peak Period	16:00	to	18:00		
Volume		375			375
Peak Hour		16:00			16:00
Peak Volume		201			201
Peak Hour Factor		0.882			0.882



Prepared by National Data & Surveying Services

CLASSIFICATION

Summit St N/O Allen Pl

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_006

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	7	0	0	0	0	0	1	0	0	0	0	0	**8**	0	7	0	0	0	0	0	1	0	0	0	0	0	**8**
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	95	4	0	0	0	0	1	0	0	0	0	0	**100**	0	95	4	0	0	0	0	1	0	0	0	0	0	**100**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	201	16	3	0	1	0	0	0	0	0	0	0	**221**	0	201	16	3	0	1	0	0	0	0	0	0	0	**221**
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	215	15	4	1	0	0	0	0	0	0	0	0	**235**	0	215	15	4	1	0	0	0	0	0	0	0	0	**235**
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	166	8	2	1	0	0	0	0	0	0	0	0	**177**	0	166	8	2	1	0	0	0	0	0	0	0	0	**177**
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	109	13	1	1	0	0	0	0	0	0	0	0	**125**	1	109	13	1	1	0	0	0	0	0	0	0	0	**125**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	113	27	1	1	0	0	0	0	0	0	0	0	**142**	0	113	27	1	1	0	0	0	0	0	0	0	0	**142**
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	148	10	2	4	0	0	0	0	0	0	0	0	**164**	0	148	10	2	4	0	0	0	0	0	0	0	0	**164**
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	156	7	1	4	0	0	0	0	0	0	0	0	**168**	0	156	7	1	4	0	0	0	0	0	0	0	0	**168**
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	137	13	3	3	0	0	0	0	0	0	0	0	**156**	0	137	13	3	3	0	0	0	0	0	0	0	0	**156**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	206	14	6	1	0	0	0	0	0	0	0	0	**227**	0	206	14	6	1	0	0	0	0	0	0	0	0	**227**
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	205	12	0	2	0	0	0	0	0	0	0	0	**219**	0	205	12	0	2	0	0	0	0	0	0	0	0	**219**
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	204	11	0	0	0	0	0	0	0	0	0	0	**215**	0	204	11	0	0	0	0	0	0	0	0	0	0	**215**
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	185	10	0	0	0	0	0	0	0	0	0	0	**195**	0	185	10	0	0	0	0	0	0	0	0	0	0	**195**
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	139	12	0	0	0	0	1	0	0	0	0	0	**152**	0	139	12	0	0	0	0	1	0	0	0	0	0	**152**
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	119	1	0	0	0	0	0	0	0	0	0	0	**120**	0	119	1	0	0	0	0	0	0	0	0	0	0	**120**
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	99	1	0	0	0	0	0	0	0	0	0	0	**100**	0	99	1	0	0	0	0	0	0	0	0	0	0	**100**
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	71	0	0	0	0	0	0	0	0	0	0	0	**71**	0	71	0	0	0	0	0	0	0	0	0	0	0	**71**
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	58	0	0	0	0	0	0	0	0	0	0	0	**58**	0	58	0	0	0	0	0	0	0	0	0	0	0	**58**
Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2,713**	**175**	**23**	**18**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2,934**	**1**	**2,713**	**175**	**23**	**18**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2,934**
% of Totals															0%	92%	6%	1%	1%	0%		0%						100%	0%	92%	6%	1%	1%	0%		0%						100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

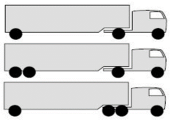
#3 2-Axle, 4-Tire Single Unit

#4 Buses

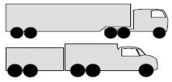
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	986	84	11	4	1	0	2	0	0	0	0	0	**1089**	1	986	84	11	4	1	0	2	0	0	0	0	0	**1089**
%															0%	34%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**37%**	0%	34%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**37%**
Peak Hour	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	**0:00**	10:00	8:15	10:45	8:15	8:30	6:15	0:00	3:30	0:00	0:00	0:00	0:00	0:00	**8:15**	10:00	8:15	10:45	8:15	8:30	6:15	0:00	3:30	0:00	0:00	0:00	0:00	0:00	**8:15**
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	234	30	5	2	1	0	1	0	0	0	0	0	**252**	1	234	30	5	2	1	0	1	0	0	0	0	0	**252**
12:00 - 24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1727	91	12	14	0	0	1	0	0	0	0	0	**1845**	0	1727	91	12	14	0	0	1	0	0	0	0	0	**1845**
%															0%	59%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**63%**	0%	59%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**63%**
Peak Hour	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**12:00**	12:00	15:45	15:30	14:45	12:00	12:00	12:00	18:15	12:00	12:00	12:00	12:00	12:00	**15:45**	12:00	15:45	15:30	14:45	12:00	12:00	12:00	18:15	12:00	12:00	12:00	12:00	12:00	**15:45**
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	228	17	8	4	0	0	1	0	0	0	0	0	**245**	0	228	17	8	4	0	0	1	0	0	0	0	0	**245**
07:00 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	416	31	7	1	1	0	0	0	0	0	0	0	**456**	0	416	31	7	1	1	0	0	0	0	0	0	0	**456**
%															0%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**16%**	0%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**16%**
Peak Hour	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:00**	7:00	7:45	7:15	7:45	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:45**	7:00	7:45	7:15	7:45	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:45**
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	218	19	4	1	1	0	0	0	0	0	0	0	**238**	0	218	19	4	1	1	0	0	0	0	0	0	0	**238**
16:00 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	409	23	0	2	0	0	0	0	0	0	0	0	**434**	0	409	23	0	2	0	0	0	0	0	0	0	0	**434**
%															0%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**	0%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**
Peak Hour	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**	16:00	16:30	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:30**	16:00	16:30	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:30**
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	208	14	0	2	0	0	0	0	0	0	0	0	**220**	0	208	14	0	2	0	0	0	0	0	0	0	0	**220**

Prepared by National Data & Surveying Services

CLASSIFICATION

Summit St N/O Allen Pl

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_006

	Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
15-MINUTE BREAKDOWN	00:00														0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	6
	00:15														0	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	9
	00:30														0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	8
	00:45														0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
	01:00														0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5
	01:15														0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
	01:30														0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
	01:45														0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
	02:00														0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
	02:15														0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30														0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45														0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	3	1	0	0	0	0	0	0	0	0	0	4
	03:00														0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15														0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
	03:30														0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
	03:45														0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
	04:00														0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
	04:15														0	0	2	0	0	0	0	1	0	0	0	0	0	0	3	0	2	0	0	0	0	1	0	0	0	0	0	3
	04:30														0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45														0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
	05:00														0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
	05:15														0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	7
	05:30														0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	7
	05:45														0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	8
	06:00														0	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	9
	06:15														0	0	21	0	0	0	0	0	1	0	0	0	0	0	22	0	21	0	0	0	0	0	1	0	0	0	0	22
	06:30														0	0	25	0	0	0	0	0	0	0	0	0	0	0	25	0	25	0	0	0	0	0	0	0	0	0	0	25
	06:45														0	0	40	4	0	0	0	0	0	0	0	0	0	0	44	0	40	4	0	0	0	0	0	0	0	0	0	44
	07:00														0	0	50	3	2	0	1	0	0	0	0	0	0	0	56	0	50	3	2	0	1	0	0	0	0	0	0	56
	07:15														0	0	48	6	0	0	0	0	0	0	0	0	0	0	54	0	48	6	0	0	0	0	0	0	0	0	0	54
	07:30														0	0	45	4	1	0	0	0	0	0	0	0	0	0	50	0	45	4	1	0	0	0	0	0	0	0	0	50
	07:45														0	0	58	3	0	0	0	0	0	0	0	0	0	0	61	0	58	3	0	0	0	0	0	0	0	0	0	61
	08:00														0	0	41	6	1	0	0	0	0	0	0	0	0	0	48	0	41	6	1	0	0	0	0	0	0	0	0	48
	08:15														0	0	72	3	0	0	0	0	0	0	0	0	0	0	75	0	72	3	0	0	0	0	0	0	0	0	0	75
	08:30														0	0	47	4	3	0	0	0	0	0	0	0	0	0	54	0	47	4	3	0	0	0	0	0	0	0	0	54
	08:45														0	0	55	2	0	1	0	0	0	0	0	0	0	0	58	0	55	2	0	1	0	0	0	0	0	0	0	58
	09:00														0	0	60	3	2	0	0	0	0	0	0	0	0	0	65	0	60	3	2	0	0	0	0	0	0	0	0	65
	09:15														0	0	33	2	0	1	0	0	0	0	0	0	0	0	36	0	33	2	0	1	0	0	0	0	0	0	0	36
	09:30														0	0	33	3	0	0	0	0	0	0	0	0	0	0	36	0	33	3	0	0	0	0	0	0	0	0	0	36
	09:45														0	0	40	0	0	0	0	0	0	0	0	0	0	0	40	0	40	0	0	0	0	0	0	0	0	0	0	40
	10:00														0	0	34	5	0	0	0	0	0	0	0	0	0	0	39	0	34	5	0	0	0	0	0	0	0	0	0	39
	10:15														0	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	23	2	0	0	0	0	0	0	0	0	0	25
	10:30														0	0	27	1	0	1	0	0	0	0	0	0	0	0	29	0	27	1	0	1	0	0	0	0	0	0	0	29
	10:45														0	1	25	5	1	0	0	0	0	0	0	0	0	0	32	1	25	5	1	0	0	0	0	0	0	0	0	32
	11:00														0	0	42	2	1	1	0	0	0	0	0	0	0	0	46	0	42	2	1	1	0	0	0	0	0	0	0	46
	11:15														0	0	19	21	0	0	0	0	0	0	0	0	0	0	40	0	19	21	0	0	0	0	0	0	0	0	0	40
	11:30														0	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	24	2	0	0	0	0	0	0	0	0	0	26
	11:45														0	0	28	2	0	0	0	0	0	0	0	0	0	0	30	0	28	2	0	0	0	0	0	0	0	0	0	30

Prepared by National Data & Surveying Services

CLASSIFICATION

Summit St N/O Allen Pl

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_006

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND													TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00														0	0	43	3	0	2	0	0	0	0	0	0	0	0	48	0	43	3	0	2	0	0	0	0	0	0	0	48
12:15														0	0	38	2	0	0	0	0	0	0	0	0	0	0	40	0	38	2	0	0	0	0	0	0	0	0	0	40
12:30														0	0	34	2	1	0	0	0	0	0	0	0	0	0	37	0	34	2	1	0	0	0	0	0	0	0	0	37
12:45														0	0	33	3	1	2	0	0	0	0	0	0	0	0	39	0	33	3	1	2	0	0	0	0	0	0	0	39
13:00														0	0	38	2	1	1	0	0	0	0	0	0	0	0	42	0	38	2	1	1	0	0	0	0	0	0	0	42
13:15														0	0	41	2	0	1	0	0	0	0	0	0	0	0	44	0	41	2	0	1	0	0	0	0	0	0	0	44
13:30														0	0	39	1	0	0	0	0	0	0	0	0	0	0	40	0	39	1	0	0	0	0	0	0	0	0	0	40
13:45														0	0	38	2	0	2	0	0	0	0	0	0	0	0	42	0	38	2	0	2	0	0	0	0	0	0	0	42
14:00														0	0	34	2	0	0	0	0	0	0	0	0	0	0	36	0	34	2	0	0	0	0	0	0	0	0	0	36
14:15														0	0	33	5	0	0	0	0	0	0	0	0	0	0	38	0	33	5	0	0	0	0	0	0	0	0	0	38
14:30														0	0	31	3	0	0	0	0	0	0	0	0	0	0	34	0	31	3	0	0	0	0	0	0	0	0	0	34
14:45														0	0	39	3	3	3	0	0	0	0	0	0	0	0	48	0	39	3	3	3	0	0	0	0	0	0	0	48
15:00														0	0	46	2	2	0	0	0	0	0	0	0	0	0	50	0	46	2	2	0	0	0	0	0	0	0	0	50
15:15														0	0	43	1	1	1	0	0	0	0	0	0	0	0	46	0	43	1	1	1	0	0	0	0	0	0	0	46
15:30														0	0	44	5	2	0	0	0	0	0	0	0	0	0	51	0	44	5	2	0	0	0	0	0	0	0	0	51
15:45														0	0	73	6	1	0	0	0	0	0	0	0	0	0	80	0	73	6	1	0	0	0	0	0	0	0	0	80
16:00														0	0	49	1	0	1	0	0	0	0	0	0	0	0	51	0	49	1	0	1	0	0	0	0	0	0	0	51
16:15														0	0	49	5	0	1	0	0	0	0	0	0	0	0	55	0	49	5	0	1	0	0	0	0	0	0	0	55
16:30														0	0	57	2	0	0	0	0	0	0	0	0	0	0	59	0	57	2	0	0	0	0	0	0	0	0	0	59
16:45														0	0	50	4	0	0	0	0	0	0	0	0	0	0	54	0	50	4	0	0	0	0	0	0	0	0	0	54
17:00														0	0	44	3	0	0	0	0	0	0	0	0	0	0	47	0	44	3	0	0	0	0	0	0	0	0	0	47
17:15														0	0	57	3	0	0	0	0	0	0	0	0	0	0	60	0	57	3	0	0	0	0	0	0	0	0	0	60
17:30														0	0	55	1	0	0	0	0	0	0	0	0	0	0	56	0	55	1	0	0	0	0	0	0	0	0	0	56
17:45														0	0	48	4	0	0	0	0	0	0	0	0	0	0	52	0	48	4	0	0	0	0	0	0	0	0	0	52
18:00														0	0	45	4	0	0	0	0	0	0	0	0	0	0	49	0	45	4	0	0	0	0	0	0	0	0	0	49
18:15														0	0	44	2	0	0	0	0	0	0	0	0	0	0	46	0	44	2	0	0	0	0	0	0	0	0	0	46
18:30														0	0	35	2	0	0	0	0	0	0	0	0	0	0	37	0	35	2	0	0	0	0	0	0	0	0	0	37
18:45														0	0	61	2	0	0	0	0	0	0	0	0	0	0	63	0	61	2	0	0	0	0	0	0	0	0	0	63
19:00														0	0	37	4	0	0	0	0	1	0	0	0	0	0	42	0	37	4	0	0	0	0	1	0	0	0	0	42
19:15														0	0	32	3	0	0	0	0	0	0	0	0	0	0	35	0	32	3	0	0	0	0	0	0	0	0	0	35
19:30														0	0	39	3	0	0	0	0	0	0	0	0	0	0	42	0	39	3	0	0	0	0	0	0	0	0	0	42
19:45														0	0	31	2	0	0	0	0	0	0	0	0	0	0	33	0	31	2	0	0	0	0	0	0	0	0	0	33
20:00														0	0	43	0	0	0	0	0	0	0	0	0	0	0	43	0	43	0	0	0	0	0	0	0	0	0	0	43
20:15														0	0	35	1	0	0	0	0	0	0	0	0	0	0	36	0	35	1	0	0	0	0	0	0	0	0	0	36
20:30														0	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	20
20:45														0	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	21
21:00														0	0	28	0	0	0	0	0	0	0	0	0	0	0	28	0	28	0	0	0	0	0	0	0	0	0	0	28
21:15														0	0	31	1	0	0	0	0	0	0	0	0	0	0	32	0	31	1	0	0	0	0	0	0	0	0	0	32
21:30														0	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	19
21:45														0	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	21
22:00														0	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	21
22:15														0	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	20
22:30														0	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	13
22:45														0	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	17	0	0	0	0	0	0	0	0	0	0	17
23:00														0	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	20
23:15														0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	8
23:30														0	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	15
23:45														0	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	15
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2,713	175	23	18	1	0	3	0	0	0	0	0	2,934	1	2,713	175	23	18	1	0	3	0	0	0	0	0	2,934
% of Totals															0%	92%	6%	1%	1%	0%		0%						100%	0%	92%	6%	1%	1%	0%		0%						100%

Prepared by National Data & Surveying Services

VOLUME

Summit St N/O Allen Pl

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	2,934	0	0	2,934

DAILY TOTALS

15-Minutes Interval

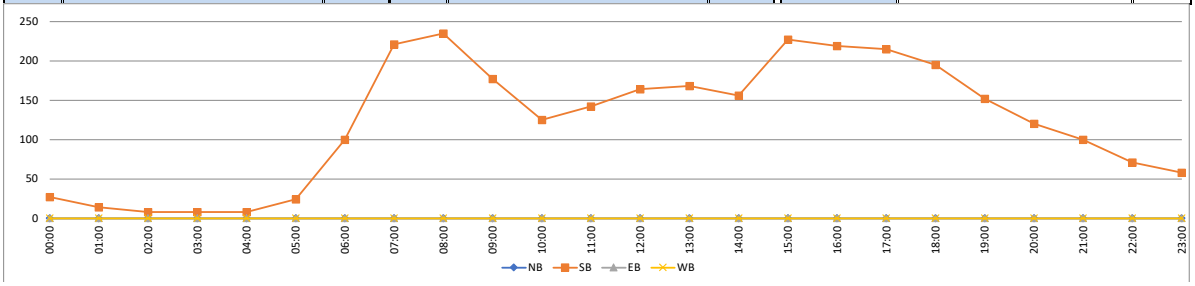
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00		6			6	12:00		48			48
00:15		9			9	12:15		40			40
00:30		8			8	12:30		37			37
00:45		4			4	12:45		39			39
01:00		5			5	13:00		42			42
01:15		3			3	13:15		44			44
01:30		4			4	13:30		40			40
01:45		2			2	13:45		42			42
02:00		4			4	14:00		36			36
02:15		0			0	14:15		38			38
02:30		0			0	14:30		34			34
02:45		4			4	14:45		48			48
03:00		0			0	15:00		50			50
03:15		2			2	15:15		46			46
03:30		4			4	15:30		51			51
03:45		2			2	15:45		80			80
04:00		3			3	16:00		51			51
04:15		3			3	16:15		55			55
04:30		0			0	16:30		59			59
04:45		2			2	16:45		54			54
05:00		2			2	17:00		47			47
05:15		7			7	17:15		60			60
05:30		7			7	17:30		56			56
05:45		8			8	17:45		52			52
06:00		9			9	18:00		49			49
06:15		22			22	18:15		46			46
06:30		25			25	18:30		37			37
06:45		44			44	18:45		63			63
07:00		56			56	19:00		42			42
07:15		54			54	19:15		35			35
07:30		50			50	19:30		42			42
07:45		61			61	19:45		33			33
08:00		48			48	20:00		43			43
08:15		75			75	20:15		36			36
08:30		54			54	20:30		20			20
08:45		58			58	20:45		21			21
09:00		65			65	21:00		28			28
09:15		36			36	21:15		32			32
09:30		36			36	21:30		19			19
09:45		40			40	21:45		21			21
10:00		39			39	22:00		21			21
10:15		25			25	22:15		20			20
10:30		29			29	22:30		13			13
10:45		32			32	22:45		17			17
11:00		46			46	23:00		20			20
11:15		40			40	23:15		8			8
11:30		26			26	23:30		15			15
11:45		30			30	23:45		15			15
TOTALS	0	1089	0	0	1089	TOTALS	0	1845	0	0	1845
SPLIT %	0%	100%	0%	0%	37%	SPLIT %	0%	100%	0%	0%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00		27			27
01:00	02:00		14			14
02:00	03:00		8			8
03:00	04:00		8			8
04:00	05:00		8			8
05:00	06:00		24			24
06:00	07:00		100			100
07:00	08:00		221			221
08:00	09:00		235			235
09:00	10:00		177			177
10:00	11:00		125			125
11:00	12:00		142			142
12:00	13:00		164			164
13:00	14:00		168			168
14:00	15:00		156			156
15:00	16:00		227			227
16:00	17:00		219			219
17:00	18:00		215			215
18:00	19:00		195			195
19:00	20:00		152			152
20:00	21:00		120			120
21:00	22:00		100			100
22:00	23:00		71			71
23:00	00:00		58			58

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume		1089			1089
Peak Hour		8:15			8:15
Peak Volume		252			252
Peak Hour Factor		0.840			0.840
Peak Period	12:00	to	00:00		
Volume		1845			1845
Peak Hour		15:45			15:45
Peak Volume		245			245
Peak Hour Factor		0.766			0.766
Peak Period	07:00	to	09:00		
Volume		456			456
Peak Hour		7:45			7:45
Peak Volume		238			238
Peak Hour Factor		0.793			0.793
Peak Period	16:00	to	18:00		
Volume		434			434
Peak Hour		16:30			16:30
Peak Volume		220			220
Peak Hour Factor		0.917			0.917



Vernon St E/O Vernon Piece Hall Dwy

Averaged Counts

TIME		Tues			Wed			Ave		
		EB	WB	TOTAL	EB	WB	TOTAL	EB	WB	Total
00:00	01:00	14	17	**31**	7	17	**24**	10.5	17	**28**
01:00	02:00	4	4	**8**	10	13	**23**	7	8.5	**16**
02:00	03:00	5	5	**10**	2	3	**5**	3.5	4	**8**
03:00	04:00	2	6	**8**	5	8	**13**	3.5	7	**11**
04:00	05:00	6	4	**10**	3	4	**7**	4.5	4	**9**
05:00	06:00	5	5	**10**	3	0	**3**	4	2.5	**7**
06:00	07:00	20	8	**28**	25	7	**32**	22.5	7.5	**30**
07:00	08:00	23	23	**46**	32	26	**58**	27.5	24.5	**52**
08:00	09:00	44	21	**65**	46	28	**74**	45	24.5	**70**
09:00	10:00	65	31	**96**	58	23	**81**	61.5	27	**89**
10:00	11:00	40	30	**70**	47	26	**73**	43.5	28	**72**
11:00	12:00	42	41	**83**	45	40	**85**	43.5	40.5	**84**
12:00	13:00	41	35	**76**	48	61	**109**	44.5	48	**93**
13:00	14:00	36	54	**90**	40	58	**98**	38	56	**94**
14:00	15:00	37	36	**73**	45	41	**86**	41	38.5	**80**
15:00	16:00	27	66	**93**	30	52	**82**	28.5	59	**88**
16:00	17:00	50	59	**109**	43	69	**112**	46.5	64	**111**
17:00	18:00	42	47	**89**	36	56	**92**	39	51.5	**91**
18:00	19:00	55	53	**108**	62	45	**107**	58.5	49	**108**
19:00	20:00	49	50	**99**	38	30	**68**	43.5	40	**84**
20:00	21:00	33	44	**77**	34	47	**81**	33.5	45.5	**79**
21:00	22:00	27	29	**56**	33	48	**81**	30	38.5	**69**
22:00	23:00	29	26	**55**	33	22	**55**	31	24	**55**
23:00	00:00	14	18	**32**	18	24	**42**	16	21	**37**

Prepared by National Data & Surveying Services

CLASSIFICATION

Vernon St E/O Vernon Piece Hall Dwy

Day: Wednesday
Date: 11/1/2023

City: Hartford
Project #: CT23_410019_007

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	12	0	2	0	0	0	0	0	0	0	0	0	**14**	0	15	0	1	1	0	0	0	0	0	0	0	0	**17**	0	27	0	3	1	0	0	0	0	0	0	0	0	**31**
01:00	0	1	0	3	0	0	0	0	0	0	0	0	0	**4**	0	0	1	2	1	0	0	0	0	0	0	0	0	**4**	0	1	1	5	1	0	0	0	0	0	0	0	0	**8**
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
04:00	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**	0	6	2	0	2	0	0	0	0	0	0	0	0	**10**
05:00	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**
06:00	0	15	4	0	1	0	0	0	0	0	0	0	0	**20**	0	5	1	0	0	2	0	0	0	0	0	0	0	**8**	0	20	5	0	1	2	0	0	0	0	0	0	0	**28**
07:00	0	19	4	0	0	0	0	0	0	0	0	0	0	**23**	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**	0	40	6	0	0	0	0	0	0	0	0	0	0	**46**
08:00	0	42	0	0	1	0	0	1	0	0	0	0	0	**44**	0	18	1	0	2	0	0	0	0	0	0	0	0	**21**	0	60	1	0	3	0	0	1	0	0	0	0	0	**65**
09:00	0	60	4	0	1	0	0	0	0	0	0	0	0	**65**	0	30	1	0	0	0	0	0	0	0	0	0	0	**31**	0	90	5	0	1	0	0	0	0	0	0	0	0	**96**
10:00	0	32	5	0	2	1	0	0	0	0	0	0	0	**40**	0	23	4	0	3	0	0	0	0	0	0	0	0	**30**	0	55	9	0	5	1	0	0	0	0	0	0	0	**70**
11:00	0	35	6	0	1	0	0	0	0	0	0	0	0	**42**	0	33	5	0	2	1	0	0	0	0	0	0	0	**41**	0	68	11	0	3	1	0	0	0	0	0	0	0	**83**
12:00	0	33	6	0	1	1	0	0	0	0	0	0	0	**41**	0	31	3	0	1	0	0	0	0	0	0	0	0	**35**	0	64	9	0	2	1	0	0	0	0	0	0	0	**76**
13:00	0	30	4	0	2	0	0	0	0	0	0	0	0	**36**	0	48	3	0	3	0	0	0	0	0	0	0	0	**54**	0	78	7	0	5	0	0	0	0	0	0	0	0	**90**
14:00	0	26	10	0	0	1	0	0	0	0	0	0	0	**37**	0	28	8	0	0	0	0	0	0	0	0	0	0	**36**	0	54	18	0	0	1	0	0	0	0	0	0	0	**73**
15:00	0	22	5	0	0	0	0	0	0	0	0	0	0	**27**	0	57	8	0	1	0	0	0	0	0	0	0	0	**66**	0	79	13	0	1	0	0	0	0	0	0	0	0	**93**
16:00	0	47	3	0	0	0	0	0	0	0	0	0	0	**50**	0	55	4	0	0	0	0	0	0	0	0	0	0	**59**	0	102	7	0	0	0	0	0	0	0	0	0	0	**109**
17:00	0	38	3	1	0	0	0	0	0	0	0	0	0	**42**	0	44	3	0	0	0	0	0	0	0	0	0	0	**47**	0	82	6	1	0	0	0	0	0	0	0	0	0	**89**
18:00	0	48	3	3	1	0	0	0	0	0	0	0	0	**55**	0	45	4	2	1	1	0	0	0	0	0	0	0	**53**	0	93	7	5	2	1	0	0	0	0	0	0	0	**108**
19:00	0	42	4	2	1	0	0	0	0	0	0	0	0	**49**	0	45	2	2	1	0	0	0	0	0	0	0	0	**50**	0	87	6	4	2	0	0	0	0	0	0	0	0	**99**
20:00	0	26	3	3	1	0	0	0	0	0	0	0	0	**33**	0	36	5	2	1	0	0	0	0	0	0	0	0	**44**	0	62	8	5	2	0	0	0	0	0	0	0	0	**77**
21:00	0	21	2	4	0	0	0	0	0	0	0	0	0	**27**	0	24	0	4	1	0	0	0	0	0	0	0	0	**29**	0	45	2	8	1	0	0	0	0	0	0	0	0	**56**
22:00	0	24	3	2	0	0	0	0	0	0	0	0	0	**29**	0	22	1	2	1	0	0	0	0	0	0	0	0	**26**	0	46	4	4	1	0	0	0	0	0	0	0	0	**55**
23:00	0	12	0	2	0	0	0	0	0	0	0	0	0	**14**	0	16	1	1	0	0	0	0	0	0	0	0	0	**18**	0	28	1	3	0	0	0	0	0	0	0	0	0	**32**
Totals	**0**	**599**	**71**	**22**	**14**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**710**	**0**	**612**	**59**	**17**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**712**	**0**	**1,211**	**130**	**39**	**34**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,422**
% of Totals		84%	10%	3%	2%	0%		0%						**100%**		86%	8%	2%	3%	1%								**100%**		85%	9%	3%	2%	0%		0%						**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

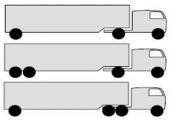
#3 2-Axle, 4-Tire Single Unit

#4 Buses

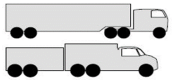
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	230	25	5	8	1	0	1	0	0	0	0	0	**270**	0	161	17	4	10	3	0	0	0	0	0	0	0	**195**	0	391	42	9	18	4	0	1	0	0	0	0	0	**465**
%	0%	32%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**38%**	0%	23%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**27%**	0%	27%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**33%**
Peak Hour	0:00	9:00	9:15	0:15	10:15	9:45	0:00	7:45	0:00	0:00	0:00	0:00	0:00	**9:00**	0:00	9:30	11:15	0:30	10:15	5:45	0:00	0:00	0:00	0:00	0:00	0:00	0:00	**11:15**	0:00	9:00	9:45	0:30	10:15	5:45	0:00	7:45	0:00	0:00	0:00	0:00	0:00	**9:00**
Peak Volume	0	60	7	3	3	1	0	1	0	0	0	0	0	**65**	0	35	7	3	4	2	0	0	0	0	0	0	0	**42**	0	90	11	6	7	2	0	1	0	0	0	0	0	**96**
12:00 - 24:00	0	369	46	17	6	2	0	0	0	0	0	0	0	**440**	0	451	42	13	10	1	0	0	0	0	0	0	0	**517**	0	820	88	30	16	3	0	0	0	0	0	0	0	**957**
%	0%	52%	6%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**62%**	0%	63%	6%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**73%**	0%	58%	6%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**67%**
Peak Hour	12:00	18:30	14:15	20:30	12:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**18:30**	12:00	15:45	14:30	21:00	12:30	18:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**14:45**	12:00	16:00	14:15	21:00	12:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**17:45**
Peak Volume	0	53	11	4	3	1	0	0	0	0	0	0	0	**61**	0	58	9	4	4	1	0	0	0	0	0	0	0	**66**	0	102	19	8	7	1	0	0	0	0	0	0	0	**111**
07:00 - 09:00	0	61	4	0	1	0	0	1	0	0	0	0	0	**67**	0	39	3	0	2	0	0	0	0	0	0	0	0	**44**	0	100	7	0	3	0	0	1	0	0	0	0	0	**111**
%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**9%**	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**6%**	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**8%**
Peak Hour	7:00	8:00	7:00	7:00	7:15	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	**8:00**	7:00	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:00**	7:00	8:00	7:00	7:00	8:00	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	**8:00**
Peak Volume	0	42	4	0	1	0	0	1	0	0	0	0	0	**44**	0	21	2	0	2	0	0	0	0	0	0	0	0	**23**	0	60	6	0	3	0	0	1	0	0	0	0	0	**65**
16:00 - 18:00	0	85	6	1	0	0	0	0	0	0	0	0	0	**92**	0	99	7	0	0	0	0	0	0	0	0	0	0	**106**	0	184	13	1	0	0	0	0	0	0	0	0	0	**198**
%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**	0%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**	0%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**14%**
Peak Hour	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**
Peak Volume	0	47	3	1	0	0	0	0	0	0	0	0	0	**50**	0	55	4	0	0	0	0	0	0	0	0	0	0	**59**	0	102	7	1	0	0	0	0	0	0	0	0	0	**109**

Prepared by National Data & Surveying Services

CLASSIFICATION

Vernon St E/O Vernon Piece Hall Dwy

Day: Wednesday
Date: 11/1/2023

City: Hartford
Project #: CT23_410019_007

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND													TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
00:15	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**
00:30	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**	0	9	0	2	0	0	0	0	0	0	0	0	0	**11**
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:00	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	1	1	2	0	0	0	0	0	0	0	0	0	**4**
01:15	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
01:45	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
04:15	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	1	1	0	2	0	0	0	0	0	0	0	0	**4**
04:30	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
05:30	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
06:00	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**	0	2	1	0	1	1	0	0	0	0	0	0	0	**5**
06:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
06:30	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**	0	4	1	0	0	1	0	0	0	0	0	0	0	**6**
06:45	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
07:00	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
07:15	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
07:30	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
07:45	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
08:00	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**
08:15	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**	0	16	1	0	1	0	0	0	0	0	0	0	0	**18**
08:30	0	12	0	0	0	0	0	1	0	0	0	0	0	**13**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	15	0	0	0	0	0	1	0	0	0	0	0	**16**
08:45	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	0	17	0	0	1	0	0	0	0	0	0	0	0	**18**
09:00	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**
09:15	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	15	1	0	1	0	0	0	0	0	0	0	0	**17**
09:30	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
09:45	0	23	3	0	0	0	0	0	0	0	0	0	0	**26**	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	0	36	4	0	0	0	0	0	0	0	0	0	0	**40**
10:00	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**	0	16	3	0	1	0	0	0	0	0	0	0	0	**20**
10:15	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**	0	5	1	0	2	0	0	0	0	0	0	0	0	**8**	0	12	1	0	3	0	0	0	0	0	0	0	0	**16**
10:30	0	11	1	0	0	1	0	0	0	0	0	0	0	**13**	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	0	16	3	0	0	1	0	0	0	0	0	0	0	**20**
10:45	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**
11:00	0	4	3	0	1	0	0	0	0	0	0	0	0	**8**	0	5	0	0	2	0	0	0	0	0	0	0	0	**7**	0	9	3	0	3	0	0	0	0	0	0	0	0	**15**
11:15	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	0	10	0	0	0	1	0	0	0	0	0	0	0	**11**	0	25	1	0	0	1	0	0	0	0	0	0	0	**27**
11:30	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**
11:45	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	0	17	4	0	0	0	0	0	0	0	0	0	0	**21**

Prepared by National Data & Surveying Services

CLASSIFICATION

Vernon St E/O Vernon Piece Hall Dwy

Day: Wednesday
Date: 11/1/2023

City: Hartford
Project #: CT23_410019_007

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	15	3	0	0	0	0	0	0	0	0	0	18
12:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	12	1	0	0	0	0	0	0	0	0	0	13
12:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	15	3	0	0	0	0	0	0	0	0	0	18
12:45	0	10	2	0	1	1	0	0	0	0	0	0	0	14	0	12	0	0	1	0	0	0	0	0	0	0	0	13	0	22	2	0	2	1	0	0	0	0	0	0	27
13:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	21	2	0	1	0	0	0	0	0	0	0	24
13:15	0	15	1	0	1	0	0	0	0	0	0	0	0	17	0	16	1	0	3	0	0	0	0	0	0	0	0	20	0	31	2	0	4	0	0	0	0	0	0	0	37
13:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	17	1	0	0	0	0	0	0	0	0	0	18
13:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	9	2	0	0	0	0	0	0	0	0	0	11
14:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	7	4	0	0	0	0	0	0	0	0	0	11
14:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	12	5	0	0	0	0	0	0	0	0	0	17
14:30	0	7	4	0	0	0	0	0	0	0	0	0	0	11	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	14	6	0	0	0	0	0	0	0	0	0	20
14:45	0	10	1	0	0	1	0	0	0	0	0	0	0	12	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	21	3	0	0	1	0	0	0	0	0	0	25
15:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	19	2	0	1	0	0	0	0	0	0	0	0	22	0	27	5	0	1	0	0	0	0	0	0	0	33
15:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	17	4	0	0	0	0	0	0	0	0	0	21
15:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	20	2	0	0	0	0	0	0	0	0	0	22
15:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	15	2	0	0	0	0	0	0	0	0	0	17
16:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	29	3	0	0	0	0	0	0	0	0	0	32
16:15	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	34	3	0	0	0	0	0	0	0	0	0	37
16:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	23	0	0	0	0	0	0	0	0	0	0	23
16:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	16	1	0	0	0	0	0	0	0	0	0	17
17:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	15	3	0	0	0	0	0	0	0	0	0	18
17:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	26	2	0	0	0	0	0	0	0	0	0	28
17:30	0	9	0	1	0	0	0	0	0	0	0	0	0	10	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	15	0	1	0	0	0	0	0	0	0	0	16
17:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	26	1	0	0	0	0	0	0	0	0	0	27
18:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	15	3	1	0	0	0	0	0	0	0	0	0	19	0	24	4	1	0	0	0	0	0	0	0	0	29
18:15	0	9	0	1	0	0	0	0	0	0	0	0	0	10	0	16	1	1	0	0	0	0	0	0	0	0	0	18	0	25	1	2	0	0	0	0	0	0	0	0	28
18:30	0	15	1	1	1	0	0	0	0	0	0	0	0	18	0	8	0	0	1	0	0	0	0	0	0	0	0	9	0	23	1	1	2	0	0	0	0	0	0	0	27
18:45	0	15	1	1	0	0	0	0	0	0	0	0	0	17	0	6	0	0	0	1	0	0	0	0	0	0	0	7	0	21	1	1	0	1	0	0	0	0	0	0	24
19:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	15	0	1	0	0	0	0	0	0	0	0	0	16	0	25	1	1	0	0	0	0	0	0	0	0	27
19:15	0	13	1	1	0	0	0	0	0	0	0	0	0	15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	20	1	1	0	0	0	0	0	0	0	0	22
19:30	0	13	0	1	0	0	0	0	0	0	0	0	0	14	0	13	1	0	1	0	0	0	0	0	0	0	0	15	0	26	1	1	1	0	0	0	0	0	0	0	29
19:45	0	6	2	0	1	0	0	0	0	0	0	0	0	9	0	10	1	1	0	0	0	0	0	0	0	0	0	12	0	16	3	1	1	0	0	0	0	0	0	0	21
20:00	0	7	0	1	0	0	0	0	0	0	0	0	0	8	0	8	1	0	1	0	0	0	0	0	0	0	0	10	0	15	1	1	1	0	0	0	0	0	0	0	18
20:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	8	4	1	0	0	0	0	0	0	0	0	0	13	0	15	6	1	0	0	0	0	0	0	0	0	22
20:30	0	4	1	1	0	0	0	0	0	0	0	0	0	6	0	13	0	1	0	0	0	0	0	0	0	0	0	14	0	17	1	2	0	0	0	0	0	0	0	0	20
20:45	0	8	0	1	1	0	0	0	0	0	0	0	0	10	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	15	0	1	1	0	0	0	0	0	0	0	17
21:00	0	7	1	1	0	0	0	0	0	0	0	0	0	9	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	15	1	2	0	0	0	0	0	0	0	0	18
21:15	0	7	1	1	0	0	0	0	0	0	0	0	0	9	0	7	0	1	1	0	0	0	0	0	0	0	0	9	0	14	1	2	1	0	0	0	0	0	0	0	18
21:30	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	6	0	2	0	0	0	0	0	0	0	0	8
21:45	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	6	0	1	0	0	0	0	0	0	0	0	0	7	0	10	0	2	0	0	0	0	0	0	0	0	12
22:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	11	3	0	0	0	0	0	0	0	0	0	14
22:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	7	0	0	1	0	0	0	0	0	0	0	0	8	0	12	0	0	1	0	0	0	0	0	0	0	13
22:30	0	6	0	1	0	0	0	0	0	0	0	0	0	7	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	11	0	2	0	0	0	0	0	0	0	0	13
22:45	0	7	1	1	0	0	0	0	0	0	0	0	0	9	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	12	1	2	0	0	0	0	0	0	0	0	15
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	12	1	0	0	0	0	0	0	0	0	0	13
23:15	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	1	0	0	0	0	0	0	0	0	7
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	5	0	1	0	0	0	0	0	0	0	0	6
23:45	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	1	0	0	0	0	0	0	0	0	6
Totals	**0**	**599**	**71**	**22**	**14**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**710**	**0**	**612**	**59**	**17**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**712**	**0**	**1,211**	**130**	**39**	**34**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,422**
% of Totals		**84%**	**10%**	**3%**	**2%**	**0%**		**0%**						**100%**		**86%**	**8%**	**2%**	**3%**	**1%**								**100%**		**85%**	**9%**	**3%**	**2%**	**0%**		**0%**						**100%**

Prepared by National Data & Surveying Services

VOLUME

Vernon St E/O Vernon Piece Hall Dwy

Day: Wednesday
Date: 11/1/2023

City: Hartford
Project #: CT23_410019_007

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	710	712	1,422

15-Minutes Interval

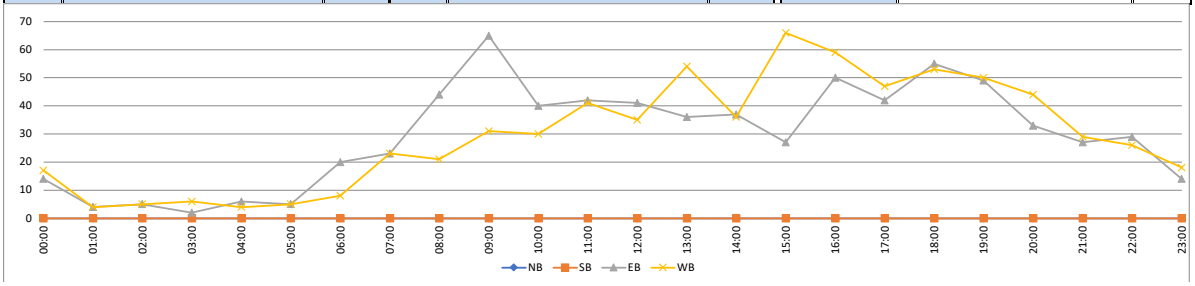
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			2	6	8	12:00			10	8	18
00:15			5	6	11	12:15			10	3	13
00:30			6	5	11	12:30			7	11	18
00:45			1	0	1	12:45			14	13	27
01:00			2	2	4	13:00			5	19	24
01:15			1	1	2	13:15			17	20	37
01:30			0	1	1	13:30			11	7	18
01:45			1	0	1	13:45			3	8	11
02:00			2	4	6	14:00			5	6	11
02:15			1	0	1	14:15			9	8	17
02:30			0	1	1	14:30			11	9	20
02:45			2	0	2	14:45			12	13	25
03:00			0	4	4	15:00			11	22	33
03:15			0	0	0	15:15			4	17	21
03:30			2	0	2	15:30			8	14	22
03:45			0	2	2	15:45			4	13	17
04:00			0	1	1	16:00			18	14	32
04:15			2	2	4	16:15			16	21	37
04:30			4	1	5	16:30			9	14	23
04:45			0	0	0	16:45			7	10	17
05:00			1	0	1	17:00			7	11	18
05:15			0	1	1	17:15			13	15	28
05:30			3	3	6	17:30			10	6	16
05:45			1	1	2	17:45			12	15	27
06:00			2	3	5	18:00			10	19	29
06:15			3	0	3	18:15			10	18	28
06:30			4	2	6	18:30			18	9	27
06:45			11	3	14	18:45			17	7	24
07:00			9	5	14	19:00			11	16	27
07:15			7	10	17	19:15			15	7	22
07:30			4	3	7	19:30			14	15	29
07:45			3	5	8	19:45			9	12	21
08:00			9	4	13	20:00			8	10	18
08:15			9	9	18	20:15			9	13	22
08:30			13	3	16	20:30			6	14	20
08:45			13	5	18	20:45			10	7	17
09:00			16	4	20	21:00			9	9	18
09:15			13	4	17	21:15			9	9	18
09:30			10	9	19	21:30			4	4	8
09:45			26	14	40	21:45			5	7	12
10:00			11	9	20	22:00			8	6	14
10:15			8	8	16	22:15			5	8	13
10:30			13	7	20	22:30			7	6	13
10:45			8	6	14	22:45			9	6	15
11:00			8	7	15	23:00			3	10	13
11:15			16	11	27	23:15			4	3	7
11:30			9	11	20	23:30			2	4	6
11:45			9	12	21	23:45			5	1	6
TOTALS	0	0	270	195	465	TOTALS	0	0	440	517	957
SPLIT %	0%	0%	58%	42%	33%	SPLIT %	0%	0%	46%	54%	67%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			14	17	31
01:00	02:00			4	4	8
02:00	03:00			5	5	10
03:00	04:00			2	6	8
04:00	05:00			6	4	10
05:00	06:00			5	5	10
06:00	07:00			20	8	28
07:00	08:00			23	23	46
08:00	09:00			44	21	65
09:00	10:00			65	31	96
10:00	11:00			40	30	70
11:00	12:00			42	41	83
12:00	13:00			41	35	76
13:00	14:00			36	54	90
14:00	15:00			37	36	73
15:00	16:00			27	66	93
16:00	17:00			50	59	109
17:00	18:00			42	47	89
18:00	19:00			55	53	108
19:00	20:00			49	50	99
20:00	21:00			33	44	77
21:00	22:00			27	29	56
22:00	23:00			29	26	55
23:00	00:00			14	18	32

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			270	195	465
Peak Hour			9:00	11:00	9:00
Peak Volume			65	41	96
Peak Hour Factor			0.625	0.854	0.600
Peak Period	12:00	to	00:00		
Volume			440	517	957
Peak Hour			18:30	14:45	17:45
Peak Volume			61	66	111
Peak Hour Factor			0.847	0.750	0.957
Peak Period	07:00	to	09:00		
Volume			67	44	111
Peak Hour			8:00	7:00	8:00
Peak Volume			44	23	65
Peak Hour Factor			0.846	0.575	0.903
Peak Period	16:00	to	18:00		
Volume			92	106	198
Peak Hour			16:00	16:00	16:00
Peak Volume			50	59	109
Peak Hour Factor			0.694	0.702	0.736



Prepared by National Data & Surveying Services

CLASSIFICATION

Vernon St E/O Vernon Piece Hall Dwy

Day: Thursday
Date: 11/2/2023

City: Hartford
Project #: CT23_410019_007

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	3	1	3	0	0	0	0	0	0	0	0	0	**7**	0	12	1	3	1	0	0	0	0	0	0	0	0	**17**	0	15	2	6	1	0	0	0	0	0	0	0	0	**24**
01:00	0	7	0	3	0	0	0	0	0	0	0	0	0	**10**	0	6	5	1	1	0	0	0	0	0	0	0	0	**13**	0	13	5	4	1	0	0	0	0	0	0	0	0	**23**
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
06:00	0	20	5	0	0	0	0	0	0	0	0	0	0	**25**	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**	0	24	8	0	0	0	0	0	0	0	0	0	0	**32**
07:00	0	27	3	0	2	0	0	0	0	0	0	0	0	**32**	0	22	2	0	1	1	0	0	0	0	0	0	0	**26**	0	49	5	0	3	1	0	0	0	0	0	0	0	**58**
08:00	0	37	7	0	1	1	0	0	0	0	0	0	0	**46**	0	22	3	0	1	2	0	0	0	0	0	0	0	**28**	0	59	10	0	2	3	0	0	0	0	0	0	0	**74**
09:00	0	50	7	0	0	0	0	1	0	0	0	0	0	**58**	0	15	7	0	1	0	0	0	0	0	0	0	0	**23**	0	65	14	0	1	0	0	1	0	0	0	0	0	**81**
10:00	0	36	10	0	1	0	0	0	0	0	0	0	0	**47**	0	18	7	0	1	0	0	0	0	0	0	0	0	**26**	0	54	17	0	2	0	0	0	0	0	0	0	0	**73**
11:00	0	38	6	0	1	0	0	0	0	0	0	0	0	**45**	0	33	3	1	3	0	0	0	0	0	0	0	0	**40**	0	71	9	1	4	0	0	0	0	0	0	0	0	**85**
12:00	0	43	3	0	1	0	0	1	0	0	0	0	0	**48**	0	55	4	0	2	0	0	0	0	0	0	0	0	**61**	0	98	7	0	3	0	0	1	0	0	0	0	0	**109**
13:00	0	34	5	0	1	0	0	0	0	0	0	0	0	**40**	0	48	7	0	0	0	0	2	1	0	0	0	0	**58**	0	82	12	0	1	0	0	2	1	0	0	0	0	**98**
14:00	0	39	5	0	1	0	0	0	0	0	0	0	0	**45**	0	35	5	0	1	0	0	0	0	0	0	0	0	**41**	0	74	10	0	2	0	0	0	0	0	0	0	0	**86**
15:00	0	26	4	0	0	0	0	0	0	0	0	0	0	**30**	0	45	7	0	0	0	0	0	0	0	0	0	0	**52**	0	71	11	0	0	0	0	0	0	0	0	0	0	**82**
16:00	0	40	3	0	0	0	0	0	0	0	0	0	0	**43**	0	66	3	0	0	0	0	0	0	0	0	0	0	**69**	0	106	6	0	0	0	0	0	0	0	0	0	0	**112**
17:00	0	35	1	0	0	0	0	0	0	0	0	0	0	**36**	0	55	1	0	0	0	0	0	0	0	0	0	0	**56**	0	90	2	0	0	0	0	0	0	0	0	0	0	**92**
18:00	0	57	5	0	0	0	0	0	0	0	0	0	0	**62**	0	44	1	0	0	0	0	0	0	0	0	0	0	**45**	0	101	6	0	0	0	0	0	0	0	0	0	0	**107**
19:00	0	37	1	0	0	0	0	0	0	0	0	0	0	**38**	0	29	1	0	0	0	0	0	0	0	0	0	0	**30**	0	66	2	0	0	0	0	0	0	0	0	0	0	**68**
20:00	0	29	3	2	0	0	0	0	0	0	0	0	0	**34**	0	42	3	1	1	0	0	0	0	0	0	0	0	**47**	0	71	6	3	1	0	0	0	0	0	0	0	0	**81**
21:00	0	29	1	3	0	0	0	0	0	0	0	0	0	**33**	0	43	1	2	2	0	0	0	0	0	0	0	0	**48**	0	72	2	5	2	0	0	0	0	0	0	0	0	**81**
22:00	0	26	4	3	0	0	0	0	0	0	0	0	0	**33**	0	19	0	2	1	0	0	0	0	0	0	0	0	**22**	0	45	4	5	1	0	0	0	0	0	0	0	0	**55**
23:00	0	16	0	2	0	0	0	0	0	0	0	0	0	**18**	0	21	1	2	0	0	0	0	0	0	0	0	0	**24**	0	37	1	4	0	0	0	0	0	0	0	0	0	**42**
Totals	**0**	**642**	**74**	**16**	**8**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**743**	**0**	**648**	**65**	**13**	**16**	**3**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**748**	**0**	**1,290**	**139**	**29**	**24**	**4**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**1,491**
% of Totals		86%	10%	2%	1%	0%		0%						**100%**		87%	9%	2%	2%	0%		0%	0%					**100%**		87%	9%	2%	2%	0%		0%	0%					**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

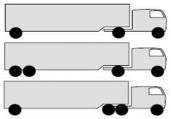
#3 2-Axle, 4-Tire Single Unit

#4 Buses

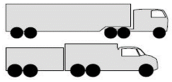
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 12:00	0	231	39	6	5	1	0	1	0	0	0	0	0	**283**	0	146	31	6	9	3	0	0	0	0	0	0	0	**195**	0	377	70	12	14	4	0	1	0	0	0	0	0	**478**
%	0%	31%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**38%**	0%	20%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**26%**	0%	25%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**32%**
Peak Hour	0:00	8:30	10:00	0:15	6:15	7:15	0:00	9:00	0:00	0:00	0:00	0:00	0:00	**8:30**	0:00	11:45	9:00	0:00	10:15	8:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	**11:45**	0:00	11:45	10:00	0:00	10:15	8:00	0:00	9:00	0:00	0:00	0:00	0:00	0:00	**11:30**
Peak Volume	0	58	10	4	2	1	0	1	0	0	0	0	0	**67**	0	58	7	3	4	2	0	0	0	0	0	0	0	**64**	0	110	17	6	6	3	0	1	0	0	0	0	0	**125**
12:00 - 24:00	0	411	35	10	3	0	0	1	0	0	0	0	0	**460**	0	502	34	7	7	0	0	2	1	0	0	0	0	**553**	0	913	69	17	10	0	0	3	1	0	0	0	0	**1013**
%	0%	55%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**62%**	0%	67%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**74%**	0%	61%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**68%**
Peak Hour	12:00	18:00	14:30	20:30	13:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**18:00**	12:00	16:15	14:30	20:15	21:45	12:00	12:00	13:00	12:30	12:00	12:00	12:00	12:00	**15:45**	12:00	16:15	14:30	21:00	12:00	12:00	12:00	12:30	12:30	12:00	12:00	12:00	12:00	**16:15**
Peak Volume	0	57	6	3	2	0	0	1	0	0	0	0	0	**62**	0	70	9	2	3	0	0	2	1	0	0	0	0	**73**	0	113	15	5	3	0	0	2	1	0	0	0	0	**119**
07:00 - 09:00	0	64	10	0	3	1	0	0	0	0	0	0	0	**78**	0	44	5	0	2	3	0	0	0	0	0	0	0	**54**	0	108	15	0	5	4	0	0	0	0	0	0	0	**132**
%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**7%**	0%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**9%**
Peak Hour	7:00	8:00	8:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**8:00**	7:00	7:00	7:45	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**8:00**	7:00	8:00	8:00	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**8:00**
Peak Volume	0	37	7	0	2	1	0	0	0	0	0	0	0	**46**	0	22	3	0	1	2	0	0	0	0	0	0	0	**28**	0	59	10	0	3	3	0	0	0	0	0	0	0	**74**
16:00 - 18:00	0	75	4	0	0	0	0	0	0	0	0	0	0	**79**	0	121	4	0	0	0	0	0	0	0	0	0	0	**125**	0	196	8	0	0	0	0	0	0	0	0	0	0	**204**
%	0%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**11%**	0%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**17%**	0%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**14%**
Peak Hour	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:15**	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:15**	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:15**
Peak Volume	0	43	3	0	0	0	0	0	0	0	0	0	0	**46**	0	70	3	0	0	0	0	0	0	0	0	0	0	**73**	0	113	6	0	0	0	0	0	0	0	0	0	0	**119**

Prepared by National Data & Surveying Services

CLASSIFICATION

Vernon St E/O Vernon Piece Hall Dwy

Day: Thursday
Date: 11/2/2023

City: Hartford
Project #: CT23_410019_007

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND													TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**	0	5	1	1	0	0	0	0	0	0	0	0	**7**
00:15	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	2	0	0	0	0	0	0	0	0	**2**
00:30	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**	0	4	1	2	0	0	0	0	0	0	0	0	**7**
00:45	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	0	6	0	1	1	0	0	0	0	0	0	0	**8**
01:00	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	3	1	1	0	0	0	0	0	0	0	0	**5**
01:15	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	1	2	0	1	0	0	0	0	0	0	0	0	**4**	0	2	2	1	1	0	0	0	0	0	0	0	**6**
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	4	0	1	0	0	0	0	0	0	0	0	**5**
01:45	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	4	2	1	0	0	0	0	0	0	0	0	**7**
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	1	0	1	0	0	0	0	0	0	0	0	**2**
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	9	0	0	0	0	0	0	0	0	0	0	**9**
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	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	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
06:15	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	2	0	0	0	0	0	0	0	0	0	**2**
06:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	4	1	0	0	0	0	0	0	0	0	0	**5**
06:45	0	17	4	0	0	0	0	0	0	0	0	0	0	**21**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	20	5	0	0	0	0	0	0	0	0	0	**25**
07:00	0	15	0	0	2	0	0	0	0	0	0	0	0	**17**	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	24	1	0	2	0	0	0	0	0	0	0	**27**
07:15	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	12	2	0	0	0	0	0	0	0	0	0	**14**
07:30	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	4	0	0	1	1	0	0	0	0	0	0	0	**6**	0	6	1	0	1	1	0	0	0	0	0	0	**9**
07:45	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	7	1	0	0	0	0	0	0	0	0	0	**8**
08:00	0	3	0	0	0	1	0	0	0	0	0	0	0	**4**	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	12	1	0	0	1	0	0	0	0	0	0	**14**
08:15	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	8	2	0	0	0	0	0	0	0	0	0	**10**
08:30	0	17	3	0	1	0	0	0	0	0	0	0	0	**21**	0	4	1	0	1	1	0	0	0	0	0	0	0	**7**	0	21	4	0	2	1	0	0	0	0	0	0	**28**
08:45	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**	0	5	0	0	0	1	0	0	0	0	0	0	0	**6**	0	18	3	0	0	1	0	0	0	0	0	0	**22**
09:00	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	0	17	3	0	0	0	0	0	0	0	0	0	**20**
09:15	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**	0	18	4	0	0	0	0	0	0	0	0	0	**22**
09:30	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	12	5	0	0	0	0	0	0	0	0	0	**17**
09:45	0	14	1	0	0	0	0	1	0	0	0	0	0	**16**	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**	0	18	2	0	1	0	0	1	0	0	0	0	**22**
10:00	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	8	2	0	0	0	0	0	0	0	0	0	**10**
10:15	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**	0	14	4	0	0	0	0	0	0	0	0	0	**18**
10:30	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**	0	19	3	0	1	0	0	0	0	0	0	0	**23**
10:45	0	9	6	0	1	0	0	0	0	0	0	0	0	**16**	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	0	13	8	0	1	0	0	0	0	0	0	0	**22**
11:00	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**	0	4	0	1	3	0	0	0	0	0	0	0	0	**8**	0	12	0	1	4	0	0	0	0	0	0	0	**17**
11:15	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	11	0	0	0	0	0	0	0	0	0	0	**11**
11:30	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**	0	23	7	0	0	0	0	0	0	0	0	0	**30**
11:45	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	0	25	2	0	0	0	0	0	0	0	0	0	**27**

Prepared by National Data & Surveying Services

CLASSIFICATION

Vernon St E/O Vernon Piece Hall Dwy

Day: Thursday
Date: 11/2/2023

City: Hartford
Project #: CT23_410019_007

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND													TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	29	2	0	0	0	0	0	0	0	0	0	31
12:15	0	14	1	0	1	0	0	0	0	0	0	0	0	16	0	18	2	0	1	0	0	0	0	0	0	0	0	21	0	32	3	0	2	0	0	0	0	0	0	0	37
12:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	15	1	0	1	0	0	0	0	0	0	0	0	17	0	24	2	0	1	0	0	0	0	0	0	0	27
12:45	0	4	0	0	0	0	0	1	0	0	0	0	0	5	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	13	0	0	0	0	0	1	0	0	0	0	14
13:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	22	0	0	0	0	0	0	0	0	0	0	22
13:15	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	8	4	0	0	0	1	1	0	0	0	0	0	14	0	18	6	0	0	0	0	1	1	0	0	0	26
13:30	0	8	2	0	1	0	0	0	0	0	0	0	0	11	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	22	4	0	1	0	0	0	0	0	0	0	27
13:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	14	1	0	0	0	0	1	0	0	0	0	0	16	0	20	2	0	0	0	0	1	0	0	0	0	23
14:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	13	0	0	0	0	0	0	0	0	0	0	13
14:15	0	6	2	0	1	0	0	0	0	0	0	0	0	9	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	11	2	0	2	0	0	0	0	0	0	0	15
14:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0	15	4	0	0	0	0	0	0	0	0	0	19
14:45	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	35	4	0	0	0	0	0	0	0	0	0	39
15:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	19	2	0	0	0	0	0	0	0	0	0	21
15:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	12	5	0	0	0	0	0	0	0	0	0	17
15:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	18	1	0	0	0	0	0	0	0	0	0	19
15:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	22	3	0	0	0	0	0	0	0	0	0	25
16:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	26	1	0	0	0	0	0	0	0	0	0	27
16:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	34	2	0	0	0	0	0	0	0	0	0	36
16:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	26	3	0	0	0	0	0	0	0	0	0	29
16:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	20	0	0	0	0	0	0	0	0	0	0	20
17:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	33	1	0	0	0	0	0	0	0	0	0	34
17:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	16	0	0	0	0	0	0	0	0	0	0	16
17:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	26	0	0	0	0	0	0	0	0	0	0	26
17:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	15	1	0	0	0	0	0	0	0	0	0	16
18:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	22	0	0	0	0	0	0	0	0	0	0	22
18:15	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	37	2	0	0	0	0	0	0	0	0	0	39
18:30	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	21	3	0	0	0	0	0	0	0	0	0	24
18:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	21	1	0	0	0	0	0	0	0	0	0	22
19:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	12	0	0	0	0	0	0	0	0	0	0	12
19:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	18	0	0	0	0	0	0	0	0	0	0	18
19:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	16	0	0	0	0	0	0	0	0	0	0	16
19:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	20	2	0	0	0	0	0	0	0	0	0	22
20:00	0	9	1	1	0	0	0	0	0	0	0	0	0	11	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	22	1	1	0	0	0	0	0	0	0	0	24
20:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	15	2	1	0	0	0	0	0	0	0	0	0	18	0	22	3	1	0	0	0	0	0	0	0	0	26
20:30	0	6	1	1	0	0	0	0	0	0	0	0	0	8	0	8	0	0	1	0	0	0	0	0	0	0	0	9	0	14	1	1	1	0	0	0	0	0	0	0	17
20:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	13	1	0	0	0	0	0	0	0	0	0	14
21:00	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	10	0	2	0	0	0	0	0	0	0	0	12
21:15	0	11	0	1	0	0	0	0	0	0	0	0	0	12	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	21	1	1	0	0	0	0	0	0	0	0	23
21:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	15	0	1	0	0	0	0	0	0	0	0	0	16	0	22	0	1	0	0	0	0	0	0	0	0	23
21:45	0	9	1	1	0	0	0	0	0	0	0	0	0	11	0	10	0	0	2	0	0	0	0	0	0	0	0	12	0	19	1	1	2	0	0	0	0	0	0	0	23
22:00	0	7	1	1	0	0	0	0	0	0	0	0	0	9	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	10	1	2	0	0	0	0	0	0	0	0	13
22:15	0	7	0	1	0	0	0	0	0	0	0	0	0	8	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	16	0	1	0	0	0	0	0	0	0	0	17
22:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	1	0	1	1	0	0	0	0	0	0	0	0	3	0	7	2	1	1	0	0	0	0	0	0	0	11
22:45	0	6	1	1	0	0	0	0	0	0	0	0	0	8	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	12	1	1	0	0	0	0	0	0	0	0	14
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	6	0	1	0	0	0	0	0	0	0	0	7
23:15	0	7	0	1	0	0	0	0	0	0	0	0	0	8	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	16	1	1	0	0	0	0	0	0	0	0	18
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	9	0	1	0	0	0	0	0	0	0	0	10
23:45	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	6	0	1	0	0	0	0	0	0	0	0	7
Totals	**0**	**642**	**74**	**16**	**8**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**743**	**0**	**648**	**65**	**13**	**16**	**3**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**748**	**0**	**1,290**	**139**	**29**	**24**	**4**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**1,491**
% of Totals		**86%**	**10%**	**2%**	**1%**	**0%**		**0%**						**100%**		**87%**	**9%**	**2%**	**2%**	**0%**		**0%**	**0%**					**100%**		**87%**	**9%**	**2%**	**2%**	**0%**		**0%**	**0%**					**100%**

Prepared by National Data & Surveying Services

VOLUME

Vernon St E/O Vernon Piece Hall Dwy

Day: Thursday
Date: 11/2/2023

City: Hartford
Project #: CT23_410019_007

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	743	748	1,491

DAILY TOTALS

15-Minutes Interval

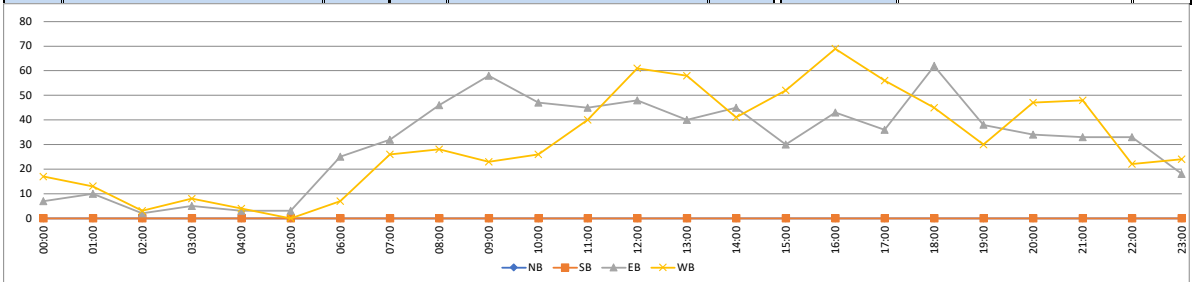
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			3	4	7	12:00			17	14	31
00:15			1	1	2	12:15			16	21	37
00:30			1	6	7	12:30			10	17	27
00:45			2	6	8	12:45			5	9	14
01:00			2	3	5	13:00			10	12	22
01:15			2	4	6	13:15			12	14	26
01:30			3	2	5	13:30			11	16	27
01:45			3	4	7	13:45			7	16	23
02:00			0	2	2	14:00			6	7	13
02:15			0	0	0	14:15			9	6	15
02:30			1	0	1	14:30			7	12	19
02:45			1	1	2	14:45			23	16	39
03:00			3	6	9	15:00			7	14	21
03:15			2	1	3	15:15			5	12	17
03:30			0	1	1	15:30			9	10	19
03:45			0	0	0	15:45			9	16	25
04:00			0	2	2	16:00			11	16	27
04:15			2	1	3	16:15			13	23	36
04:30			0	1	1	16:30			11	18	29
04:45			1	0	1	16:45			8	12	20
05:00			1	0	1	17:00			14	20	34
05:15			0	0	0	17:15			6	10	16
05:30			1	0	1	17:30			12	14	26
05:45			1	0	1	17:45			4	12	16
06:00			0	0	0	18:00			14	8	22
06:15			1	1	2	18:15			22	17	39
06:30			3	2	5	18:30			14	10	24
06:45			21	4	25	18:45			12	10	22
07:00			17	10	27	19:00			8	4	12
07:15			8	6	14	19:15			9	9	18
07:30			3	6	9	19:30			6	10	16
07:45			4	4	8	19:45			15	7	22
08:00			4	10	14	20:00			11	13	24
08:15			5	5	10	20:15			8	18	26
08:30			21	7	28	20:30			8	9	17
08:45			16	6	22	20:45			7	7	14
09:00			17	3	20	21:00			3	9	12
09:15			13	9	22	21:15			12	11	23
09:30			12	5	17	21:30			7	16	23
09:45			16	6	22	21:45			11	12	23
10:00			7	3	10	22:00			9	4	13
10:15			10	8	18	22:15			8	9	17
10:30			14	9	23	22:30			8	3	11
10:45			16	6	22	22:45			8	6	14
11:00			9	8	17	23:00			1	6	7
11:15			5	6	11	23:15			8	10	18
11:30			16	14	30	23:30			4	6	10
11:45			15	12	27	23:45			5	2	7
TOTALS	0	0	283	195	478	TOTALS	0	0	460	553	1013
SPLIT %	0%	0%	59%	41%	32%	SPLIT %	0%	0%	45%	55%	68%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			7	17	24
01:00	02:00			10	13	23
02:00	03:00			2	3	5
03:00	04:00			5	8	13
04:00	05:00			3	4	7
05:00	06:00			3	0	3
06:00	07:00			25	7	32
07:00	08:00			32	26	58
08:00	09:00			46	28	74
09:00	10:00			58	23	81
10:00	11:00			47	26	73
11:00	12:00			45	40	85
12:00	13:00			48	61	109
13:00	14:00			40	58	98
14:00	15:00			45	41	86
15:00	16:00			30	52	82
16:00	17:00			43	69	112
17:00	18:00			36	56	92
18:00	19:00			62	45	107
19:00	20:00			38	30	68
20:00	21:00			34	47	81
21:00	22:00			33	48	81
22:00	23:00			33	22	55
23:00	00:00			18	24	42

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			283	195	478
Peak Hour			8:30	11:00	8:30
Peak Volume			67	40	92
Peak Hour Factor			0.798	0.714	0.821
Peak Period	12:00	to	00:00		
Volume			460	553	1013
Peak Hour			18:00	15:45	16:15
Peak Volume			62	73	119
Peak Hour Factor			0.705	0.793	0.826
Peak Period	07:00	to	09:00		
Volume			78	54	132
Peak Hour			8:00	8:00	8:00
Peak Volume			46	28	74
Peak Hour Factor			0.548	0.700	0.661
Peak Period	16:00	to	18:00		
Volume			79	125	204
Peak Hour			16:15	16:15	16:15
Peak Volume			46	73	119
Peak Hour Factor			0.821	0.793	0.826



Broad St N/O Vernon St

Averaged Counts

TIME		Tues			Wed			Ave		
		NB	SB	TOTAL	NB	SB	TOTAL	NB	SB	Total
00:00	01:00	66	95	**161**	66	98	**164**	66	96.5	**163**
01:00	02:00	63	56	**119**	56	47	**103**	59.5	51.5	**111**
02:00	03:00	32	30	**62**	27	40	**67**	29.5	35	**65**
03:00	04:00	25	26	**51**	27	25	**52**	26	25.5	**52**
04:00	05:00	54	29	**83**	47	18	**65**	50.5	23.5	**74**
5:00	06:00	75	63	**138**	83	65	**148**	79	64	**143**
06:00	07:00	172	178	**350**	167	182	**349**	169.5	180	**350**
07:00	08:00	357	307	**664**	348	315	**663**	352.5	311	**664**
08:00	09:00	385	354	**739**	395	356	**751**	390	355	**745**
09:00	10:00	286	304	**590**	266	287	**553**	276	295.5	**572**
10:00	11:00	232	264	**496**	241	262	**503**	236.5	263	**500**
11:00	12:00	352	337	**689**	329	295	**624**	340.5	316	**657**
12:00	13:00	332	333	**665**	303	332	**635**	317.5	332.5	**650**
13:00	14:00	310	314	**624**	292	302	**594**	301	308	**609**
14:00	15:00	322	331	**653**	313	348	**661**	317.5	339.5	**657**
15:00	16:00	367	357	**724**	367	419	**786**	367	388	**755**
16:00	17:00	408	366	**774**	432	418	**850**	420	392	**812**
17:00	18:00	348	310	**658**	414	382	**796**	381	346	**727**
18:00	19:00	306	304	**610**	312	367	**679**	309	335.5	**645**
19:00	20:00	235	251	**486**	248	259	**507**	241.5	255	**497**
20:00	21:00	188	204	**392**	231	234	**465**	209.5	219	**429**
21:00	22:00	154	144	**298**	176	210	**386**	165	177	**342**
22:00	23:00	124	136	**260**	137	150	**287**	130.5	143	**274**
23:00	00:00	122	99	**221**	129	130	**259**	125.5	114.5	**240**

Prepared by National Data & Surveying Services

CLASSIFICATION

Broad St N/O Vernon St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_008

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	61	5	0	0	0	0	0	0	0	0	0	0	66	0	89	3	3	0	0	0	0	0	0	0	0	0	95	0	150	8	3	0	0	0	0	0	0	0	0	0	161
01:00	0	60	2	1	0	0	0	0	0	0	0	0	0	63	0	51	2	3	0	0	0	0	0	0	0	0	0	56	0	111	4	4	0	0	0	0	0	0	0	0	0	119
02:00	0	28	4	0	0	0	0	0	0	0	0	0	0	32	0	30	0	0	0	0	0	0	0	0	0	0	0	30	0	58	4	0	0	0	0	0	0	0	0	0	0	62
03:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	25	1	0	0	0	0	0	0	0	0	0	0	26	0	48	3	0	0	0	0	0	0	0	0	0	0	51
04:00	0	50	2	0	2	0	0	0	0	0	0	0	0	54	0	22	4	0	3	0	0	0	0	0	0	0	0	29	0	72	6	0	5	0	0	0	0	0	0	0	0	83
05:00	0	68	5	2	0	0	0	0	0	0	0	0	0	75	0	58	4	1	0	0	0	0	0	0	0	0	0	63	0	126	9	3	0	0	0	0	0	0	0	0	0	138
06:00	1	143	11	16	1	0	0	0	0	0	0	0	0	172	0	151	13	9	4	1	0	0	0	0	0	0	0	178	1	294	24	25	5	1	0	0	0	0	0	0	0	350
07:00	0	290	38	25	3	0	0	1	0	0	0	0	0	357	0	260	23	23	1	0	0	0	0	0	0	0	0	307	0	550	61	48	4	0	0	1	0	0	0	0	0	664
08:00	0	336	26	21	2	0	0	0	0	0	0	0	0	385	0	309	26	15	3	0	0	1	0	0	0	0	0	354	0	645	52	36	5	0	0	1	0	0	0	0	0	739
09:00	1	245	21	8	10	0	1	0	0	0	0	0	0	286	1	265	27	5	5	1	0	0	0	0	0	0	0	304	2	510	48	13	15	1	1	0	0	0	0	0	0	590
10:00	0	197	25	4	6	0	0	0	0	0	0	0	0	232	0	225	33	3	2	1	0	0	0	0	0	0	0	264	0	422	58	7	8	1	0	0	0	0	0	0	0	496
11:00	0	297	33	16	6	0	0	0	0	0	0	0	0	352	0	285	31	18	3	0	0	0	0	0	0	0	0	337	0	582	64	34	9	0	0	0	0	0	0	0	0	689
12:00	0	276	32	13	9	0	0	2	0	0	0	0	0	332	0	295	28	5	4	0	0	1	0	0	0	0	0	333	0	571	60	18	13	0	0	3	0	0	0	0	0	665
13:00	0	251	40	13	6	0	0	0	0	0	0	0	0	310	0	272	29	9	4	0	0	0	0	0	0	0	0	314	0	523	69	22	10	0	0	0	0	0	0	0	0	624
14:00	0	274	29	14	5	0	0	0	0	0	0	0	0	322	0	296	24	6	4	0	0	0	1	0	0	0	0	331	0	570	53	20	9	0	0	0	1	0	0	0	0	653
15:00	0	327	25	12	3	0	0	0	0	0	0	0	0	367	1	316	24	15	1	0	0	0	0	0	0	0	0	357	1	643	49	27	4	0	0	0	0	0	0	0	0	724
16:00	1	369	23	13	2	0	0	0	0	0	0	0	0	408	1	320	30	14	1	0	0	0	0	0	0	0	0	366	2	689	53	27	3	0	0	0	0	0	0	0	0	774
17:00	0	315	26	3	3	0	0	1	0	0	0	0	0	348	0	281	21	5	3	0	0	0	0	0	0	0	0	310	0	596	47	8	6	0	0	1	0	0	0	0	0	658
18:00	1	270	26	6	2	0	0	1	0	0	0	0	0	306	2	266	26	8	2	0	0	0	0	0	0	0	0	304	3	536	52	14	4	0	0	1	0	0	0	0	0	610
19:00	0	215	20	0	0	0	0	0	0	0	0	0	0	235	0	226	18	6	1	0	0	0	0	0	0	0	0	251	0	441	38	6	1	0	0	0	0	0	0	0	0	486
20:00	0	169	14	2	3	0	0	0	0	0	0	0	0	188	0	187	12	4	1	0	0	0	0	0	0	0	0	204	0	356	26	6	4	0	0	0	0	0	0	0	0	392
21:00	0	139	14	1	0	0	0	0	0	0	0	0	0	154	0	124	13	6	1	0	0	0	0	0	0	0	0	144	0	263	27	7	1	0	0	0	0	0	0	0	0	298
22:00	0	111	9	1	3	0	0	0	0	0	0	0	0	124	0	126	7	2	1	0	0	0	0	0	0	0	0	136	0	237	16	3	4	0	0	0	0	0	0	0	0	260
23:00	0	116	6	0	0	0	0	0	0	0	0	0	0	122	0	86	7	4	2	0	0	0	0	0	0	0	0	99	0	202	13	4	2	0	0	0	0	0	0	0	0	221
Totals	**4**	**4,630**	**438**	**171**	**66**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**5,315**	**5**	**4,565**	**406**	**164**	**46**	**3**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**5,192**	**9**	**9,195**	**844**	**335**	**112**	**3**	**1**	**7**	**1**	**0**	**0**	**0**	**0**	**10,507**
% of Totals	0%	87%	8%	3%	1%		0%	0%						100%	0%	88%	8%	3%	1%	0%		0%	0%					100%	0%	88%	8%	3%	1%	0%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

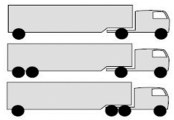
#3 2-Axle, 4-Tire Single Unit

#4 Buses

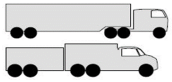
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	2	1798	174	93	30	0	1	1	0	0	0	0	0	2099	1	1770	167	80	21	3	0	1	0	0	0	0	0	2043	3	3568	341	173	51	3	1	2	0	0	0	0	0	4142
%	0%	34%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	39%	0%	34%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	39%	0%	34%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	39%
Peak Hour	5:30	8:00	7:15	6:45	9:00	0:00	9:00	7:00	0:00	0:00	0:00	0:00	0:00	7:15	8:15	8:00	9:30	7:00	9:15	5:45	0:00	7:15	0:00	0:00	0:00	0:00	0:00	8:00	8:15	8:00	11:15	6:45	9:00	5:45	9:00	7:15	0:00	0:00	0:00	0:00	0:00	8:00
Peak Volume	1	336	39	29	10	0	1	1	0	0	0	0	0	395	1	309	36	23	6	1	0	1	0	0	0	0	0	354	2	645	68	49	15	1	1	2	0	0	0	0	0	739
12:00 - 24:00	2	2832	264	78	36	0	0	4	0	0	0	0	0	3216	4	2795	239	84	25	0	0	1	1	0	0	0	0	3149	6	5627	503	162	61	0	0	5	1	0	0	0	0	6365
%	0%	53%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	61%	0%	54%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	61%	0%	54%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	61%
Peak Hour	15:30	15:45	12:45	15:45	12:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:45	17:15	15:30	12:15	15:15	12:00	12:00	12:00	12:00	14:00	12:00	12:00	12:00	12:00	15:30	18:00	15:30	12:45	15:45	12:15	12:00	12:00	12:00	14:00	12:00	12:00	12:00	12:00	15:30
Peak Volume	1	406	42	22	10	0	0	2	0	0	0	0	0	458	2	327	34	17	4	0	0	1	1	0	0	0	0	373	3	727	74	38	14	0	0	3	1	0	0	0	0	823
07:00 - 09:00	0	626	64	46	5	0	0	1	0	0	0	0	0	742	0	569	49	38	4	0	0	1	0	0	0	0	0	661	0	1195	113	84	9	0	0	2	0	0	0	0	0	1403
%	0%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	11%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	11%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	8:00	7:15	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:00	8:00	7:15	7:00	8:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	8:00	7:00	8:00	7:15	7:00	7:15	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	8:00
Peak Volume	0	336	39	25	4	0	0	1	0	0	0	0	0	395	0	309	26	23	3	0	0	1	0	0	0	0	0	354	0	645	65	48	5	0	0	2	0	0	0	0	0	739
16:00 - 18:00	1	684	49	16	5	0	0	1	0	0	0	0	0	756	1	601	51	19	4	0	0	0	0	0	0	0	0	676	2	1285	100	35	9	0	0	1	0	0	0	0	0	1432
%	0%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	16:00	16:00	17:00	16:00	16:45	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	1	369	26	13	4	0	0	1	0	0	0	0	0	408	1	326	30	14	3	0	0	0	0	0	0	0	0	366	2	689	53	27	6	0	0	1	0	0	0	0	0	774

Prepared by National Data & Surveying Services

CLASSIFICATION

Broad St N/O Vernon St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_008

	Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
15-MINUTE BREAKDOWN	00:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	30	1	2	0	0	0	0	0	0	0	0	0	33	0	46	4	2	0	0	0	0	0	0	0	0	0	52
	00:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	36	2	0	0	0	0	0	0	0	0	0	0	38
	00:30	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	18	0	1	0	0	0	0	0	0	0	0	0	19	0	31	2	1	0	0	0	0	0	0	0	0	0	34
	00:45	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	37	0	0	0	0	0	0	0	0	0	0	0	37
	01:00	0	20	0	1	0	0	0	0	0	0	0	0	0	21	0	15	0	1	0	0	0	0	0	0	0	0	0	16	0	35	0	2	0	0	0	0	0	0	0	0	0	37
	01:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	16	1	1	0	0	0	0	0	0	0	0	0	18	0	29	2	1	0	0	0	0	0	0	0	0	0	32
	01:30	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	12	1	1	0	0	0	0	0	0	0	0	0	14	0	28	2	1	0	0	0	0	0	0	0	0	0	31
	01:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	19	0	0	0	0	0	0	0	0	0	0	0	19
	02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	18	1	0	0	0	0	0	0	0	0	0	0	19
	02:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	18	1	0	0	0	0	0	0	0	0	0	0	19
	02:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	02:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	03:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	1	0	0	0	0	0	0	0	0	0	0	12
	03:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	16	0	0	0	0	0	0	0	0	0	0	0	16
	03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	04:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0	13	0	0	1	0	0	0	0	0	0	0	0	14
	04:15	0	8	0	0	2	0	0	0	0	0	0	0	0	10	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	21	1	0	2	0	0	0	0	0	0	0	0	24
	04:30	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	4	1	0	1	0	0	0	0	0	0	0	0	6	0	26	2	0	1	0	0	0	0	0	0	0	0	29
	04:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	3	2	0	1	0	0	0	0	0	0	0	0	6	0	12	3	0	1	0	0	0	0	0	0	0	0	16
	05:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	15	0	0	0	0	0	0	0	0	0	0	0	15
	05:15	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	27	1	0	0	0	0	0	0	0	0	0	0	28
	05:30	0	15	2	2	0	0	0	0	0	0	0	0	0	19	0	22	0	0	0	0	0	0	0	0	0	0	0	22	0	37	2	2	0	0	0	0	0	0	0	0	0	41
	05:45	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	23	4	1	0	0	0	0	0	0	0	0	0	28	0	47	6	1	0	0	0	0	0	0	0	0	0	54
	06:00	0	25	2	2	0	0	0	0	0	0	0	0	0	29	0	29	4	1	2	0	0	0	0	0	0	0	0	36	0	54	6	3	2	0	0	0	0	0	0	0	0	65
	06:15	1	33	1	1	0	0	0	0	0	0	0	0	0	36	0	25	1	4	0	0	0	0	0	0	0	0	0	30	1	58	2	5	0	0	0	0	0	0	0	0	0	66
	06:30	0	41	4	4	0	0	0	0	0	0	0	0	0	49	0	44	1	2	2	1	0	0	0	0	0	0	0	50	0	85	5	6	2	1	0	0	0	0	0	0	0	99
	06:45	0	44	4	9	1	0	0	0	0	0	0	0	0	58	0	53	7	2	0	0	0	0	0	0	0	0	0	62	0	97	11	11	1	0	0	0	0	0	0	0	0	120
	07:00	0	40	4	8	0	0	0	0	0	0	0	0	0	52	0	63	4	9	0	0	0	0	0	0	0	0	0	76	0	103	8	17	0	0	0	0	0	0	0	0	0	128
	07:15	0	98	12	6	2	0	0	0	0	0	0	0	0	118	0	73	7	3	1	0	0	0	0	0	0	0	0	84	0	171	19	9	3	0	0	0	0	0	0	0	0	202
	07:30	0	75	12	6	1	0	0	0	0	0	0	0	0	94	0	59	6	6	0	0	0	0	0	0	0	0	0	71	0	134	18	12	1	0	0	0	0	0	0	0	0	165
	07:45	0	77	10	5	0	0	0	1	0	0	0	0	0	93	0	65	6	5	0	0	0	0	0	0	0	0	0	76	0	142	16	10	0	0	0	1	0	0	0	0	0	169
	08:00	0	78	5	6	1	0	0	0	0	0	0	0	0	90	0	70	7	4	0	0	0	1	0	0	0	0	0	82	0	148	12	10	1	0	0	1	0	0	0	0	0	172
	08:15	0	88	6	5	1	0	0	0	0	0	0	0	0	100	0	78	3	4	0	0	0	0	0	0	0	0	0	85	0	166	9	9	1	0	0	0	0	0	0	0	0	185
	08:30	0	72	6	4	0	0	0	0	0	0	0	0	0	82	0	87	9	2	2	0	0	0	0	0	0	0	0	100	0	159	15	6	2	0	0	0	0	0	0	0	0	182
	08:45	0	98	9	6	0	0	0	0	0	0	0	0	0	113	0	74	7	5	1	0	0	0	0	0	0	0	0	87	0	172	16	11	1	0	0	0	0	0	0	0	0	200
	09:00	1	68	3	4	2	0	0	0	0	0	0	0	0	78	1	63	3	3	0	0	0	0	0	0	0	0	0	70	2	131	6	7	2	0	0	0	0	0	0	0	0	148
	09:15	0	57	6	2	3	0	0	0	0	0	0	0	0	68	0	63	6	1	1	0	0	0	0	0	0	0	0	71	0	120	12	3	4	0	0	0	0	0	0	0	0	139
	09:30	0	55	3	0	2	0	0	0	0	0	0	0	0	60	0	54	5	1	1	0	0	0	0	0	0	0	0	61	0	109	8	1	3	0	0	0	0	0	0	0	0	121
	09:45	0	65	9	2	3	0	1	0	0	0	0	0	0	80	0	85	13	0	3	1	0	0	0	0	0	0	0	102	0	150	22	2	6	1	1	0	0	0	0	0	0	182
	10:00	0	58	6	1	1	0	0	0	0	0	0	0	0	66	0	53	8	1	1	0	0	0	0	0	0	0	0	63	0	111	14	2	2	0	0	0	0	0	0	0	0	129
	10:15	0	48	10	2	2	0	0	0	0	0	0	0	0	62	0	52	10	0	1	0	0	0	0	0	0	0	0	63	0	100	20	2	3	0	0	0	0	0	0	0	0	125
	10:30	0	48	3	0	0	0	0	0	0	0	0	0	0	51	0	52	5	1	0	0	0	0	0	0	0	0	0	58	0	100	8	1	0	0	0	0	0	0	0	0	0	109
	10:45	0	43	6	1	3	0	0	0	0	0	0	0	0	53	0	68	10	1	0	1	0	0	0	0	0	0	0	80	0	111	16	2	3	1	0	0	0	0	0	0	0	133
	11:00	0	55	5	1	1	0	0	0	0	0	0	0	0	62	0	69	4	3	0	0	0	0	0	0	0	0	0	76	0	124	9	4	1	0	0	0	0	0	0	0	0	138
	11:15	0	68	7	1	4	0	0	0	0	0	0	0	0	80	0	79	7	8	1	0	0	0	0	0	0	0	0	95	0	147	14	9	5	0	0	0	0	0	0	0	0	175
	11:30	0	104	12	10	0	0	0	0	0	0	0	0	0	126	0	73	6	2	0	0	0	0	0	0	0	0	0	81	0	177	18	12	0	0	0	0	0	0	0	0	0	207
	11:45	0	70	9	4	1	0	0	0	0	0	0	0	0	84	0	64	14	5	2	0	0	0	0	0	0	0	0	85	0	134	23	9	3	0	0	0	0	0	0	0	0	169

Prepared by National Data & Surveying Services

CLASSIFICATION

Broad St N/O Vernon St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_008

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	69	9	1	2	0	0	0	0	0	0	0	0	81	0	58	4	2	1	0	0	1	0	0	0	0	0	66	0	127	13	3	3	0	0	1	0	0	0	0	0	147
12:15	0	66	7	1	3	0	0	0	0	0	0	0	0	77	0	81	6	1	2	0	0	0	0	0	0	0	0	90	0	147	13	2	5	0	0	0	0	0	0	0	0	167
12:30	0	65	7	8	2	0	0	0	0	0	0	0	0	82	0	74	9	2	0	0	0	0	0	0	0	0	0	85	0	139	16	10	2	0	0	0	0	0	0	0	0	167
12:45	0	76	9	3	2	0	0	2	0	0	0	0	0	92	0	82	9	0	1	0	0	0	0	0	0	0	0	92	0	158	18	3	3	0	0	2	0	0	0	0	0	184
13:00	0	72	9	6	3	0	0	0	0	0	0	0	0	90	0	58	10	3	1	0	0	0	0	0	0	0	0	72	0	130	19	9	4	0	0	0	0	0	0	0	0	162
13:15	0	60	11	2	1	0	0	0	0	0	0	0	0	74	0	86	2	2	2	0	0	0	0	0	0	0	0	92	0	146	13	4	3	0	0	0	0	0	0	0	0	166
13:30	0	59	13	2	1	0	0	0	0	0	0	0	0	75	0	57	11	2	0	0	0	0	0	0	0	0	0	70	0	116	24	4	1	0	0	0	0	0	0	0	0	145
13:45	0	60	7	3	1	0	0	0	0	0	0	0	0	71	0	71	6	2	1	0	0	0	0	0	0	0	0	80	0	131	13	5	2	0	0	0	0	0	0	0	0	151
14:00	0	72	7	3	1	0	0	0	0	0	0	0	0	83	0	77	10	2	1	0	0	0	0	0	0	0	0	90	0	149	17	5	2	0	0	0	0	0	0	0	0	173
14:15	0	67	13	3	3	0	0	0	0	0	0	0	0	86	0	74	5	1	1	0	0	0	0	0	0	0	0	81	0	141	18	4	4	0	0	0	0	0	0	0	0	167
14:30	0	71	7	4	1	0	0	0	0	0	0	0	0	83	0	64	1	2	1	0	0	0	0	0	0	0	0	68	0	135	8	6	2	0	0	0	0	0	0	0	0	151
14:45	0	64	2	4	0	0	0	0	0	0	0	0	0	70	0	81	8	1	1	0	0	0	1	0	0	0	0	92	0	145	10	5	1	0	0	0	1	0	0	0	0	162
15:00	0	53	6	0	0	0	0	0	0	0	0	0	0	59	0	71	9	3	0	0	0	0	0	0	0	0	0	83	0	124	15	3	0	0	0	0	0	0	0	0	0	142
15:15	0	80	5	3	2	0	0	0	0	0	0	0	0	90	1	86	6	3	1	0	0	0	0	0	0	0	0	97	1	166	11	6	3	0	0	0	0	0	0	0	0	187
15:30	0	88	5	0	0	0	0	0	0	0	0	0	0	93	0	79	6	4	0	0	0	0	0	0	0	0	0	89	0	167	11	4	0	0	0	0	0	0	0	0	0	182
15:45	0	106	9	9	1	0	0	0	0	0	0	0	0	125	0	80	3	5	0	0	0	0	0	0	0	0	0	88	0	186	12	14	1	0	0	0	0	0	0	0	0	213
16:00	0	112	5	3	0	0	0	0	0	0	0	0	0	120	0	76	11	5	0	0	0	0	0	0	0	0	0	92	0	188	16	8	0	0	0	0	0	0	0	0	0	212
16:15	1	94	10	6	1	0	0	0	0	0	0	0	0	112	0	92	8	3	1	0	0	0	0	0	0	0	0	104	1	186	18	9	2	0	0	0	0	0	0	0	0	216
16:30	0	94	3	4	0	0	0	0	0	0	0	0	0	101	1	67	5	3	0	0	0	0	0	0	0	0	0	76	1	161	8	7	0	0	0	0	0	0	0	0	0	177
16:45	0	69	5	0	1	0	0	0	0	0	0	0	0	75	0	85	6	3	0	0	0	0	0	0	0	0	0	94	0	154	11	3	1	0	0	0	0	0	0	0	0	169
17:00	0	83	4	1	0	0	0	0	0	0	0	0	0	88	0	82	7	1	0	0	0	0	0	0	0	0	0	90	0	165	11	2	0	0	0	0	0	0	0	0	0	178
17:15	0	86	9	1	2	0	0	0	0	0	0	0	0	98	0	68	2	1	0	0	0	0	0	0	0	0	0	71	0	154	11	2	2	0	0	0	0	0	0	0	0	169
17:30	0	86	4	1	1	0	0	0	0	0	0	0	0	92	0	76	5	2	1	0	0	0	0	0	0	0	0	84	0	162	9	3	2	0	0	0	0	0	0	0	0	176
17:45	0	60	9	0	0	0	0	1	0	0	0	0	0	70	0	55	7	1	2	0	0	0	0	0	0	0	0	65	0	115	16	1	2	0	0	1	0	0	0	0	0	135
18:00	0	67	8	1	0	0	0	0	0	0	0	0	0	76	2	61	8	2	0	0	0	0	0	0	0	0	0	73	2	128	16	3	0	0	0	0	0	0	0	0	0	149
18:15	0	64	6	1	1	0	0	0	0	0	0	0	0	72	0	60	9	4	1	0	0	0	0	0	0	0	0	74	0	124	15	5	2	0	0	0	0	0	0	0	0	146
18:30	0	74	4	2	0	0	0	1	0	0	0	0	0	81	0	69	5	0	0	0	0	0	0	0	0	0	0	74	0	143	9	2	0	0	0	1	0	0	0	0	0	155
18:45	1	65	8	2	1	0	0	0	0	0	0	0	0	77	0	76	4	2	1	0	0	0	0	0	0	0	0	83	1	141	12	4	2	0	0	0	0	0	0	0	0	160
19:00	0	57	4	0	0	0	0	0	0	0	0	0	0	61	0	68	3	1	0	0	0	0	0	0	0	0	0	72	0	125	7	1	0	0	0	0	0	0	0	0	0	133
19:15	0	52	4	0	0	0	0	0	0	0	0	0	0	56	0	48	5	2	1	0	0	0	0	0	0	0	0	56	0	100	9	2	1	0	0	0	0	0	0	0	0	112
19:30	0	66	5	0	0	0	0	0	0	0	0	0	0	71	0	56	5	2	0	0	0	0	0	0	0	0	0	63	0	122	10	2	0	0	0	0	0	0	0	0	0	134
19:45	0	40	7	0	0	0	0	0	0	0	0	0	0	47	0	54	5	1	0	0	0	0	0	0	0	0	0	60	0	94	12	1	0	0	0	0	0	0	0	0	0	107
20:00	0	38	3	2	0	0	0	0	0	0	0	0	0	43	0	52	2	1	1	0	0	0	0	0	0	0	0	56	0	90	5	3	1	0	0	0	0	0	0	0	0	99
20:15	0	45	4	0	0	0	0	0	0	0	0	0	0	49	0	42	5	1	0	0	0	0	0	0	0	0	0	48	0	87	9	1	0	0	0	0	0	0	0	0	0	97
20:30	0	56	6	0	0	0	0	0	0	0	0	0	0	62	0	48	3	2	0	0	0	0	0	0	0	0	0	53	0	104	9	2	0	0	0	0	0	0	0	0	0	115
20:45	0	30	1	0	3	0	0	0	0	0	0	0	0	34	0	45	2	0	0	0	0	0	0	0	0	0	0	47	0	75	3	0	3	0	0	0	0	0	0	0	0	81
21:00	0	44	4	1	0	0	0	0	0	0	0	0	0	49	0	39	3	1	0	0	0	0	0	0	0	0	0	43	0	83	7	2	0	0	0	0	0	0	0	0	0	92
21:15	0	36	5	0	0	0	0	0	0	0	0	0	0	41	0	30	2	1	0	0	0	0	0	0	0	0	0	33	0	66	7	1	0	0	0	0	0	0	0	0	0	74
21:30	0	28	2	0	0	0	0	0	0	0	0	0	0	30	0	22	5	3	1	0	0	0	0	0	0	0	0	31	0	50	7	3	1	0	0	0	0	0	0	0	0	61
21:45	0	31	3	0	0	0	0	0	0	0	0	0	0	34	0	33	3	1	0	0	0	0	0	0	0	0	0	37	0	64	6	1	0	0	0	0	0	0	0	0	0	71
22:00	0	30	3	1	0	0	0	0	0	0	0	0	0	34	0	33	5	0	0	0	0	0	0	0	0	0	0	38	0	63	8	1	0	0	0	0	0	0	0	0	0	72
22:15	0	27	2	0	2	0	0	0	0	0	0	0	0	31	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0	55	3	0	2	0	0	0	0	0	0	0	0	60
22:30	0	27	3	0	0	0	0	0	0	0	0	0	0	30	0	42	1	2	0	0	0	0	0	0	0	0	0	45	0	69	4	2	0	0	0	0	0	0	0	0	0	75
22:45	0	27	1	0	1	0	0	0	0	0	0	0	0	29	0	23	0	0	1	0	0	0	0	0	0	0	0	24	0	50	1	0	2	0	0	0	0	0	0	0	0	53
23:00	0	38	4	0	0	0	0	0	0	0	0	0	0	42	0	25	2	2	1	0	0	0	0	0	0	0	0	30	0	63	6	2	1	0	0	0	0	0	0	0	0	72
23:15	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0	22	3	0	1	0	0	0	0	0	0	0	0	26	0	50	4	0	1	0	0	0	0	0	0	0	0	55
23:30	0	29	1	0	0	0	0	0	0	0	0	0	0	30	0	22	2	2	0	0	0	0	0	0	0	0	0	26	0	51	3	2	0	0	0	0	0	0	0	0	0	56
23:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	38	0	0	0	0	0	0	0	0	0	0	0	38
Totals	**4**	**4,630**	**438**	**171**	**66**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**5,315**	**5**	**4,565**	**406**	**164**	**46**	**3**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**5,192**	**9**	**9,195**	**844**	**335**	**112**	**3**	**1**	**7**	**1**	**0**	**0**	**0**	**0**	**10,507**
% of Totals	0%	87%	8%	3%	1%		0%	0%						100%	0%	88%	8%	3%	1%	0%		0%	0%					100%	0%	88%	8%	3%	1%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

VOLUME

Broad St N/O Vernon St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_008

DAILY TOTALS	NB	SB	EB	WB	Total
	5,315	5,192	0	0	10,507

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	19	33			52	12:00	81	66			147
00:15	14	24			38	12:15	77	90			167
00:30	15	19			34	12:30	82	85			167
00:45	18	19			37	12:45	92	92			184
01:00	21	16			37	13:00	90	72			162
01:15	14	18			32	13:15	74	92			166
01:30	17	14			31	13:30	75	70			145
01:45	11	8			19	13:45	71	80			151
02:00	7	12			19	14:00	83	90			173
02:15	10	9			19	14:15	86	81			167
02:30	10	4			14	14:30	83	68			151
02:45	5	5			10	14:45	70	92			162
03:00	4	6			10	15:00	59	83			142
03:15	7	5			12	15:15	90	97			187
03:30	10	6			16	15:30	93	89			182
03:45	4	9			13	15:45	125	88			213
04:00	11	3			14	16:00	120	92			212
04:15	10	14			24	16:15	112	104			216
04:30	23	6			29	16:30	101	76			177
04:45	10	6			16	16:45	75	94			169
05:00	10	5			15	17:00	88	90			178
05:15	20	8			28	17:15	98	71			169
05:30	19	22			41	17:30	92	84			176
05:45	26	28			54	17:45	70	65			135
06:00	29	36			65	18:00	76	73			149
06:15	36	30			66	18:15	72	74			146
06:30	49	50			99	18:30	81	74			155
06:45	58	62			120	18:45	77	83			160
07:00	52	76			128	19:00	61	72			133
07:15	118	84			202	19:15	56	56			112
07:30	94	71			165	19:30	71	63			134
07:45	93	76			169	19:45	47	60			107
08:00	90	82			172	20:00	43	56			99
08:15	100	85			185	20:15	49	48			97
08:30	82	100			182	20:30	62	53			115
08:45	113	87			200	20:45	34	47			81
09:00	78	70			148	21:00	49	43			92
09:15	68	71			139	21:15	41	33			74
09:30	60	61			121	21:30	30	31			61
09:45	80	102			182	21:45	34	37			71
10:00	66	63			129	22:00	34	38			72
10:15	62	63			125	22:15	31	29			60
10:30	51	58			109	22:30	30	45			75
10:45	53	80			133	22:45	29	24			53
11:00	62	76			138	23:00	42	30			72
11:15	80	95			175	23:15	29	26			55
11:30	126	81			207	23:30	30	26			56
11:45	84	85			169	23:45	21	17			38
TOTALS	2099	2043	0	0	4142	TOTALS	3216	3149	0	0	6365
SPLIT %	51%	49%	0%	0%	39%	SPLIT %	51%	49%	0%	0%	61%

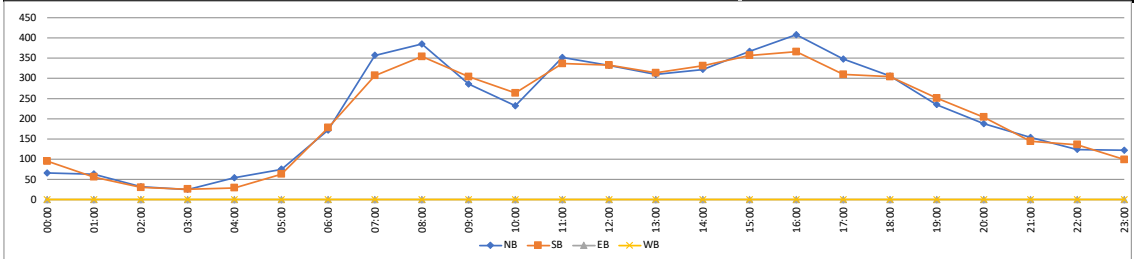
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	66	95			161
01:00	02:00	63	56			119
02:00	03:00	32	30			62
03:00	04:00	25	26			51
04:00	05:00	54	29			83
05:00	06:00	75	63			138
06:00	07:00	172	178			350
07:00	08:00	357	307			664
08:00	09:00	385	354			739
09:00	10:00	286	304			590
10:00	11:00	232	264			496
11:00	12:00	352	337			689
12:00	13:00	332	333			665
13:00	14:00	310	314			624
14:00	15:00	322	331			653
15:00	16:00	367	357			724
16:00	17:00	408	366			774
17:00	18:00	348	310			658
18:00	19:00	306	304			610
19:00	20:00	235	251			486
20:00	21:00	188	204			392
21:00	22:00	154	144			298
22:00	23:00	124	136			260
23:00	00:00	122	99			221

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2099	2043			4142
Peak Hour	7:15	8:00			8:00
Peak Volume	395	354			739
Peak Hour Factor	0.837	0.885			0.924
Peak Period	12:00	to	00:00		
Volume	3216	3149			6365
Peak Hour	15:45	15:30			15:30
Peak Volume	458	373			823
Peak Hour Factor	0.916	0.897			0.953
Peak Period	07:00	to	09:00		
Volume	742	661			1403
Peak Hour	7:15	8:00			8:00
Peak Volume	395	354			739
Peak Hour Factor	0.837	0.885			0.924
Peak Period	16:00	to	18:00		
Volume	756	676			1432
Peak Hour	16:00	16:00			16:00
Peak Volume	408	366			774
Peak Hour Factor	0.850	0.880			0.896



Prepared by National Data & Surveying Services

CLASSIFICATION

Broad St N/O Vernon St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_008

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	1	61	4	0	0	0	0	0	0	0	0	0	0	**66**	1	90	2	5	0	0	0	0	0	0	0	0	0	**98**	2	151	6	5	0	0	0	0	0	0	0	0	0	**164**
01:00	0	51	3	1	1	0	0	0	0	0	0	0	0	**56**	0	42	2	3	0	0	0	0	0	0	0	0	0	**47**	0	93	5	4	1	0	0	0	0	0	0	0	0	**103**
02:00	0	24	2	0	1	0	0	0	0	0	0	0	0	**27**	0	39	1	0	0	0	0	0	0	0	0	0	0	**40**	0	63	3	0	1	0	0	0	0	0	0	0	0	**67**
03:00	1	26	0	0	0	0	0	0	0	0	0	0	0	**27**	1	24	0	0	0	0	0	0	0	0	0	0	0	**25**	2	50	0	0	0	0	0	0	0	0	0	0	0	**52**
04:00	0	47	0	0	0	0	0	0	0	0	0	0	0	**47**	0	14	3	0	1	0	0	0	0	0	0	0	0	**18**	0	61	3	0	1	0	0	0	0	0	0	0	0	**65**
05:00	0	69	11	3	0	0	0	0	0	0	0	0	0	**83**	0	59	4	2	0	0	0	0	0	0	0	0	0	**65**	0	128	15	5	0	0	0	0	0	0	0	0	0	**148**
06:00	1	135	16	14	1	0	0	0	0	0	0	0	0	**167**	0	159	14	8	0	1	0	0	0	0	0	0	0	**182**	1	294	30	22	1	1	0	0	0	0	0	0	0	**349**
07:00	0	296	24	23	4	1	0	0	0	0	0	0	0	**348**	1	268	22	22	2	0	0	0	0	0	0	0	0	**315**	1	564	46	45	6	1	0	0	0	0	0	0	0	**663**
08:00	0	343	30	20	2	0	0	0	0	0	0	0	0	**395**	0	304	32	17	3	0	0	0	0	0	0	0	0	**356**	0	647	62	37	5	0	0	0	0	0	0	0	0	**751**
09:00	0	238	12	6	8	0	0	2	0	0	0	0	0	**266**	0	254	23	6	4	0	0	0	0	0	0	0	0	**287**	0	492	35	12	12	0	0	2	0	0	0	0	0	**553**
10:00	0	204	27	2	8	0	0	0	0	0	0	0	0	**241**	0	227	27	5	3	0	0	0	0	0	0	0	0	**262**	0	431	54	7	11	0	0	0	0	0	0	0	0	**503**
11:00	0	277	27	15	9	0	0	1	0	0	0	0	0	**329**	0	251	26	12	5	1	0	0	0	0	0	0	0	**295**	0	528	53	27	14	1	0	1	0	0	0	0	0	**624**
12:00	0	269	22	6	4	1	0	0	1	0	0	0	0	**303**	0	291	24	5	9	0	1	2	0	0	0	0	0	**332**	0	560	46	11	13	1	1	2	1	0	0	0	0	**635**
13:00	0	250	29	8	4	1	0	0	0	0	0	0	0	**292**	0	268	26	3	3	1	1	0	0	0	0	0	0	**302**	0	518	55	11	7	2	1	0	0	0	0	0	0	**594**
14:00	0	271	28	12	2	0	0	0	0	0	0	0	0	**313**	1	308	29	6	4	0	0	0	0	0	0	0	0	**348**	1	579	57	18	6	0	0	0	0	0	0	0	0	**661**
15:00	0	322	29	15	1	0	0	0	0	0	0	0	0	**367**	1	353	36	27	2	0	0	0	0	0	0	0	0	**419**	1	675	65	42	3	0	0	0	0	0	0	0	0	**786**
16:00	0	377	36	15	4	0	0	0	0	0	0	0	0	**432**	1	367	28	16	6	0	0	0	0	0	0	0	0	**418**	1	744	64	31	10	0	0	0	0	0	0	0	0	**850**
17:00	1	378	28	5	2	0	0	0	0	0	0	0	0	**414**	0	343	31	7	1	0	0	0	0	0	0	0	0	**382**	1	721	59	12	3	0	0	0	0	0	0	0	0	**796**
18:00	0	287	22	2	0	0	0	1	0	0	0	0	0	**312**	0	333	25	6	3	0	0	0	0	0	0	0	0	**367**	0	620	47	8	3	0	0	1	0	0	0	0	0	**679**
19:00	0	230	17	1	0	0	0	0	0	0	0	0	0	**248**	0	233	22	2	2	0	0	0	0	0	0	0	0	**259**	0	463	39	3	2	0	0	0	0	0	0	0	0	**507**
20:00	0	213	17	1	0	0	0	0	0	0	0	0	0	**231**	0	213	17	3	1	0	0	0	0	0	0	0	0	**234**	0	426	34	4	1	0	0	0	0	0	0	0	0	**465**
21:00	1	165	9	1	0	0	0	0	0	0	0	0	0	**176**	1	186	18	4	1	0	0	0	0	0	0	0	0	**210**	2	351	27	5	1	0	0	0	0	0	0	0	0	**386**
22:00	0	128	7	1	1	0	0	0	0	0	0	0	0	**137**	0	135	13	2	0	0	0	0	0	0	0	0	0	**150**	0	263	20	3	1	0	0	0	0	0	0	0	0	**287**
23:00	0	123	6	0	0	0	0	0	0	0	0	0	0	**129**	0	121	6	2	1	0	0	0	0	0	0	0	0	**130**	0	244	12	2	1	0	0	0	0	0	0	0	0	**259**
Totals	**5**	**4,784**	**406**	**151**	**52**	**3**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**5,406**	**7**	**4,882**	**431**	**163**	**51**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**5,541**	**12**	**9,666**	**837**	**314**	**103**	**6**	**2**	**6**	**1**	**0**	**0**	**0**	**0**	**10,947**
% of Totals	0%	88%	8%	3%	1%	0%		0%	0%					**100%**	0%	88%	8%	3%	1%	0%	0%	0%						**100%**	0%	88%	8%	3%	1%	0%	0%	0%	0%					**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

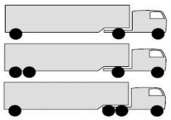
#3 2-Axle, 4-Tire Single Unit

#4 Buses

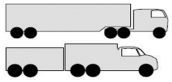
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	3	1771	156	84	34	1	0	3	0	0	0	0	0	**2052**	3	1731	156	80	18	2	0	0	0	0	0	0	0	**1990**	6	3502	312	164	52	3	0	3	0	0	0	0	0	**4042**
%	0%	33%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**38%**	0%	31%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**36%**	0%	32%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**37%**
Peak Hour	0:00	8:15	8:00	6:45	9:15	6:30	0:00	9:00	0:00	0:00	0:00	0:00	0:00	**8:00**	0:00	8:15	8:00	7:00	11:15	5:15	11:45	11:15	0:00	0:00	0:00	0:00	0:00	**8:15**	0:00	8:15	8:00	6:45	11:15	11:15	11:45	11:15	0:00	0:00	0:00	0:00	0:00	**8:00**
Peak Volume	1	352	30	29	9	1	0	2	0	0	0	0	0	**395**	1	314	32	22	9	1	1	2	0	0	0	0	0	**360**	2	666	62	49	18	2	1	3	0	0	0	0	0	**751**
12:00 - 24:00	2	3013	250	67	18	2	0	1	1	0	0	0	0	**3354**	4	3151	275	83	33	1	2	2	0	0	0	0	0	**3551**	6	6164	525	150	51	3	2	3	1	0	0	0	0	**6905**
%	0%	56%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**62%**	0%	57%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**64%**	0%	56%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**63%**
Peak Hour	17:00	15:45	16:00	15:45	13:15	12:00	12:00	17:30	12:00	12:00	12:00	12:00	12:00	**15:45**	13:30	15:30	14:30	15:00	12:00	12:45	12:30	12:00	12:00	12:00	12:00	12:00	12:00	**15:15**	20:45	15:45	14:45	15:00	12:00	12:45	12:30	12:00	12:00	12:00	12:00	12:00	12:00	**15:45**
Peak Volume	1	392	36	20	6	1	0	1	1	0	0	0	0	**448**	1	371	39	27	9	1	2	2	0	0	0	0	0	**430**	2	760	71	42	13	2	2	2	1	0	0	0	0	**869**
07:00 - 09:00	0	639	54	43	6	1	0	0	0	0	0	0	0	**743**	1	572	54	39	5	0	0	0	0	0	0	0	0	**671**	1	1211	108	82	11	1	0	0	0	0	0	0	0	**1414**
%	0%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**14%**	0%	10%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**12%**	0%	11%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**
Peak Hour	7:00	8:00	8:00	7:15	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**8:00**	7:00	8:00	8:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**8:00**	7:00	8:00	8:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**8:00**
Peak Volume	0	343	30	24	6	1	0	0	0	0	0	0	0	**395**	1	304	32	22	3	0	0	0	0	0	0	0	0	**356**	1	647	62	45	8	1	0	0	0	0	0	0	0	**751**
16:00 - 18:00	1	755	64	20	6	0	0	0	0	0	0	0	0	**846**	1	710	59	23	7	0	0	0	0	0	0	0	0	**800**	2	1465	123	43	13	0	0	0	0	0	0	0	0	**1646**
%	0%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**16%**	0%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**14%**	0%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**
Peak Hour	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**
Peak Volume	1	378	36	15	4	0	0	0	0	0	0	0	0	**432**	1	367	31	16	6	0	0	0	0	0	0	0	0	**418**	1	744	64	31	10	0	0	0	0	0	0	0	0	**850**

Prepared by National Data & Surveying Services

CLASSIFICATION

Broad St N/O Vernon St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_008

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND												TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	26	0	2	0	0	0	0	0	0	0	0	0	28	0	44	1	2	0	0	0	0	0	0	0	0	47
00:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17	1	22	1	1	0	0	0	0	0	0	0	0	0	25	1	38	2	1	0	0	0	0	0	0	0	0	42
00:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	17	1	1	0	0	0	0	0	0	0	0	0	19	0	31	3	1	0	0	0	0	0	0	0	0	35
00:45	1	13	0	0	0	0	0	0	0	0	0	0	0	14	0	25	0	1	0	0	0	0	0	0	0	0	0	26	1	38	0	1	0	0	0	0	0	0	0	0	40
01:00	0	9	0	1	0	0	0	0	0	0	0	0	0	10	0	11	0	1	0	0	0	0	0	0	0	0	0	12	0	20	0	2	0	0	0	0	0	0	0	0	22
01:15	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	14	1	1	0	0	0	0	0	0	0	0	0	16	0	34	3	1	0	0	0	0	0	0	0	0	38
01:30	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	12	0	1	0	0	0	0	0	0	0	0	0	13	0	27	1	1	0	0	0	0	0	0	0	0	29
01:45	0	7	0	0	1	0	0	0	0	0	0	0	0	8	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	12	1	0	1	0	0	0	0	0	0	0	14
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	16	1	0	0	0	0	0	0	0	0	0	17
02:15	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	11	0	0	1	0	0	0	0	0	0	0	12
02:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	15	1	0	0	0	0	0	0	0	0	0	16
02:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	21	1	0	0	0	0	0	0	0	0	0	22
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	10	0	0	0	0	0	0	0	0	0	0	10
03:15	1	7	0	0	0	0	0	0	0	0	0	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	3	1	10	0	0	0	0	0	0	0	0	0	0	11
03:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	1	9	0	0	0	0	0	0	0	0	0	0	0	10	1	14	0	0	0	0	0	0	0	0	0	0	15
03:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	16	0	0	0	0	0	0	0	0	0	0	16
04:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	13	0	0	0	0	0	0	0	0	0	0	13
04:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	12	0	0	1	0	0	0	0	0	0	0	13
04:30	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	20	1	0	0	0	0	0	0	0	0	0	21
04:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	16	2	0	0	0	0	0	0	0	0	0	18
05:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	21	1	0	0	0	0	0	0	0	0	0	22
05:15	0	17	4	0	0	0	0	0	0	0	0	0	0	21	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	28	4	0	0	0	0	0	0	0	0	0	32
05:30	0	16	2	1	0	0	0	0	0	0	0	0	0	19	0	24	2	1	0	0	0	0	0	0	0	0	0	27	0	40	4	2	0	0	0	0	0	0	0	0	46
05:45	0	22	4	2	0	0	0	0	0	0	0	0	0	28	0	17	2	1	0	0	0	0	0	0	0	0	0	20	0	39	6	3	0	0	0	0	0	0	0	0	48
06:00	0	23	1	1	1	0	0	0	0	0	0	0	0	26	0	29	2	2	0	1	0	0	0	0	0	0	0	34	0	52	3	3	1	1	0	0	0	0	0	0	60
06:15	1	31	4	0	0	0	0	0	0	0	0	0	0	36	0	25	2	2	0	0	0	0	0	0	0	0	0	29	1	56	6	2	0	0	0	0	0	0	0	0	65
06:30	0	37	4	4	0	0	0	0	0	0	0	0	0	45	0	51	4	3	0	0	0	0	0	0	0	0	0	58	0	88	8	7	0	0	0	0	0	0	0	0	103
06:45	0	44	7	9	0	0	0	0	0	0	0	0	0	60	0	54	6	1	0	0	0	0	0	0	0	0	0	61	0	98	13	10	0	0	0	0	0	0	0	0	121
07:00	0	49	5	8	0	0	0	0	0	0	0	0	0	62	0	59	4	9	0	0	0	0	0	0	0	0	0	72	0	108	9	17	0	0	0	0	0	0	0	0	134
07:15	0	90	10	7	0	1	0	0	0	0	0	0	0	108	1	68	7	1	2	0	0	0	0	0	0	0	0	79	1	158	17	8	2	1	0	0	0	0	0	0	187
07:30	0	77	6	5	4	0	0	0	0	0	0	0	0	92	0	60	6	9	0	0	0	0	0	0	0	0	0	75	0	137	12	14	4	0	0	0	0	0	0	0	167
07:45	0	80	3	3	0	0	0	0	0	0	0	0	0	86	0	81	5	3	0	0	0	0	0	0	0	0	0	89	0	161	8	6	0	0	0	0	0	0	0	0	175
08:00	0	68	10	9	1	0	0	0	0	0	0	0	0	88	0	75	8	7	1	0	0	0	0	0	0	0	0	91	0	143	18	16	2	0	0	0	0	0	0	0	179
08:15	0	71	3	3	1	0	0	0	0	0	0	0	0	78	0	76	9	2	0	0	0	0	0	0	0	0	0	87	0	147	12	5	1	0	0	0	0	0	0	0	165
08:30	0	99	10	0	0	0	0	0	0	0	0	0	0	109	0	69	9	5	1	0	0	0	0	0	0	0	0	84	0	168	19	5	1	0	0	0	0	0	0	0	193
08:45	0	105	7	8	0	0	0	0	0	0	0	0	0	120	0	84	6	3	1	0	0	0	0	0	0	0	0	94	0	189	13	11	1	0	0	0	0	0	0	0	214
09:00	0	77	2	3	1	0	0	0	0	0	0	0	0	83	0	85	6	4	0	0	0	0	0	0	0	0	0	95	0	162	8	7	1	0	0	0	0	0	0	0	178
09:15	0	58	3	1	3	0	0	0	0	0	0	0	0	65	0	60	8	1	2	0	0	0	0	0	0	0	0	71	0	118	11	2	5	0	0	0	0	0	0	0	136
09:30	0	49	4	0	2	0	0	0	0	0	0	0	0	55	0	47	5	1	0	0	0	0	0	0	0	0	0	53	0	96	9	1	2	0	0	0	0	0	0	0	108
09:45	0	54	3	2	2	0	0	2	0	0	0	0	0	63	0	62	4	0	2	0	0	0	0	0	0	0	0	68	0	116	7	2	4	0	0	2	0	0	0	0	131
10:00	0	44	7	0	2	0	0	0	0	0	0	0	0	53	0	61	8	3	0	0	0	0	0	0	0	0	0	72	0	105	15	3	2	0	0	0	0	0	0	0	125
10:15	0	53	4	1	2	0	0	0	0	0	0	0	0	60	0	47	4	0	1	0	0	0	0	0	0	0	0	52	0	100	8	1	3	0	0	0	0	0	0	0	112
10:30	0	62	7	1	2	0	0	0	0	0	0	0	0	72	0	58	7	2	2	0	0	0	0	0	0	0	0	69	0	120	14	3	4	0	0	0	0	0	0	0	141
10:45	0	45	9	0	2	0	0	0	0	0	0	0	0	56	0	61	8	0	0	0	0	0	0	0	0	0	0	69	0	106	17	0	2	0	0	0	0	0	0	0	125
11:00	0	53	5	0	2	0	0	0	0	0	0	0	0	60	0	49	9	7	0	0	0	0	0	0	0	0	0	65	0	102	14	7	2	0	0	0	0	0	0	0	125
11:15	0	61	6	2	3	0	0	1	0	0	0	0	0	73	0	68	4	2	2	1	0	0	0	0	0	0	0	77	0	129	10	4	5	1	0	1	0	0	0	0	150
11:30	0	95	6	9	1	0	0	0	0	0	0	0	0	111	0	62	7	3	2	0	0	0	0	0	0	0	0	74	0	157	13	12	3	0	0	0	0	0	0	0	185
11:45	0	68	10	4	3	0	0	0	0	0	0	0	0	85	0	72	6	0	1	0	0	0	0	0	0	0	0	79	0	140	16	4	4	0	0	0	0	0	0	0	164

Prepared by National Data & Surveying Services

CLASSIFICATION

Broad St N/O Vernon St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_008

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	62	6	0	2	1	0	0	0	0	0	0	0	71	0	74	6	1	4	0	0	2	0	0	0	0	0	87	0	136	12	1	6	1	0	2	0	0	0	0	0	158
12:15	0	70	3	2	1	0	0	0	0	0	0	0	0	76	0	72	5	0	0	0	0	0	0	0	0	0	0	77	0	142	8	2	1	0	0	0	0	0	0	0	0	153
12:30	0	75	7	1	0	0	0	0	0	0	0	0	0	83	0	82	2	2	2	0	1	0	0	0	0	0	0	89	0	157	9	3	2	0	1	0	0	0	0	0	0	172
12:45	0	62	6	3	1	0	0	0	1	0	0	0	0	73	0	63	11	2	3	0	0	0	0	0	0	0	0	79	0	125	17	5	4	0	0	0	1	0	0	0	0	152
13:00	0	60	6	3	0	1	0	0	0	0	0	0	0	70	0	66	3	1	0	0	0	0	0	0	0	0	0	70	0	126	9	4	0	1	0	0	0	0	0	0	0	140
13:15	0	61	8	1	1	0	0	0	0	0	0	0	0	71	0	78	13	0	0	0	1	0	0	0	0	0	0	92	0	139	21	1	1	0	1	0	0	0	0	0	0	163
13:30	0	70	10	1	3	0	0	0	0	0	0	0	0	84	0	57	3	1	1	1	0	0	0	0	0	0	0	63	0	127	13	2	4	1	0	0	0	0	0	0	0	147
13:45	0	59	5	3	0	0	0	0	0	0	0	0	0	67	0	67	7	1	2	0	0	0	0	0	0	0	0	77	0	126	12	4	2	0	0	0	0	0	0	0	0	144
14:00	0	57	4	1	2	0	0	0	0	0	0	0	0	64	0	70	9	2	1	0	0	0	0	0	0	0	0	82	0	127	13	3	3	0	0	0	0	0	0	0	0	146
14:15	0	66	10	2	0	0	0	0	0	0	0	0	0	78	1	73	5	1	1	0	0	0	0	0	0	0	0	81	1	139	15	3	1	0	0	0	0	0	0	0	0	159
14:30	0	76	3	4	0	0	0	0	0	0	0	0	0	83	0	68	8	1	1	0	0	0	0	0	0	0	0	78	0	144	11	5	1	0	0	0	0	0	0	0	0	161
14:45	0	72	11	5	0	0	0	0	0	0	0	0	0	88	0	97	7	2	1	0	0	0	0	0	0	0	0	107	0	169	18	7	1	0	0	0	0	0	0	0	0	195
15:00	0	79	8	2	1	0	0	0	0	0	0	0	0	90	0	77	11	9	0	0	0	0	0	0	0	0	0	97	0	156	19	11	1	0	0	0	0	0	0	0	0	187
15:15	0	74	5	2	0	0	0	0	0	0	0	0	0	81	1	83	13	5	2	0	0	0	0	0	0	0	0	104	1	157	18	7	2	0	0	0	0	0	0	0	0	185
15:30	0	80	8	4	0	0	0	0	0	0	0	0	0	92	0	92	8	7	0	0	0	0	0	0	0	0	0	107	0	172	16	11	0	0	0	0	0	0	0	0	0	199
15:45	0	89	8	7	0	0	0	0	0	0	0	0	0	104	0	101	4	6	0	0	0	0	0	0	0	0	0	111	0	190	12	13	0	0	0	0	0	0	0	0	0	215
16:00	0	105	8	3	2	0	0	0	0	0	0	0	0	118	0	93	8	6	1	0	0	0	0	0	0	0	0	108	0	198	16	9	3	0	0	0	0	0	0	0	0	226
16:15	0	110	10	2	0	0	0	0	0	0	0	0	0	122	0	85	11	4	4	0	0	0	0	0	0	0	0	104	0	195	21	6	4	0	0	0	0	0	0	0	0	226
16:30	0	88	7	8	1	0	0	0	0	0	0	0	0	104	1	89	3	4	1	0	0	0	0	0	0	0	0	98	1	177	10	12	2	0	0	0	0	0	0	0	0	202
16:45	0	74	11	2	1	0	0	0	0	0	0	0	0	88	0	100	6	2	0	0	0	0	0	0	0	0	0	108	0	174	17	4	1	0	0	0	0	0	0	0	0	196
17:00	0	88	6	1	0	0	0	0	0	0	0	0	0	95	0	80	6	2	1	0	0	0	0	0	0	0	0	89	0	168	12	3	1	0	0	0	0	0	0	0	0	184
17:15	0	113	6	1	2	0	0	0	0	0	0	0	0	122	0	93	5	2	0	0	0	0	0	0	0	0	0	100	0	206	11	3	2	0	0	0	0	0	0	0	0	222
17:30	0	91	8	2	0	0	0	0	0	0	0	0	0	101	0	81	10	1	0	0	0	0	0	0	0	0	0	92	0	172	18	3	0	0	0	0	0	0	0	0	0	193
17:45	1	86	8	1	0	0	0	0	0	0	0	0	0	96	0	89	10	2	0	0	0	0	0	0	0	0	0	101	1	175	18	3	0	0	0	0	0	0	0	0	0	197
18:00	0	90	4	0	0	0	0	0	0	0	0	0	0	94	0	91	7	3	1	0	0	0	0	0	0	0	0	102	0	181	11	3	1	0	0	0	0	0	0	0	0	196
18:15	0	66	4	1	0	0	0	1	0	0	0	0	0	72	0	69	4	2	0	0	0	0	0	0	0	0	0	75	0	135	8	3	0	0	0	1	0	0	0	0	0	147
18:30	0	71	8	1	0	0	0	0	0	0	0	0	0	80	0	81	9	1	1	0	0	0	0	0	0	0	0	92	0	152	17	2	1	0	0	0	0	0	0	0	0	172
18:45	0	60	6	0	0	0	0	0	0	0	0	0	0	66	0	92	5	0	1	0	0	0	0	0	0	0	0	98	0	152	11	0	1	0	0	0	0	0	0	0	0	164
19:00	0	53	6	1	0	0	0	0	0	0	0	0	0	60	0	63	7	0	2	0	0	0	0	0	0	0	0	72	0	116	13	1	2	0	0	0	0	0	0	0	0	132
19:15	0	56	4	0	0	0	0	0	0	0	0	0	0	60	0	63	5	2	0	0	0	0	0	0	0	0	0	70	0	119	9	2	0	0	0	0	0	0	0	0	0	130
19:30	0	56	4	0	0	0	0	0	0	0	0	0	0	60	0	48	4	0	0	0	0	0	0	0	0	0	0	52	0	104	8	0	0	0	0	0	0	0	0	0	0	112
19:45	0	65	3	0	0	0	0	0	0	0	0	0	0	68	0	59	6	0	0	0	0	0	0	0	0	0	0	65	0	124	9	0	0	0	0	0	0	0	0	0	0	133
20:00	0	59	4	1	0	0	0	0	0	0	0	0	0	64	0	65	5	0	0	0	0	0	0	0	0	0	0	70	0	124	9	1	0	0	0	0	0	0	0	0	0	134
20:15	0	50	5	0	0	0	0	0	0	0	0	0	0	55	0	56	3	1	0	0	0	0	0	0	0	0	0	60	0	106	8	1	0	0	0	0	0	0	0	0	0	115
20:30	0	60	4	0	0	0	0	0	0	0	0	0	0	64	0	45	3	2	0	0	0	0	0	0	0	0	0	50	0	105	7	2	0	0	0	0	0	0	0	0	0	114
20:45	0	44	4	0	0	0	0	0	0	0	0	0	0	48	0	47	6	0	1	0	0	0	0	0	0	0	0	54	0	91	10	0	1	0	0	0	0	0	0	0	0	102
21:00	0	49	1	1	0	0	0	0	0	0	0	0	0	51	0	46	5	1	0	0	0	0	0	0	0	0	0	52	0	95	6	2	0	0	0	0	0	0	0	0	0	103
21:15	1	31	2	0	0	0	0	0	0	0	0	0	0	34	0	51	6	0	0	0	0	0	0	0	0	0	0	57	1	82	8	0	0	0	0	0	0	0	0	0	0	91
21:30	0	42	2	0	0	0	0	0	0	0	0	0	0	44	1	55	3	2	1	0	0	0	0	0	0	0	0	62	1	97	5	2	1	0	0	0	0	0	0	0	0	106
21:45	0	43	4	0	0	0	0	0	0	0	0	0	0	47	0	34	4	1	0	0	0	0	0	0	0	0	0	39	0	77	8	1	0	0	0	0	0	0	0	0	0	86
22:00	0	36	0	1	0	0	0	0	0	0	0	0	0	37	0	39	5	1	0	0	0	0	0	0	0	0	0	45	0	75	5	2	0	0	0	0	0	0	0	0	0	82
22:15	0	39	2	0	1	0	0	0	0	0	0	0	0	42	0	41	3	0	0	0	0	0	0	0	0	0	0	44	0	80	5	0	1	0	0	0	0	0	0	0	0	86
22:30	0	26	5	0	0	0	0	0	0	0	0	0	0	31	0	28	2	1	0	0	0	0	0	0	0	0	0	31	0	54	7	1	0	0	0	0	0	0	0	0	0	62
22:45	0	27	0	0	0	0	0	0	0	0	0	0	0	27	0	27	3	0	0	0	0	0	0	0	0	0	0	30	0	54	3	0	0	0	0	0	0	0	0	0	0	57
23:00	0	42	1	0	0	0	0	0	0	0	0	0	0	43	0	40	1	1	1	0	0	0	0	0	0	0	0	43	0	82	2	1	1	0	0	0	0	0	0	0	0	86
23:15	0	28	2	0	0	0	0	0	0	0	0	0	0	30	0	29	1	0	0	0	0	0	0	0	0	0	0	30	0	57	3	0	0	0	0	0	0	0	0	0	0	60
23:30	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	33	2	1	0	0	0	0	0	0	0	0	0	36	0	60	4	1	0	0	0	0	0	0	0	0	0	65
23:45	0	26	1	0	0	0	0	0	0	0	0	0	0	27	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	45	3	0	0	0	0	0	0	0	0	0	0	48
Totals	**5**	**4,784**	**406**	**151**	**52**	**3**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**5,406**	**7**	**4,882**	**431**	**163**	**51**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**5,541**	**12**	**9,666**	**837**	**314**	**103**	**6**	**2**	**6**	**1**	**0**	**0**	**0**	**0**	**10,947**
% of Totals	0%	88%	8%	3%	1%	0%		0%	0%					100%	0%	88%	8%	3%	1%	0%	0%	0%						100%	0%	88%	8%	3%	1%	0%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Broad St N/O Vernon St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_008

DAILY TOTALS	NB	SB	EB	WB	Total
	5,406	5,541	0	0	10,947

DAILY TOTALS

15-Minutes Interval

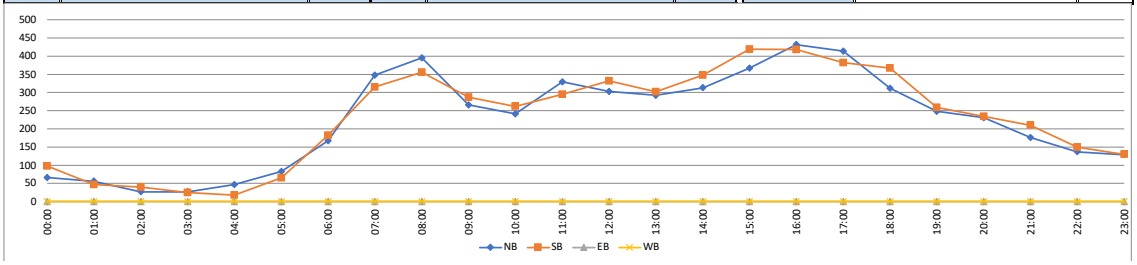
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	19	28			47	12:00	71	87			158
00:15	17	25			42	12:15	76	77			153
00:30	16	19			35	12:30	83	89			172
00:45	14	26			40	12:45	73	79			152
01:00	10	12			22	13:00	70	70			140
01:15	22	16			38	13:15	71	92			163
01:30	16	13			29	13:30	84	63			147
01:45	8	6			14	13:45	67	77			144
02:00	5	12			17	14:00	64	82			146
02:15	6	6			12	14:15	78	81			159
02:30	8	8			16	14:30	83	78			161
02:45	8	14			22	14:45	88	107			195
03:00	5	5			10	15:00	90	97			187
03:15	8	3			11	15:15	81	104			185
03:30	5	10			15	15:30	92	107			199
03:45	9	7			16	15:45	104	111			215
04:00	9	4			13	16:00	118	108			226
04:15	9	4			13	16:15	122	104			226
04:30	14	7			21	16:30	104	98			202
04:45	15	3			18	16:45	88	108			196
05:00	15	7			22	17:00	95	89			184
05:15	21	11			32	17:15	122	100			222
05:30	19	27			46	17:30	101	92			193
05:45	28	20			48	17:45	96	101			197
06:00	26	34			60	18:00	94	102			196
06:15	36	29			65	18:15	72	75			147
06:30	45	58			103	18:30	80	92			172
06:45	60	61			121	18:45	66	98			164
07:00	62	72			134	19:00	60	72			132
07:15	108	79			187	19:15	60	70			130
07:30	92	75			167	19:30	60	52			112
07:45	86	89			175	19:45	68	65			133
08:00	88	91			179	20:00	64	70			134
08:15	78	87			165	20:15	55	60			115
08:30	109	84			193	20:30	64	50			114
08:45	120	94			214	20:45	48	54			102
09:00	83	95			178	21:00	51	52			103
09:15	65	71			136	21:15	34	57			91
09:30	55	53			108	21:30	44	62			106
09:45	63	68			131	21:45	47	39			86
10:00	53	72			125	22:00	37	45			82
10:15	60	52			112	22:15	42	44			86
10:30	72	69			141	22:30	31	31			62
10:45	56	69			125	22:45	27	30			57
11:00	60	65			125	23:00	43	43			86
11:15	73	77			150	23:15	30	30			60
11:30	111	74			185	23:30	29	36			65
11:45	85	79			164	23:45	27	21			48
TOTALS	2052	1990	0	0	4042	TOTALS	3354	3551	0	0	6905
SPLIT %	51%	49%	0%	0%	37%	SPLIT %	49%	51%	0%	0%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	66	98			164
01:00	02:00	56	47			103
02:00	03:00	27	40			67
03:00	04:00	27	25			52
04:00	05:00	47	18			65
05:00	06:00	83	65			148
06:00	07:00	167	182			349
07:00	08:00	348	315			663
08:00	09:00	395	356			751
09:00	10:00	266	287			553
10:00	11:00	241	262			503
11:00	12:00	329	295			624
12:00	13:00	303	332			635
13:00	14:00	292	302			594
14:00	15:00	313	348			661
15:00	16:00	367	419			786
16:00	17:00	432	418			850
17:00	18:00	414	382			796
18:00	19:00	312	367			679
19:00	20:00	248	259			507
20:00	21:00	231	234			465
21:00	22:00	176	210			386
22:00	23:00	137	150			287
23:00	00:00	129	130			259

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2052	1990			4042
Peak Hour	8:00	8:15			8:00
Peak Volume	395	360			751
Peak Hour Factor	0.823	0.947			0.877
Peak Period	12:00	to	00:00		
Volume	3354	3551			6905
Peak Hour	15:45	15:15			15:45
Peak Volume	448	430			869
Peak Hour Factor	0.918	0.968			0.961
Peak Period	07:00	to	09:00		
Volume	743	671			1414
Peak Hour	8:00	8:00			8:00
Peak Volume	395	356			751
Peak Hour Factor	0.823	0.947			0.877
Peak Period	16:00	to	18:00		
Volume	846	800			1646
Peak Hour	16:00	16:00			16:00
Peak Volume	432	418			850
Peak Hour Factor	0.885	0.968			0.940



Vernon St W/O Washington St

Averaged Counts

TIME		Tues			Wed			Ave		
		EB	WB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL
00:00	01:00	9	10	**19**	3	12	**15**	6	11	**17**
01:00	02:00	0	5	**5**	7	6	**13**	3.5	5.5	**9**
02:00	03:00	3	5	**8**	1	3	**4**	2	4	**6**
03:00	04:00	7	6	**13**	7	2	**9**	7	4	**11**
04:00	05:00	5	5	**10**	3	3	**6**	4	4	**8**
05:00	06:00	14	13	**27**	10	7	**17**	12	10	**22**
06:00	07:00	66	24	**90**	65	24	**89**	65.5	24	**90**
07:00	08:00	151	100	**251**	155	85	**240**	153	92.5	**246**
08:00	09:00	112	81	**193**	96	78	**174**	104	79.5	**184**
09:00	10:00	80	82	**162**	66	77	**143**	73	79.5	**153**
10:00	11:00	47	51	**98**	50	54	**104**	48.5	52.5	**101**
11:00	12:00	37	58	**95**	50	77	**127**	43.5	67.5	**111**
12:00	13:00	59	68	**127**	60	94	**154**	59.5	81	**141**
13:00	14:00	63	65	**128**	63	83	**146**	63	74	**137**
14:00	15:00	106	109	**215**	96	95	**191**	101	102	**203**
15:00	16:00	81	119	**200**	73	124	**197**	77	121.5	**199**
16:00	17:00	100	207	**307**	107	164	**271**	103.5	185.5	**289**
17:00	18:00	71	176	**247**	76	144	**220**	73.5	160	**234**
18:00	19:00	83	95	**178**	71	99	**170**	77	97	**174**
19:00	20:00	49	56	**105**	38	55	**93**	43.5	55.5	**99**
20:00	21:00	38	44	**82**	48	37	**85**	43	40.5	**84**
21:00	22:00	14	20	**34**	14	31	**45**	14	25.5	**40**
22:00	23:00	22	20	**42**	25	24	**49**	23.5	22	**46**
23:00	00:00	7	21	**28**	7	24	**31**	7	22.5	**30**

Prepared by National Data & Surveying Services

CLASSIFICATION

Vernon St W/O Washington St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_009

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	4	1	0	0	1	0	0	0	0	0	0	0	**6**	0	10	2	0	0	1	0	0	0	0	0	0	0	**13**
04:00	0	2	1	0	1	1	0	0	0	0	0	0	0	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	7	1	0	1	1	0	0	0	0	0	0	0	**10**
05:00	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	0	25	2	0	0	0	0	0	0	0	0	0	0	**27**
06:00	0	58	4	3	1	0	0	0	0	0	0	0	0	**66**	0	22	0	2	0	0	0	0	0	0	0	0	0	**24**	0	80	4	5	1	0	0	0	0	0	0	0	0	**90**
07:00	0	143	5	2	1	0	0	0	0	0	0	0	0	**151**	0	91	6	0	1	2	0	0	0	0	0	0	0	**100**	0	234	11	2	2	2	0	0	0	0	0	0	0	**251**
08:00	0	100	3	9	0	0	0	0	0	0	0	0	0	**112**	0	72	6	1	0	2	0	0	0	0	0	0	0	**81**	0	172	9	10	0	2	0	0	0	0	0	0	0	**193**
09:00	0	70	5	3	2	0	0	0	0	0	0	0	0	**80**	0	67	9	2	3	1	0	0	0	0	0	0	0	**82**	0	137	14	5	5	1	0	0	0	0	0	0	0	**162**
10:00	0	37	2	4	3	0	0	1	0	0	0	0	0	**47**	0	45	4	2	0	0	0	0	0	0	0	0	0	**51**	0	82	6	6	3	0	0	1	0	0	0	0	0	**98**
11:00	0	29	4	2	2	0	0	0	0	0	0	0	0	**37**	1	50	4	2	1	0	0	0	0	0	0	0	0	**58**	1	79	8	4	3	0	0	0	0	0	0	0	0	**95**
12:00	0	51	6	2	0	0	0	0	0	0	0	0	0	**59**	0	59	7	1	1	0	0	0	0	0	0	0	0	**68**	0	110	13	3	1	0	0	0	0	0	0	0	0	**127**
13:00	0	57	2	2	2	0	0	0	0	0	0	0	0	**63**	0	58	4	0	3	0	0	0	0	0	0	0	0	**65**	0	115	6	2	5	0	0	0	0	0	0	0	0	**128**
14:00	1	86	4	12	3	0	0	0	0	0	0	0	0	**106**	0	97	11	0	1	0	0	0	0	0	0	0	0	**109**	1	183	15	12	4	0	0	0	0	0	0	0	0	**215**
15:00	0	64	6	8	3	0	0	0	0	0	0	0	0	**81**	0	105	10	4	0	0	0	0	0	0	0	0	0	**119**	0	169	16	12	3	0	0	0	0	0	0	0	0	**200**
16:00	0	83	7	7	3	0	0	0	0	0	0	0	0	**100**	0	192	12	2	1	0	0	0	0	0	0	0	0	**207**	0	275	19	9	4	0	0	0	0	0	0	0	0	**307**
17:00	0	65	2	2	2	0	0	0	0	0	0	0	0	**71**	0	168	7	1	0	0	0	0	0	0	0	0	0	**176**	0	233	9	3	2	0	0	0	0	0	0	0	0	**247**
18:00	0	77	3	2	0	1	0	0	0	0	0	0	0	**83**	0	90	3	0	1	0	0	1	0	0	0	0	0	**95**	0	167	6	2	1	1	0	1	0	0	0	0	0	**178**
19:00	0	46	3	0	0	0	0	0	0	0	0	0	0	**49**	0	53	2	0	1	0	0	0	0	0	0	0	0	**56**	0	99	5	0	1	0	0	0	0	0	0	0	0	**105**
20:00	0	34	4	0	0	0	0	0	0	0	0	0	0	**38**	0	40	4	0	0	0	0	0	0	0	0	0	0	**44**	0	74	8	0	0	0	0	0	0	0	0	0	0	**82**
21:00	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**	0	33	1	0	0	0	0	0	0	0	0	0	0	**34**
22:00	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**	1	15	4	0	0	0	0	0	0	0	0	0	0	**20**	1	35	6	0	0	0	0	0	0	0	0	0	0	**42**
23:00	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**	0	15	6	0	0	0	0	0	0	0	0	0	0	**21**	0	20	7	0	1	0	0	0	0	0	0	0	0	**28**
Totals	**1**	**1,070**	**68**	**58**	**24**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,224**	**2**	**1,299**	**102**	**17**	**13**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,440**	**3**	**2,369**	**170**	**75**	**37**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2,664**
% of Totals	0%	87%	6%	5%	2%	0%		0%						100%	0%	90%	7%	1%	1%	0%		0%						100%	0%	89%	6%	3%	1%	0%		0%						100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

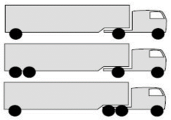
#3 2-Axle, 4-Tire Single Unit

#4 Buses

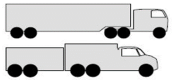
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00	12:00 - 24:00	07:00 - 09:00	16:00 - 18:00
EASTBOUND	0	1	0	0
	469	601	243	148
	27	41	8	9
	23	35	11	9
	10	14	1	5
	1	1	0	0
	0	0	0	0
	1	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
Total	**531**	**693**	**263**	**171**
WESTBOUND	1	1	0	0
	387	912	163	360
	32	70	12	19
	9	8	1	3
	5	8	1	1
	6	0	4	0
	0	0	0	0
	0	1	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
Total	**440**	**1000**	**181**	**383**
TOTALS	1	2	0	0
	856	1513	406	508
	59	111	20	28
	32	43	12	12
	15	22	2	6
	7	1	4	0
	0	0	0	0
	1	1	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
Total	**971**	**1693**	**444**	**554**
00:00 - 12:00				
%	43%	57%	21%	14%
Peak Hour	7:00	14:30	7:00	16:15
Peak Volume	151	108	151	105
12:00 - 24:00				
%	31%	69%	13%	27%
Peak Hour	10:30	16:30	7:00	16:30
Peak Volume	100	236	100	236
07:00 - 09:00				
%	36%	64%	17%	21%
Peak Hour	7:00	16:15	7:00	16:15
Peak Volume	251	333	251	333
16:00 - 18:00				
%	26%	43%	12%	21%
Peak Hour	16:30	16:30	16:30	16:15
Peak Volume	236	306	236	333

Prepared by National Data & Surveying Services

CLASSIFICATION

Vernon St W/O Washington St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_009

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	8	1	0	0	0	0	0	0	0	0	0	**9**
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	6	0	0	0	0	0	0	0	0	0	0	**6**
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	2	1	0	0	0	0	0	0	0	0	0	**3**
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	1	0	0	1	0	0	0	0	0	0	0	**3**	0	3	1	0	0	1	0	0	0	0	0	0	**5**
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	**3**
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	0	1	0	0	0	0	0	0	**4**
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
04:30	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	1	0	1	0	0	0	0	0	0	0	**4**
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	**2**
05:30	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	8	1	0	0	0	0	0	0	0	0	0	**9**
05:45	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	12	0	0	0	0	0	0	0	0	0	0	**12**
06:00	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	10	0	1	0	0	0	0	0	0	0	0	**11**
06:15	0	11	0	1	1	0	0	0	0	0	0	0	0	**13**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	15	0	1	1	0	0	0	0	0	0	0	**17**
06:30	0	15	3	1	0	0	0	0	0	0	0	0	0	**19**	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**	0	18	3	2	0	0	0	0	0	0	0	0	**23**
06:45	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**	0	37	1	1	0	0	0	0	0	0	0	0	**39**
07:00	0	34	1	0	0	0	0	0	0	0	0	0	0	**35**	0	29	2	0	0	0	0	0	0	0	0	0	0	**31**	0	63	3	0	0	0	0	0	0	0	0	0	**66**
07:15	0	56	0	0	0	0	0	0	0	0	0	0	0	**56**	0	20	1	0	1	1	0	0	0	0	0	0	0	**23**	0	76	1	0	1	1	0	0	0	0	0	0	**79**
07:30	0	26	1	0	0	0	0	0	0	0	0	0	0	**27**	0	20	3	0	0	0	0	0	0	0	0	0	0	**23**	0	46	4	0	0	0	0	0	0	0	0	0	**50**
07:45	0	27	3	2	1	0	0	0	0	0	0	0	0	**33**	0	22	0	0	0	1	0	0	0	0	0	0	0	**23**	0	49	3	2	1	1	0	0	0	0	0	0	**56**
08:00	0	25	0	1	0	0	0	0	0	0	0	0	0	**26**	0	14	2	1	0	0	0	0	0	0	0	0	0	**17**	0	39	2	2	0	0	0	0	0	0	0	0	**43**
08:15	0	27	1	1	0	0	0	0	0	0	0	0	0	**29**	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**	0	46	3	1	0	0	0	0	0	0	0	0	**50**
08:30	0	22	1	4	0	0	0	0	0	0	0	0	0	**27**	0	18	1	0	0	1	0	0	0	0	0	0	0	**20**	0	40	2	4	0	1	0	0	0	0	0	0	**47**
08:45	0	26	1	3	0	0	0	0	0	0	0	0	0	**30**	0	21	1	0	0	1	0	0	0	0	0	0	0	**23**	0	47	2	3	0	1	0	0	0	0	0	0	**53**
09:00	0	26	2	2	1	0	0	0	0	0	0	0	0	**31**	0	27	3	1	0	0	0	0	0	0	0	0	0	**31**	0	53	5	3	1	0	0	0	0	0	0	0	**62**
09:15	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**	0	11	0	0	1	1	0	0	0	0	0	0	0	**13**	0	28	1	0	1	1	0	0	0	0	0	0	**31**
09:30	0	13	0	1	1	0	0	0	0	0	0	0	0	**15**	0	15	4	0	1	0	0	0	0	0	0	0	0	**20**	0	28	4	1	2	0	0	0	0	0	0	0	**35**
09:45	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	0	14	2	1	1	0	0	0	0	0	0	0	0	**18**	0	28	4	1	1	0	0	0	0	0	0	0	**34**
10:00	0	10	0	2	0	0	0	0	0	0	0	0	0	**12**	0	11	0	1	0	0	0	0	0	0	0	0	0	**12**	0	21	0	3	0	0	0	0	0	0	0	0	**24**
10:15	0	8	0	1	1	0	0	1	0	0	0	0	0	**11**	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	0	18	0	1	1	0	0	1	0	0	0	0	**21**
10:30	0	8	1	1	1	0	0	0	0	0	0	0	0	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	0	19	1	1	1	0	0	0	0	0	0	0	**22**
10:45	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**	0	13	4	1	0	0	0	0	0	0	0	0	0	**18**	0	24	5	1	1	0	0	0	0	0	0	0	**31**
11:00	0	7	3	2	1	0	0	0	0	0	0	0	0	**13**	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**	0	17	3	3	1	0	0	0	0	0	0	0	**24**
11:15	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**	1	14	2	0	0	0	0	0	0	0	0	0	0	**17**	1	23	3	0	1	0	0	0	0	0	0	0	**28**
11:30	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**	0	17	1	0	1	0	0	0	0	0	0	0	**19**
11:45	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	15	1	1	0	0	0	0	0	0	0	0	0	**17**	0	22	1	1	0	0	0	0	0	0	0	0	**24**

Prepared by National Data & Surveying Services

CLASSIFICATION

Vernon St W/O Washington St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_009

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	22	2	0	0	0	0	0	0	0	0	0	24
12:15	0	10	1	1	0	0	0	0	0	0	0	0	0	12	0	10	1	1	0	0	0	0	0	0	0	0	0	12	0	20	2	2	0	0	0	0	0	0	0	0	24
12:30	0	16	3	1	0	0	0	0	0	0	0	0	0	20	0	15	4	0	1	0	0	0	0	0	0	0	0	20	0	31	7	1	1	0	0	0	0	0	0	0	40
12:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	37	2	0	0	0	0	0	0	0	0	0	39
13:00	0	12	0	1	1	0	0	0	0	0	0	0	0	14	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	29	2	1	1	0	0	0	0	0	0	0	33
13:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	13	0	0	1	0	0	0	0	0	0	0	0	14	0	27	0	0	1	0	0	0	0	0	0	0	28
13:30	0	18	1	0	1	0	0	0	0	0	0	0	0	20	0	16	1	0	2	0	0	0	0	0	0	0	0	19	0	34	2	0	3	0	0	0	0	0	0	0	39
13:45	0	13	1	1	0	0	0	0	0	0	0	0	0	15	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	25	2	1	0	0	0	0	0	0	0	0	28
14:00	1	16	0	1	1	0	0	0	0	0	0	0	0	19	0	18	2	0	0	0	0	0	0	0	0	0	0	20	1	34	2	1	1	0	0	0	0	0	0	0	39
14:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	26	1	0	0	0	0	0	0	0	0	0	0	27	0	39	1	0	0	0	0	0	0	0	0	0	40
14:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	24	5	0	1	0	0	0	0	0	0	0	0	30	0	42	6	0	1	0	0	0	0	0	0	0	49
14:45	0	39	3	11	2	0	0	0	0	0	0	0	0	55	0	29	3	0	0	0	0	0	0	0	0	0	0	32	0	68	6	11	2	0	0	0	0	0	0	0	87
15:00	0	13	2	1	2	0	0	0	0	0	0	0	0	18	0	20	1	1	0	0	0	0	0	0	0	0	0	22	0	33	3	2	2	0	0	0	0	0	0	0	40
15:15	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	21	0	1	0	0	0	0	0	0	0	0	0	22	0	35	2	1	0	0	0	0	0	0	0	0	38
15:30	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	25	6	2	0	0	0	0	0	0	0	0	0	33	0	41	7	2	0	0	0	0	0	0	0	0	50
15:45	0	21	1	7	1	0	0	0	0	0	0	0	0	30	0	39	3	0	0	0	0	0	0	0	0	0	0	42	0	60	4	7	1	0	0	0	0	0	0	0	72
16:00	0	17	0	1	0	0	0	0	0	0	0	0	0	18	0	37	4	1	1	0	0	0	0	0	0	0	0	43	0	54	4	2	1	0	0	0	0	0	0	0	61
16:15	0	32	2	2	1	0	0	0	0	0	0	0	0	37	0	34	2	1	0	0	0	0	0	0	0	0	0	37	0	66	4	3	1	0	0	0	0	0	0	0	74
16:30	0	15	3	3	1	0	0	0	0	0	0	0	0	22	0	63	2	0	0	0	0	0	0	0	0	0	0	65	0	78	5	3	1	0	0	0	0	0	0	0	87
16:45	0	19	2	1	1	0	0	0	0	0	0	0	0	23	0	58	4	0	0	0	0	0	0	0	0	0	0	62	0	77	6	1	1	0	0	0	0	0	0	0	85
17:00	0	19	1	1	2	0	0	0	0	0	0	0	0	23	0	64	0	0	0	0	0	0	0	0	0	0	0	64	0	83	1	1	2	0	0	0	0	0	0	0	87
17:15	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	45	0	0	0	0	0	0	0	0	0	0	0	45	0	68	0	0	0	0	0	0	0	0	0	0	68
17:30	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	26	3	1	0	0	0	0	0	0	0	0	0	30	0	39	4	1	0	0	0	0	0	0	0	0	44
17:45	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	33	4	0	0	0	0	0	0	0	0	0	0	37	0	43	4	1	0	0	0	0	0	0	0	0	48
18:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	28	2	0	0	0	0	0	0	0	0	0	30
18:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	12	0	0	1	0	0	1	0	0	0	0	0	14	0	21	1	0	1	0	0	1	0	0	0	0	24
18:30	0	27	0	1	0	1	0	0	0	0	0	0	0	29	0	35	2	0	0	0	0	0	0	0	0	0	0	37	0	62	2	1	0	1	0	0	0	0	0	0	66
18:45	0	30	1	1	0	0	0	0	0	0	0	0	0	32	0	26	0	0	0	0	0	0	0	0	0	0	0	26	0	56	1	1	0	0	0	0	0	0	0	0	58
19:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	28	1	0	0	0	0	0	0	0	0	0	29
19:15	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	40	2	0	0	0	0	0	0	0	0	0	42
19:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	16	0	0	0	0	0	0	0	0	0	0	16
19:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	7	1	0	1	0	0	0	0	0	0	0	0	9	0	15	2	0	1	0	0	0	0	0	0	0	18
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	12	0	0	0	0	0	0	0	0	0	0	12
20:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	23	2	0	0	0	0	0	0	0	0	0	25
20:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	22	3	0	0	0	0	0	0	0	0	0	25
20:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	17	3	0	0	0	0	0	0	0	0	0	20
21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	9	0	0	0	0	0	0	0	0	0	0	9
21:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	10	0	0	0	0	0	0	0	0	0	0	10
21:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	9	1	0	0	0	0	0	0	0	0	0	10
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	5
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	6	1	9	0	0	0	0	0	0	0	0	0	0	10
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	7	2	0	0	0	0	0	0	0	0	0	9
22:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	9	3	0	0	0	0	0	0	0	0	0	12
22:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	10	1	0	0	0	0	0	0	0	0	0	11
23:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	4	2	0	1	0	0	0	0	0	0	0	7
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	5
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0	9	3	0	0	0	0	0	0	0	0	0	12
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	2	2	0	0	0	0	0	0	0	0	0	4
Totals	**1**	**1,070**	**68**	**58**	**24**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,224**	**2**	**1,299**	**102**	**17**	**13**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,440**	**3**	**2,369**	**170**	**75**	**37**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2,664**
% of Totals	0%	87%	6%	5%	2%	0%		0%						100%	0%	90%	7%	1%	1%	0%		0%						100%	0%	89%	6%	3%	1%	0%		0%						100%

Prepared by National Data & Surveying Services

VOLUME

Vernon St W/O Washington St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,224	1,440	2,664

DAILY TOTALS

15-Minutes Interval

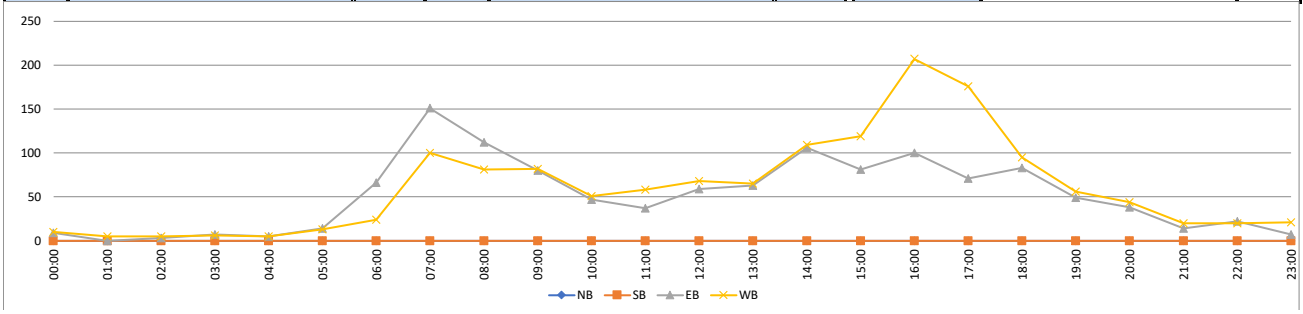
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			6	3	9	12:00			9	15	24
00:15			1	2	3	12:15			12	12	24
00:30			0	1	1	12:30			20	20	40
00:45			2	4	6	12:45			18	21	39
01:00			0	0	0	13:00			14	19	33
01:15			0	0	0	13:15			14	14	28
01:30			0	4	4	13:30			20	19	39
01:45			0	1	1	13:45			15	13	28
02:00			0	1	1	14:00			19	20	39
02:15			2	1	3	14:15			13	27	40
02:30			1	0	1	14:30			19	30	49
02:45			0	3	3	14:45			55	32	87
03:00			3	1	4	15:00			18	22	40
03:15			2	3	5	15:15			16	22	38
03:30			2	1	3	15:30			17	33	50
03:45			0	1	1	15:45			30	42	72
04:00			1	3	4	16:00			18	43	61
04:15			0	2	2	16:15			37	37	74
04:30			4	0	4	16:30			22	65	87
04:45			0	0	0	16:45			23	62	85
05:00			2	2	4	17:00			23	64	87
05:15			1	1	2	17:15			23	45	68
05:30			4	5	9	17:30			14	30	44
05:45			7	5	12	17:45			11	37	48
06:00			6	5	11	18:00			12	18	30
06:15			13	4	17	18:15			10	14	24
06:30			19	4	23	18:30			29	37	66
06:45			28	11	39	18:45			32	26	58
07:00			35	31	66	19:00			11	18	29
07:15			56	23	79	19:15			22	20	42
07:30			27	23	50	19:30			7	9	16
07:45			33	23	56	19:45			9	9	18
08:00			26	17	43	20:00			3	9	12
08:15			29	21	50	20:15			10	15	25
08:30			27	20	47	20:30			17	8	25
08:45			30	23	53	20:45			8	12	20
09:00			31	31	62	21:00			6	3	9
09:15			18	13	31	21:15			3	7	10
09:30			15	20	35	21:30			3	7	10
09:45			16	18	34	21:45			2	3	5
10:00			12	12	24	22:00			4	6	10
10:15			11	10	21	22:15			4	5	9
10:30			11	11	22	22:30			7	5	12
10:45			13	18	31	22:45			7	4	11
11:00			13	11	24	23:00			4	3	7
11:15			11	17	28	23:15			3	2	5
11:30			6	13	19	23:30			0	12	12
11:45			7	17	24	23:45			0	4	4
TOTALS	0	0	531	440	971	TOTALS	0	0	693	1000	1693
SPLIT %	0%	0%	55%	45%	36%	SPLIT %	0%	0%	41%	59%	64%

Hourly Intervals

TIME		NB	SB	right	WB	TOTAL
00:00	01:00			9	10	19
01:00	02:00			0	5	5
02:00	03:00			3	5	8
03:00	04:00			7	6	13
04:00	05:00			5	5	10
05:00	06:00			14	13	27
06:00	07:00			66	24	90
07:00	08:00			151	100	251
08:00	09:00			112	81	193
09:00	10:00			80	82	162
10:00	11:00			47	51	98
11:00	12:00			37	58	95
12:00	13:00			59	68	127
13:00	14:00			63	65	128
14:00	15:00			106	109	215
15:00	16:00			81	119	200
16:00	17:00			100	207	307
17:00	18:00			71	176	247
18:00	19:00			83	95	178
19:00	20:00			49	56	105
20:00	21:00			38	44	82
21:00	22:00			14	20	34
22:00	23:00			22	20	42
23:00	00:00			7	21	28

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			531	440	971
Peak Hour			7:00	7:00	7:00
Peak Volume			151	100	251
Peak Hour Factor			0.674	0.806	0.794
Peak Period	12:00	to	00:00		
Volume			693	1000	1693
Peak Hour			14:30	16:30	16:15
Peak Volume			108	236	333
Peak Hour Factor			0.491	0.908	0.957
Peak Period	07:00	to	09:00		
Volume			263	181	444
Peak Hour			7:00	7:00	7:00
Peak Volume			151	100	251
Peak Hour Factor			0.674	0.806	0.794
Peak Period	16:00	to	18:00		
Volume			171	383	554
Peak Hour			16:15	16:30	16:15
Peak Volume			105	236	333
Peak Hour Factor			0.709	0.908	0.957



Prepared by National Data & Surveying Services

CLASSIFICATION

Vernon St W/O Washington St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_009

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	5	0	0	0	0	0	0	0	0	0	0	12	0	10	5	0	0	0	0	0	0	0	0	0	0	15
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0	10	3	0	0	0	0	0	0	0	0	0	0	13
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	8	1	0	0	0	0	0	0	0	0	0	0	9
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	15	2	0	0	0	0	0	0	0	0	0	0	17
06:00	0	51	10	3	0	1	0	0	0	0	0	0	0	65	0	21	2	1	0	0	0	0	0	0	0	0	0	24	0	72	12	4	0	1	0	0	0	0	0	0	0	89
07:00	0	146	6	2	1	0	0	0	0	0	0	0	0	155	0	80	5	0	0	0	0	0	0	0	0	0	0	85	0	226	11	2	1	0	0	0	0	0	0	0	0	240
08:00	0	87	3	5	1	0	0	0	0	0	0	0	0	96	0	69	6	2	1	0	0	0	0	0	0	0	0	78	0	156	9	7	2	0	0	0	0	0	0	0	0	174
09:00	0	59	5	1	1	0	0	0	0	0	0	0	0	66	0	69	5	0	3	0	0	0	0	0	0	0	0	77	0	128	10	1	4	0	0	0	0	0	0	0	0	143
10:00	0	43	3	2	2	0	0	0	0	0	0	0	0	50	0	49	4	0	1	0	0	0	0	0	0	0	0	54	0	92	7	2	3	0	0	0	0	0	0	0	0	104
11:00	0	40	6	1	3	0	0	0	0	0	0	0	0	50	0	60	13	1	3	0	0	0	0	0	0	0	0	77	0	100	19	2	6	0	0	0	0	0	0	0	0	127
12:00	0	49	7	2	1	0	0	1	0	0	0	0	0	60	1	86	5	1	1	0	0	0	0	0	0	0	0	94	1	135	12	3	2	0	0	1	0	0	0	0	0	154
13:00	1	54	3	4	1	0	0	0	0	0	0	0	0	63	0	72	6	2	3	0	0	0	0	0	0	0	0	83	1	126	9	6	4	0	0	0	0	0	0	0	0	146
14:00	0	78	4	11	3	0	0	0	0	0	0	0	0	96	0	81	11	1	2	0	0	0	0	0	0	0	0	95	0	159	15	12	5	0	0	0	0	0	0	0	0	191
15:00	0	61	1	10	1	0	0	0	0	0	0	0	0	73	0	114	9	1	0	0	0	0	0	0	0	0	0	124	0	175	10	11	1	0	0	0	0	0	0	0	0	197
16:00	0	93	11	3	0	0	0	0	0	0	0	0	0	107	0	150	11	2	1	0	0	0	0	0	0	0	0	164	0	243	22	5	1	0	0	0	0	0	0	0	0	271
17:00	0	65	8	3	0	0	0	0	0	0	0	0	0	76	0	134	8	0	1	0	0	1	0	0	0	0	0	144	0	199	16	3	1	0	0	1	0	0	0	0	0	220
18:00	0	56	14	1	0	0	0	0	0	0	0	0	0	71	0	94	5	0	0	0	0	0	0	0	0	0	0	99	0	150	19	1	0	0	0	0	0	0	0	0	0	170
19:00	0	29	8	1	0	0	0	0	0	0	0	0	0	38	0	51	3	0	1	0	0	0	0	0	0	0	0	55	0	80	11	1	1	0	0	0	0	0	0	0	0	93
20:00	0	43	4	1	0	0	0	0	0	0	0	0	0	48	0	34	2	0	1	0	0	0	0	0	0	0	0	37	0	77	6	1	1	0	0	0	0	0	0	0	0	85
21:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	28	2	0	1	0	0	0	0	0	0	0	0	31	0	40	4	0	1	0	0	0	0	0	0	0	0	45
22:00	0	22	2	0	1	0	0	0	0	0	0	0	0	25	1	23	0	0	0	0	0	0	0	0	0	0	0	24	1	45	2	0	1	0	0	0	0	0	0	0	0	49
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	30	1	0	0	0	0	0	0	0	0	0	0	31
Totals	**1**	**1,022**	**101**	**50**	**15**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,191**	**2**	**1,261**	**108**	**11**	**19**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,402**	**3**	**2,283**	**209**	**61**	**34**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2,593**
% of Totals	0%	86%	8%	4%	1%	0%		0%						100%	0%	90%	8%	1%	1%			0%						100%	0%	88%	8%	2%	1%	0%		0%						100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

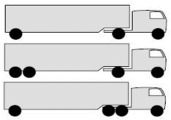
#3 2-Axle, 4-Tire Single Unit

#4 Buses

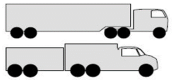
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	454	36	14	8	1	0	0	0	0	0	0	0	513	0	370	46	4	8	0	0	0	0	0	0	0	0	428	0	824	82	18	16	1	0	0	0	0	0	0	0	941
%	0%	38%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	43%	0%	26%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	31%	0%	32%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	36%
Peak Hour	0:00	7:00	6:00	7:45	10:30	5:30	0:00	11:15	0:00	0:00	0:00	0:00	0:00	7:00	0:00	7:00	10:45	8:00	10:30	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:00	0:00	7:00	10:45	8:00	10:30	5:30	0:00	11:15	0:00	0:00	0:00	0:00	0:00	7:00
Peak Volume	0	146	10	5	4	1	0	1	0	0	0	0	0	155	0	80	14	2	4	0	0	0	0	0	0	0	0	85	0	226	19	7	8	1	0	1	0	0	0	0	0	240
12:00 - 24:00	1	568	65	36	7	0	0	1	0	0	0	0	0	678	2	891	62	7	11	0	0	1	0	0	0	0	0	974	3	1459	127	43	18	0	0	2	0	0	0	0	0	1652
%	0%	48%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	57%	0%	64%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	69%	0%	56%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%
Peak Hour	12:30	15:45	16:15	14:30	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:45	12:00	16:30	16:15	12:15	12:30	12:00	12:00	17:00	12:00	12:00	12:00	12:00	12:00	16:30	12:30	16:00	16:15	14:45	12:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	16:00
Peak Volume	1	100	15	15	3	0	0	1	0	0	0	0	0	119	1	152	14	2	4	0	0	1	0	0	0	0	0	167	2	243	29	17	5	0	0	1	0	0	0	0	0	271
07:00 - 09:00	0	233	9	7	2	0	0	0	0	0	0	0	0	251	0	149	11	2	1	0	0	0	0	0	0	0	0	163	0	382	20	9	3	0	0	0	0	0	0	0	0	414
%	0%	20%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	21%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
Peak Hour	7:00	7:00	7:15	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	8:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	8:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	0	146	7	5	1	0	0	0	0	0	0	0	0	155	0	80	7	2	1	0	0	0	0	0	0	0	0	85	0	226	14	7	2	0	0	0	0	0	0	0	0	240
16:00 - 18:00	0	158	19	6	0	0	0	0	0	0	0	0	0	183	0	284	19	2	2	0	0	1	0	0	0	0	0	308	0	442	38	8	2	0	0	1	0	0	0	0	0	491
%	0%	13%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	20%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	17%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%
Peak Hour	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	16:15	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	0	93	15	3	0	0	0	0	0	0	0	0	0	107	0	152	14	2	1	0	0	1	0	0	0	0	0	167	0	243	29	5	1	0	0	1	0	0	0	0	0	271

Prepared by National Data & Surveying Services

CLASSIFICATION

Vernon St W/O Washington St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_009

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	4
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	4
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	0	1	3	0	0	0	0	0	0	0	0	0	4
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	4
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	2	2	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	3
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	2
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	4
05:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	7	1	0	0	0	0	0	0	0	0	0	8
06:00	0	6	1	1	0	0	0	0	0	0	0	0	0	8	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	1	1	0	0	0	0	0	0	0	0	13
06:15	0	9	3	1	0	1	0	0	0	0	0	0	0	14	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	12	3	1	0	1	0	0	0	0	0	0	17
06:30	0	18	4	1	0	0	0	0	0	0	0	0	0	23	0	4	2	1	0	0	0	0	0	0	0	0	0	7	0	22	6	2	0	0	0	0	0	0	0	0	30
06:45	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	27	2	0	0	0	0	0	0	0	0	0	29
07:00	0	33	1	0	0	0	0	0	0	0	0	0	0	34	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	55	2	0	0	0	0	0	0	0	0	0	57
07:15	0	48	3	0	0	0	0	0	0	0	0	0	0	51	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	71	5	0	0	0	0	0	0	0	0	0	76
07:30	0	37	2	0	0	0	0	0	0	0	0	0	0	39	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	52	3	0	0	0	0	0	0	0	0	0	55
07:45	0	28	0	2	1	0	0	0	0	0	0	0	0	31	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	48	1	2	1	0	0	0	0	0	0	0	52
08:00	0	21	2	1	0	0	0	0	0	0	0	0	0	24	0	20	3	0	0	0	0	0	0	0	0	0	0	23	0	41	5	1	0	0	0	0	0	0	0	0	47
08:15	0	17	0	1	0	0	0	0	0	0	0	0	0	18	0	12	2	1	0	0	0	0	0	0	0	0	0	15	0	29	2	2	0	0	0	0	0	0	0	0	33
08:30	0	24	0	1	0	0	0	0	0	0	0	0	0	25	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	43	0	1	0	0	0	0	0	0	0	0	44
08:45	0	25	1	2	1	0	0	0	0	0	0	0	0	29	0	18	1	1	1	0	0	0	0	0	0	0	0	21	0	43	2	3	2	0	0	0	0	0	0	0	50
09:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	27	1	0	1	0	0	0	0	0	0	0	0	29	0	43	3	0	1	0	0	0	0	0	0	0	47
09:15	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	27	2	0	0	0	0	0	0	0	0	0	29
09:30	0	16	1	1	0	0	0	0	0	0	0	0	0	18	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	30	3	1	0	0	0	0	0	0	0	0	34
09:45	0	12	1	0	1	0	0	0	0	0	0	0	0	14	0	16	1	0	2	0	0	0	0	0	0	0	0	19	0	28	2	0	3	0	0	0	0	0	0	0	33
10:00	0	15	2	2	0	0	0	0	0	0	0	0	0	19	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	25	3	2	0	0	0	0	0	0	0	0	30
10:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	20	1	0	0	0	0	0	0	0	0	0	21
10:30	0	9	0	0	2	0	0	0	0	0	0	0	0	11	0	9	1	0	1	0	0	0	0	0	0	0	0	11	0	18	1	0	3	0	0	0	0	0	0	0	22
10:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	29	2	0	0	0	0	0	0	0	0	0	31
11:00	0	8	1	1	1	0	0	0	0	0	0	0	0	11	0	17	4	0	2	0	0	0	0	0	0	0	0	23	0	25	5	1	3	0	0	0	0	0	0	0	34
11:15	0	11	2	0	1	0	0	0	0	0	0	0	0	14	0	14	5	1	1	0	0	0	0	0	0	0	0	21	0	25	7	1	2	0	0	0	0	0	0	0	35
11:30	0	10	2	0	1	0	0	0	0	0	0	0	0	13	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	26	5	0	1	0	0	0	0	0	0	0	32
11:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	24	2	0	0	0	0	0	0	0	0	0	26

Prepared by National Data & Surveying Services

CLASSIFICATION

Vernon St W/O Washington St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_009

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	12	2	0	1	0	0	1	0	0	0	0	0	16	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	28	3	0	1	0	0	1	0	0	0	0	0	33
12:15	0	18	1	1	0	0	0	0	0	0	0	0	0	20	0	24	4	1	0	0	0	0	0	0	0	0	0	29	0	42	5	2	0	0	0	0	0	0	0	0	0	49
12:30	0	8	4	0	0	0	0	0	0	0	0	0	0	12	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	32	4	0	0	0	0	0	0	0	0	0	0	36
12:45	0	11	0	1	0	0	0	0	0	0	0	0	0	12	1	22	0	0	1	0	0	0	0	0	0	0	0	24	1	33	0	1	1	0	0	0	0	0	0	0	0	36
13:00	0	19	0	0	1	0	0	0	0	0	0	0	0	20	0	25	2	1	1	0	0	0	0	0	0	0	0	29	0	44	2	1	2	0	0	0	0	0	0	0	0	49
13:15	1	7	1	0	0	0	0	0	0	0	0	0	0	9	0	20	3	0	2	0	0	0	0	0	0	0	0	25	1	27	4	0	2	0	0	0	0	0	0	0	0	34
13:30	0	14	1	2	0	0	0	0	0	0	0	0	0	17	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	27	1	2	0	0	0	0	0	0	0	0	0	30
13:45	0	14	1	2	0	0	0	0	0	0	0	0	0	17	0	14	1	1	0	0	0	0	0	0	0	0	0	16	0	28	2	3	0	0	0	0	0	0	0	0	0	33
14:00	0	10	1	1	0	0	0	0	0	0	0	0	0	12	0	10	7	0	0	0	0	0	0	0	0	0	0	17	0	20	8	1	0	0	0	0	0	0	0	0	0	29
14:15	0	11	1	0	1	0	0	0	0	0	0	0	0	13	0	28	0	0	2	0	0	0	0	0	0	0	0	30	0	39	1	0	3	0	0	0	0	0	0	0	0	43
14:30	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	43	1	0	0	0	0	0	0	0	0	0	0	44
14:45	0	38	2	10	2	0	0	0	0	0	0	0	0	52	0	19	3	1	0	0	0	0	0	0	0	0	0	23	0	57	5	11	2	0	0	0	0	0	0	0	0	75
15:00	0	13	0	1	0	0	0	0	0	0	0	0	0	14	0	37	2	0	0	0	0	0	0	0	0	0	0	39	0	50	2	1	0	0	0	0	0	0	0	0	0	53
15:15	0	16	0	4	0	0	0	0	0	0	0	0	0	20	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	33	2	4	0	0	0	0	0	0	0	0	0	39
15:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	37	3	1	0	0	0	0	0	0	0	0	0	41	0	46	3	1	0	0	0	0	0	0	0	0	0	50
15:45	0	23	1	5	1	0	0	0	0	0	0	0	0	30	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	46	3	5	1	0	0	0	0	0	0	0	0	55
16:00	0	28	0	1	0	0	0	0	0	0	0	0	0	29	0	41	1	1	1	0	0	0	0	0	0	0	0	44	0	69	1	2	1	0	0	0	0	0	0	0	0	73
16:15	0	33	7	1	0	0	0	0	0	0	0	0	0	41	0	36	2	0	0	0	0	0	0	0	0	0	0	38	0	69	9	1	0	0	0	0	0	0	0	0	0	79
16:30	0	16	2	1	0	0	0	0	0	0	0	0	0	19	0	40	4	0	0	0	0	0	0	0	0	0	0	44	0	56	6	1	0	0	0	0	0	0	0	0	0	63
16:45	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	33	4	1	0	0	0	0	0	0	0	0	0	38	0	49	6	1	0	0	0	0	0	0	0	0	0	56
17:00	0	20	4	1	0	0	0	0	0	0	0	0	0	25	0	40	4	0	0	0	0	0	0	0	0	0	0	44	0	60	8	1	0	0	0	0	0	0	0	0	0	69
17:15	0	16	1	1	0	0	0	0	0	0	0	0	0	18	0	39	2	0	0	0	0	0	0	0	0	0	0	41	0	55	3	1	0	0	0	0	0	0	0	0	0	59
17:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	20	0	0	1	0	0	0	0	0	0	0	0	21	0	34	2	0	1	0	0	0	0	0	0	0	0	37
17:45	0	15	1	1	0	0	0	0	0	0	0	0	0	17	0	35	2	0	0	0	0	1	0	0	0	0	0	38	0	50	3	1	0	0	0	1	0	0	0	0	0	55
18:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	30	1	0	0	0	0	0	0	0	0	0	0	31	0	46	2	0	0	0	0	0	0	0	0	0	0	48
18:15	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	26	0	0	0	0	0	0	0	0	0	0	0	26	0	46	1	0	0	0	0	0	0	0	0	0	0	47
18:30	0	10	5	0	0	0	0	0	0	0	0	0	0	15	0	22	3	0	0	0	0	0	0	0	0	0	0	25	0	32	8	0	0	0	0	0	0	0	0	0	0	40
18:45	0	10	7	1	0	0	0	0	0	0	0	0	0	18	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	26	8	1	0	0	0	0	0	0	0	0	0	35
19:00	0	14	1	1	0	0	0	0	0	0	0	0	0	16	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	25	1	1	0	0	0	0	0	0	0	0	0	27
19:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	1	0	0	0	0	0	0	0	0	12	0	15	3	0	1	0	0	0	0	0	0	0	0	19
19:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	9	4	0	0	0	0	0	0	0	0	0	0	13
19:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	31	3	0	0	0	0	0	0	0	0	0	0	34
20:00	0	25	1	1	0	0	0	0	0	0	0	0	0	27	0	13	1	0	1	0	0	0	0	0	0	0	0	15	0	38	2	1	1	0	0	0	0	0	0	0	0	42
20:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	19	2	0	0	0	0	0	0	0	0	0	0	21
20:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	6	2	0	0	0	0	0	0	0	0	0	0	8
20:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	14	0	0	0	0	0	0	0	0	0	0	0	14
21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	10	0	0	1	0	0	0	0	0	0	0	0	11	0	14	1	0	1	0	0	0	0	0	0	0	0	16
21:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	12	3	0	0	0	0	0	0	0	0	0	0	15
21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	11	0	0	0	0	0	0	0	0	0	0	0	11
22:15	0	4	1	0	1	0	0	0	0	0	0	0	0	6	1	6	0	0	0	0	0	0	0	0	0	0	0	7	1	10	1	0	1	0	0	0	0	0	0	0	0	13
22:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	12	1	0	0	0	0	0	0	0	0	0	0	13
22:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	12	0	0	0	0	0	0	0	0	0	0	0	12
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	16	0	0	0	0	0	0	0	0	0	0	0	16
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Totals	1	1,022	101	50	15	1	0	1	0	0	0	0	0	1,191	2	1,261	108	11	19	0	0	1	0	0	0	0	0	1,402	3	2,283	209	61	34	1	0	2	0	0	0	0	0	2,593
% of Totals	0%	86%	8%	4%	1%	0%		0%						100%	0%	90%	8%	1%	1%			0%						100%	0%	88%	8%	2%	1%	0%		0%						100%

Prepared by National Data & Surveying Services

VOLUME

Vernon St W/O Washington St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,191	1,402	2,593

DAILY TOTALS

15-Minutes Interval

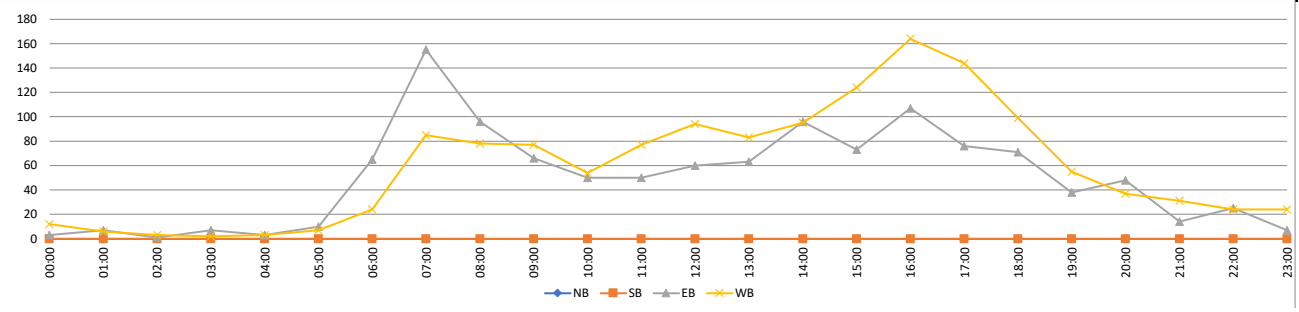
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			1	3	4	12:00			16	17	33
00:15			1	2	3	12:15			20	29	49
00:30			1	3	4	12:30			12	24	36
00:45			0	4	4	12:45			12	24	36
01:00			2	0	2	13:00			20	29	49
01:15			3	0	3	13:15			9	25	34
01:30			1	3	4	13:30			17	13	30
01:45			1	3	4	13:45			17	16	33
02:00			0	0	0	14:00			12	17	29
02:15			0	1	1	14:15			13	30	43
02:30			1	2	3	14:30			19	25	44
02:45			0	0	0	14:45			52	23	75
03:00			1	1	2	15:00			14	39	53
03:15			2	1	3	15:15			20	19	39
03:30			2	0	2	15:30			9	41	50
03:45			2	0	2	15:45			30	25	55
04:00			1	0	1	16:00			29	44	73
04:15			0	0	0	16:15			41	38	79
04:30			2	1	3	16:30			19	44	63
04:45			0	2	2	16:45			18	38	56
05:00			2	1	3	17:00			25	44	69
05:15			1	1	2	17:15			18	41	59
05:30			1	3	4	17:30			16	21	37
05:45			6	2	8	17:45			17	38	55
06:00			8	5	13	18:00			17	31	48
06:15			14	3	17	18:15			21	26	47
06:30			23	7	30	18:30			15	25	40
06:45			20	9	29	18:45			18	17	35
07:00			34	23	57	19:00			16	11	27
07:15			51	25	76	19:15			7	12	19
07:30			39	16	55	19:30			2	11	13
07:45			31	21	52	19:45			13	21	34
08:00			24	23	47	20:00			27	15	42
08:15			18	15	33	20:15			11	10	21
08:30			25	19	44	20:30			4	4	8
08:45			29	21	50	20:45			6	8	14
09:00			18	29	47	21:00			5	11	16
09:15			16	13	29	21:15			3	3	6
09:30			18	16	34	21:30			3	12	15
09:45			14	19	33	21:45			3	5	8
10:00			19	11	30	22:00			5	6	11
10:15			8	13	21	22:15			6	7	13
10:30			11	11	22	22:30			6	7	13
10:45			12	19	31	22:45			8	4	12
11:00			11	23	34	23:00			3	2	5
11:15			14	21	35	23:15			1	3	4
11:30			13	19	32	23:30			2	14	16
11:45			12	14	26	23:45			1	5	6
TOTALS	0	0	513	428	941	TOTALS	0	0	678	974	1652
SPLIT %	0%	0%	55%	45%	36%	SPLIT %	0%	0%	41%	59%	64%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			3	12	15
01:00	02:00			7	6	13
02:00	03:00			1	3	4
03:00	04:00			7	2	9
04:00	05:00			3	3	6
05:00	06:00			10	7	17
06:00	07:00			65	24	89
07:00	08:00			155	85	240
08:00	09:00			96	78	174
09:00	10:00			66	77	143
10:00	11:00			50	54	104
11:00	12:00			50	77	127
12:00	13:00			60	94	154
13:00	14:00			63	83	146
14:00	15:00			96	95	191
15:00	16:00			73	124	197
16:00	17:00			107	164	271
17:00	18:00			76	144	220
18:00	19:00			71	99	170
19:00	20:00			38	55	93
20:00	21:00			48	37	85
21:00	22:00			14	31	45
22:00	23:00			25	24	49
23:00	00:00			7	24	31

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			513	428	941
Peak Hour			7:00	7:00	7:00
Peak Volume			155	85	240
Peak Hour Factor			0.760	0.850	0.789
Peak Period	12:00	to	00:00		
Volume			678	974	1652
Peak Hour			15:45	16:30	16:00
Peak Volume			119	167	271
Peak Hour Factor			0.726	0.949	0.858
Peak Period	07:00	to	09:00		
Volume			251	163	414
Peak Hour			7:00	7:00	7:00
Peak Volume			155	85	240
Peak Hour Factor			0.760	0.850	0.789
Peak Period	16:00	to	18:00		
Volume			183	308	491
Peak Hour			16:00	16:30	16:00
Peak Volume			107	167	271
Peak Hour Factor			0.652	0.949	0.858



Washington St S/O Vernon St/Retreat Ave

Averaged Counts

TIME		Tues			Wed			Ave		
		NB	SB	TOTAL	NB	SB	TOTAL	NB	SB	Total
00:00	01:00	34	44	**78**	30	47	**77**	32	45.5	**78**
01:00	02:00	26	30	**56**	32	25	**57**	29	27.5	**57**
02:00	03:00	12	18	**30**	14	24	**38**	13	21	**34**
03:00	04:00	20	13	**33**	14	14	**28**	17	13.5	**31**
04:00	05:00	44	18	**62**	56	22	**78**	50	20	**70**
05:00	06:00	121	49	**170**	113	50	**163**	117	49.5	**167**
06:00	07:00	274	113	**387**	264	113	**377**	269	113	**382**
07:00	08:00	398	267	**665**	390	299	**689**	394	283	**677**
08:00	09:00	457	335	**792**	447	335	**782**	452	335	**787**
09:00	10:00	278	301	**579**	257	266	**523**	267.5	283.5	**551**
10:00	11:00	229	268	**497**	263	253	**516**	246	260.5	**507**
11:00	12:00	181	294	**475**	231	272	**503**	206	283	**489**
12:00	13:00	197	362	**559**	276	313	**589**	236.5	337.5	**574**
13:00	14:00	228	343	**571**	280	301	**581**	254	322	**576**
14:00	15:00	296	473	**769**	322	418	**740**	309	445.5	**755**
15:00	16:00	382	492	**874**	385	521	**906**	383.5	506.5	**890**
16:00	17:00	394	555	**949**	393	576	**969**	393.5	565.5	**959**
17:00	18:00	310	437	**747**	318	435	**753**	314	436	**750**
18:00	19:00	318	290	**608**	294	345	**639**	306	317.5	**624**
19:00	20:00	185	220	**405**	204	272	**476**	194.5	246	**441**
20:00	21:00	134	184	**318**	160	197	**357**	147	190.5	**338**
21:00	22:00	111	139	**250**	111	155	**266**	111	147	**258**
22:00	23:00	81	99	**180**	145	144	**289**	113	121.5	**235**
23:00	00:00	69	103	**172**	79	110	**189**	74	106.5	**181**

Prepared by National Data & Surveying Services

CLASSIFICATION

Washington St S/O Vernon St/Retreat Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_010

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	23	9	1	1	0	0	0	0	0	0	0	0	34	0	38	5	1	0	0	0	0	0	0	0	0	0	44	0	61	14	2	1	0	0	0	0	0	0	0	0	78
01:00	0	23	0	2	1	0	0	0	0	0	0	0	0	26	0	28	2	0	0	0	0	0	0	0	0	0	0	30	0	51	2	2	1	0	0	0	0	0	0	0	0	56
02:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	29	1	0	0	0	0	0	0	0	0	0	0	30
03:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	10	1	0	0	1	0	0	1	0	0	0	0	13	0	28	3	0	0	1	0	0	0	1	0	0	0	33
04:00	0	39	4	1	0	0	0	0	0	0	0	0	0	44	0	16	1	0	1	0	0	0	0	0	0	0	0	18	0	55	5	1	1	0	0	0	0	0	0	0	0	62
05:00	0	96	16	6	3	0	0	0	0	0	0	0	0	121	0	35	7	5	2	0	0	0	0	0	0	0	0	49	0	131	23	11	5	0	0	0	0	0	0	0	0	170
06:00	0	237	18	19	0	0	0	0	0	0	0	0	0	274	1	83	11	16	1	1	0	0	0	0	0	0	0	113	1	320	29	35	1	1	0	0	0	0	0	0	0	387
07:00	0	348	28	16	2	2	1	1	0	0	0	0	0	398	0	219	16	30	2	0	0	0	0	0	0	0	0	267	0	567	44	46	4	2	1	1	0	0	0	0	0	665
08:00	0	393	31	21	5	6	0	1	0	0	0	0	0	457	0	262	31	34	5	2	0	1	0	0	0	0	0	335	0	655	62	55	10	8	0	2	0	0	0	0	0	792
09:00	0	225	23	15	10	5	0	0	0	0	0	0	0	278	0	250	25	17	5	4	0	0	0	0	0	0	0	301	0	475	48	32	15	9	0	0	0	0	0	0	0	579
10:00	0	196	22	9	1	0	0	0	1	0	0	0	0	229	1	215	35	9	7	1	0	0	0	0	0	0	0	268	1	411	57	18	8	1	0	0	1	0	0	0	0	497
11:00	1	144	16	12	5	2	0	1	0	0	0	0	0	181	0	243	32	13	6	0	0	0	0	0	0	0	0	294	1	387	48	25	11	2	0	1	0	0	0	0	0	475
12:00	0	163	16	13	5	0	0	0	0	0	0	0	0	197	0	297	36	19	9	0	0	1	0	0	0	0	0	362	0	460	52	32	14	0	0	1	0	0	0	0	0	559
13:00	0	193	18	10	5	0	0	2	0	0	0	0	0	228	1	304	26	9	2	0	0	1	0	0	0	0	0	343	1	497	44	19	7	0	0	3	0	0	0	0	0	571
14:00	2	241	24	19	9	1	0	0	0	0	0	0	0	296	3	406	35	19	10	0	0	0	0	0	0	0	0	473	5	647	59	38	19	1	0	0	0	0	0	0	0	769
15:00	2	327	29	18	4	1	0	0	1	0	0	0	0	382	0	434	36	20	2	0	0	0	0	0	0	0	0	492	2	761	65	38	6	1	0	0	1	0	0	0	0	874
16:00	2	331	27	29	5	0	0	0	0	0	0	0	0	394	1	493	26	32	2	1	0	0	0	0	0	0	0	555	3	824	53	61	7	1	0	0	0	0	0	0	0	949
17:00	1	256	27	21	3	1	0	1	0	0	0	0	0	310	2	391	28	13	2	1	0	0	0	0	0	0	0	437	3	647	55	34	5	2	0	1	0	0	0	0	0	747
18:00	0	270	34	13	1	0	0	0	0	0	0	0	0	318	0	260	21	8	1	0	0	0	0	0	0	0	0	290	0	530	55	21	2	0	0	0	0	0	0	0	0	608
19:00	1	159	18	7	0	0	0	0	0	0	0	0	0	185	1	194	19	6	0	0	0	0	0	0	0	0	0	220	2	353	37	13	0	0	0	0	0	0	0	0	0	405
20:00	0	119	11	4	0	0	0	0	0	0	0	0	0	134	0	161	18	3	2	0	0	0	0	0	0	0	0	184	0	280	29	7	2	0	0	0	0	0	0	0	0	318
21:00	0	91	16	2	0	1	0	1	0	0	0	0	0	111	0	127	9	3	0	0	0	0	0	0	0	0	0	139	0	218	25	5	0	1	0	1	0	0	0	0	0	250
22:00	0	70	9	2	0	0	0	0	0	0	0	0	0	81	1	85	10	2	1	0	0	0	0	0	0	0	0	99	1	155	19	4	1	0	0	0	0	0	0	0	0	180
23:00	0	62	3	1	3	0	0	0	0	0	0	0	0	69	0	95	6	1	1	0	0	0	0	0	0	0	0	103	0	157	9	2	4	0	0	0	0	0	0	0	0	172
Totals	**9**	**4,035**	**402**	**241**	**63**	**19**	**1**	**7**	**2**	**0**	**0**	**0**	**0**	**4,779**	**11**	**4,664**	**436**	**260**	**61**	**11**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**5,447**	**20**	**8,699**	**838**	**501**	**124**	**30**	**1**	**10**	**3**	**0**	**0**	**0**	**0**	**10,226**
% of Totals	0%	84%	8%	5%	1%	0%	0%	0%	0%					100%	0%	86%	8%	5%	1%	0%		0%	0%					100%	0%	85%	8%	5%	1%	0%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

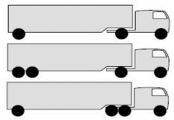
#3 2-Axle, 4-Tire Single Unit

#4 Buses

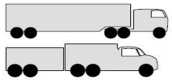
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	1	1753	170	102	28	15	1	3	1	0	0	0	0	2074	2	1417	166	125	29	9	0	1	1	0	0	0	0	1750	3	3170	336	227	57	24	1	4	2	0	0	0	0	3824
%	0%	37%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	43%	0%	26%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	31%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	37%
Peak Hour	10:15	7:30	8:15	6:30	9:00	8:30	7:00	7:30	9:15	0:00	0:00	0:00	0:00	7:30	6:00	11:45	11:45	7:45	11:15	9:00	0:00	7:15	2:30	0:00	0:00	0:00	0:00	11:45	10:15	8:15	8:15	8:00	8:30	8:15	7:00	7:30	2:30	0:00	0:00	0:00	0:00	8:00
Peak Volume	1	406	33	22	10	8	1	2	1	0	0	0	0	467	1	297	39	34	9	4	0	1	1	0	0	0	0	362	2	657	65	55	15	9	1	3	1	0	0	0	0	792
12:00 - 24:00	8	2282	232	139	35	4	0	4	1	0	0	0	0	2705	9	3247	270	135	32	2	0	2	0	0	0	0	0	3697	17	5529	502	274	67	6	0	6	1	0	0	0	0	6402
%	0%	48%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	57%	0%	60%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	68%	0%	54%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	63%
Peak Hour	14:15	15:45	18:00	16:15	14:00	14:15	12:00	12:30	14:15	12:00	12:00	12:00	12:00	15:45	13:45	16:00	15:15	16:00	13:30	16:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:45	14:15	15:45	15:00	15:45	14:00	14:15	12:00	12:30	14:15	12:00	12:00	12:00	12:00	15:45
Peak Volume	4	354	34	34	9	2	0	2	1	0	0	0	0	418	3	493	38	32	10	2	0	1	0	0	0	0	0	555	6	840	65	61	19	2	0	3	1	0	0	0	0	973
07:00 - 09:00	0	741	59	37	7	8	1	2	0	0	0	0	0	855	0	481	47	64	7	2	0	1	0	0	0	0	0	602	0	1222	106	101	14	10	1	3	0	0	0	0	0	1457
%	0%	16%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:00	7:30	7:30	7:30	8:00	8:00	7:00	7:30	7:00	7:00	7:00	7:00	7:00	7:30	7:00	8:00	8:00	7:45	7:45	7:30	7:00	7:15	7:00	7:00	7:00	7:00	7:00	8:00	7:00	8:00	8:00	8:00	8:00	8:00	7:00	7:30	7:00	7:00	7:00	7:00	7:00	8:00
Peak Volume	0	406	32	21	5	6	1	2	0	0	0	0	0	467	0	262	31	34	5	2	0	1	0	0	0	0	0	335	0	655	62	55	10	8	1	3	0	0	0	0	0	792
16:00 - 18:00	3	587	54	50	8	1	0	1	0	0	0	0	0	704	3	884	54	45	4	2	0	0	0	0	0	0	0	992	6	1471	108	95	12	3	0	1	0	0	0	0	0	1696
%	0%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	16%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	14%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	16:00	16:00	16:15	16:15	16:00	16:45	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	17:00	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	16:30	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	2	331	33	34	5	1	0	1	0	0	0	0	0	394	2	493	28	32	2	2	0	0	0	0	0	0	0	555	3	824	59	61	7	2	0	1	0	0	0	0	0	949

Prepared by National Data & Surveying Services

CLASSIFICATION

Washington St S/O Vernon St/Retreat Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_010

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND												TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	19	4	0	0	0	0	0	0	0	0	0	23
00:15	0	6	3	1	1	0	0	0	0	0	0	0	0	11	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	14	6	1	1	0	0	0	0	0	0	0	22
00:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	21	3	0	0	0	0	0	0	0	0	0	24
00:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	7	1	1	0	0	0	0	0	0	0	0	9
01:00	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	12	2	1	0	0	0	0	0	0	0	0	15
01:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	18	0	0	0	0	0	0	0	0	0	0	18
01:30	0	10	0	1	1	0	0	0	0	0	0	0	0	12	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	14	0	1	1	0	0	0	0	0	0	0	16
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	0	0	0	0	0	0	0	0	7
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	12	0	0	0	0	0	0	0	0	0	0	12
02:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	6
02:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	9	0	0	0	0	0	0	0	0	0	0	9
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	10	0	0	0	0	0	0	0	0	0	0	10
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0	4	0	0	0	0	0	0	1	0	0	0	5
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	1	0	0	0	0	0	0	0	4	0	5	1	0	0	1	0	0	0	0	0	0	7
03:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	9	2	0	0	0	0	0	0	0	0	0	11
04:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	11	3	0	1	0	0	0	0	0	0	0	15
04:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	11	0	0	0	0	0	0	0	0	0	0	11
04:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	10	0	0	0	0	0	0	0	0	0	0	10
04:45	0	15	1	1	0	0	0	0	0	0	0	0	0	17	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	23	2	1	0	0	0	0	0	0	0	0	26
05:00	0	19	1	1	1	0	0	0	0	0	0	0	0	22	0	8	0	2	0	0	0	0	0	0	0	0	0	10	0	27	1	3	1	0	0	0	0	0	0	0	32
05:15	0	18	4	2	0	0	0	0	0	0	0	0	0	24	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	23	5	2	0	0	0	0	0	0	0	0	30
05:30	0	25	5	2	0	0	0	0	0	0	0	0	0	32	0	6	5	2	1	0	0	0	0	0	0	0	0	14	0	31	10	4	1	0	0	0	0	0	0	0	46
05:45	0	34	6	1	2	0	0	0	0	0	0	0	0	43	0	16	1	1	1	0	0	0	0	0	0	0	0	19	0	50	7	2	3	0	0	0	0	0	0	0	62
06:00	0	36	6	2	0	0	0	0	0	0	0	0	0	44	0	14	1	2	0	0	0	0	0	0	0	0	0	17	0	50	7	4	0	0	0	0	0	0	0	0	61
06:15	0	53	2	4	0	0	0	0	0	0	0	0	0	59	0	19	1	1	1	0	0	0	0	0	0	0	0	22	0	72	3	5	1	0	0	0	0	0	0	0	81
06:30	0	67	5	6	0	0	0	0	0	0	0	0	0	78	0	21	3	7	0	0	0	0	0	0	0	0	0	31	0	88	8	13	0	0	0	0	0	0	0	0	109
06:45	0	81	5	7	0	0	0	0	0	0	0	0	0	93	1	29	6	6	0	1	0	0	0	0	0	0	0	43	1	110	11	13	0	1	0	0	0	0	0	0	136
07:00	0	70	5	4	1	1	0	0	0	0	0	0	0	81	0	52	2	14	0	0	0	0	0	0	0	0	0	68	0	122	7	18	1	1	0	0	0	0	0	0	149
07:15	0	74	5	5	0	1	0	0	0	0	0	0	0	85	0	64	5	2	1	0	0	0	0	0	0	0	0	72	0	138	10	7	1	1	0	0	0	0	0	0	157
07:30	0	105	12	5	1	0	0	0	0	0	0	0	0	123	0	48	8	7	0	0	0	0	0	0	0	0	0	63	0	153	20	12	1	0	0	0	0	0	0	0	186
07:45	0	99	6	2	0	0	1	1	0	0	0	0	0	109	0	55	1	7	1	0	0	0	0	0	0	0	0	64	0	154	7	9	1	0	1	1	0	0	0	0	173
08:00	0	101	6	8	0	1	0	0	0	0	0	0	0	116	0	57	4	11	1	0	0	1	0	0	0	0	0	74	0	158	10	19	1	1	0	1	0	0	0	0	190
08:15	0	101	8	6	1	2	0	1	0	0	0	0	0	119	0	72	7	7	1	2	0	0	0	0	0	0	0	89	0	173	15	13	2	4	0	1	0	0	0	0	208
08:30	0	88	10	3	3	1	0	0	0	0	0	0	0	105	0	66	8	9	2	0	0	0	0	0	0	0	0	85	0	154	18	12	5	1	0	0	0	0	0	0	190
08:45	0	103	7	4	1	2	0	0	0	0	0	0	0	117	0	67	12	7	1	0	0	0	0	0	0	0	0	87	0	170	19	11	2	2	0	0	0	0	0	0	204
09:00	0	90	8	1	3	2	0	0	0	0	0	0	0	104	0	70	5	8	1	0	0	0	0	0	0	0	0	84	0	160	13	9	4	2	0	0	0	0	0	0	188
09:15	0	50	4	5	2	3	0	0	0	0	0	0	0	64	0	59	5	2	2	1	0	0	0	0	0	0	0	69	0	109	9	7	4	4	0	0	0	0	0	0	133
09:30	0	48	3	7	1	0	0	0	0	0	0	0	0	59	0	61	9	4	2	1	0	0	0	0	0	0	0	77	0	109	12	11	3	1	0	0	0	0	0	0	136
09:45	0	37	8	2	4	0	0	0	0	0	0	0	0	51	0	60	6	3	0	2	0	0	0	0	0	0	0	71	0	97	14	5	4	2	0	0	0	0	0	0	122
10:00	0	47	4	1	0	0	0	0	1	0	0	0	0	53	0	55	11	3	1	0	0	0	0	0	0	0	0	70	0	102	15	4	1	0	0	0	1	0	0	0	123
10:15	0	51	7	2	0	0	0	0	0	0	0	0	0	60	0	52	8	1	1	0	0	0	0	0	0	0	0	62	0	103	15	3	1	0	0	0	0	0	0	0	122
10:30	0	55	5	3	0	0	0	0	0	0	0	0	0	63	0	47	8	3	3	1	0	0	0	0	0	0	0	62	0	102	13	6	3	1	0	0	0	0	0	0	125
10:45	0	43	6	3	1	0	0	0	0	0	0	0	0	53	1	61	8	2	2	0	0	0	0	0	0	0	0	74	1	104	14	5	3	0	0	0	0	0	0	0	127
11:00	1	40	2	3	1	0	0	0	0	0	0	0	0	47	0	50	7	5	0	0	0	0	0	0	0	0	0	62	1	90	9	8	1	0	0	0	0	0	0	0	109
11:15	0	33	7	2	2	1	0	0	0	0	0	0	0	45	0	52	10	3	1	0	0	0	0	0	0	0	0	66	0	85	17	5	3	1	0	0	0	0	0	0	111
11:30	0	31	3	4	2	1	0	1	0	0	0	0	0	42	0	66	7	2	4	0	0	0	0	0	0	0	0	79	0	97	10	6	6	1	0	1	0	0	0	0	121
11:45	0	40	4	3	0	0	0	0	0	0	0	0	0	47	0	75	8	3	1	0	0	0	0	0	0	0	0	87	0	115	12	6	1	0	0	0	0	0	0	0	134

Prepared by National Data & Surveying Services

CLASSIFICATION

Washington St S/O Vernon St/Retreat Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_010

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	43	7	1	0	0	0	0	0	0	0	0	0	51	0	64	13	1	3	0	0	1	0	0	0	0	0	82	0	107	20	2	3	0	0	1	0	0	0	0	0	133
12:15	0	34	3	3	1	0	0	0	0	0	0	0	0	41	0	70	6	4	1	0	0	0	0	0	0	0	0	81	0	104	9	7	2	0	0	0	0	0	0	0	0	122
12:30	0	42	3	6	2	0	0	0	0	0	0	0	0	53	0	88	12	10	2	0	0	0	0	0	0	0	0	112	0	130	15	16	4	0	0	0	0	0	0	0	0	165
12:45	0	44	3	3	2	0	0	0	0	0	0	0	0	52	0	75	5	4	3	0	0	0	0	0	0	0	0	87	0	119	8	7	5	0	0	0	0	0	0	0	0	139
13:00	0	36	5	4	3	0	0	1	0	0	0	0	0	49	0	69	8	2	0	0	0	1	0	0	0	0	0	80	0	105	13	6	3	0	0	2	0	0	0	0	0	129
13:15	0	67	3	1	0	0	0	1	0	0	0	0	0	72	1	80	6	2	0	0	0	0	0	0	0	0	0	89	1	147	9	3	0	0	0	1	0	0	0	0	0	161
13:30	0	45	6	2	2	0	0	0	0	0	0	0	0	55	0	67	6	3	2	0	0	0	0	0	0	0	0	78	0	112	12	5	4	0	0	0	0	0	0	0	0	133
13:45	0	45	4	3	0	0	0	0	0	0	0	0	0	52	0	88	6	2	0	0	0	0	0	0	0	0	0	96	0	133	10	5	0	0	0	0	0	0	0	0	0	148
14:00	0	49	7	2	3	0	0	0	0	0	0	0	0	61	1	81	10	2	4	0	0	0	0	0	0	0	0	98	1	130	17	4	7	0	0	0	0	0	0	0	0	159
14:15	1	42	6	2	1	0	0	0	0	0	0	0	0	52	1	94	8	3	4	0	0	0	0	0	0	0	0	110	2	136	14	5	5	0	0	0	0	0	0	0	0	162
14:30	0	64	8	5	2	0	0	0	0	0	0	0	0	79	1	109	9	5	1	0	0	0	0	0	0	0	0	125	1	173	17	10	3	0	0	0	0	0	0	0	0	204
14:45	1	86	3	10	3	1	0	0	0	0	0	0	0	104	0	122	8	9	1	0	0	0	0	0	0	0	0	140	1	208	11	19	4	1	0	0	0	0	0	0	0	244
15:00	2	74	11	5	1	1	0	0	1	0	0	0	0	95	0	87	7	3	0	0	0	0	0	0	0	0	0	97	2	161	18	8	1	1	0	0	1	0	0	0	0	192
15:15	0	78	3	1	2	0	0	0	0	0	0	0	0	84	0	102	7	6	0	0	0	0	0	0	0	0	0	115	0	180	10	7	2	0	0	0	0	0	0	0	0	199
15:30	0	86	4	6	0	0	0	0	0	0	0	0	0	96	0	131	12	6	0	0	0	0	0	0	0	0	0	149	0	217	16	12	0	0	0	0	0	0	0	0	0	245
15:45	0	89	11	6	1	0	0	0	0	0	0	0	0	107	0	114	10	5	2	0	0	0	0	0	0	0	0	131	0	203	21	11	3	0	0	0	0	0	0	0	0	238
16:00	1	87	3	4	2	0	0	0	0	0	0	0	0	97	0	118	9	8	1	0	0	0	0	0	0	0	0	136	1	205	12	12	3	0	0	0	0	0	0	0	0	233
16:15	1	81	4	10	1	0	0	0	0	0	0	0	0	97	0	117	5	8	0	0	0	0	0	0	0	0	0	130	1	198	9	18	1	0	0	0	0	0	0	0	0	227
16:30	0	97	9	10	1	0	0	0	0	0	0	0	0	117	1	137	8	10	1	1	0	0	0	0	0	0	0	158	1	234	17	20	2	1	0	0	0	0	0	0	0	275
16:45	0	66	11	5	1	0	0	0	0	0	0	0	0	83	0	121	4	6	0	0	0	0	0	0	0	0	0	131	0	187	15	11	1	0	0	0	0	0	0	0	0	214
17:00	0	77	9	9	0	0	0	1	0	0	0	0	0	96	0	114	8	3	0	0	0	0	0	0	0	0	0	125	0	191	17	12	0	0	0	1	0	0	0	0	0	221
17:15	0	67	3	6	1	0	0	0	0	0	0	0	0	77	0	110	7	4	1	1	0	0	0	0	0	0	0	123	0	177	10	10	2	1	0	0	0	0	0	0	0	200
17:30	1	50	8	3	0	1	0	0	0	0	0	0	0	63	2	92	6	1	1	0	0	0	0	0	0	0	0	102	3	142	14	4	1	1	0	0	0	0	0	0	0	165
17:45	0	62	7	3	2	0	0	0	0	0	0	0	0	74	0	75	7	5	0	0	0	0	0	0	0	0	0	87	0	137	14	8	2	0	0	0	0	0	0	0	0	161
18:00	0	54	8	6	0	0	0	0	0	0	0	0	0	68	0	73	2	2	0	0	0	0	0	0	0	0	0	77	0	127	10	8	0	0	0	0	0	0	0	0	0	145
18:15	0	65	9	2	1	0	0	0	0	0	0	0	0	77	0	55	6	2	0	0	0	0	0	0	0	0	0	63	0	120	15	4	1	0	0	0	0	0	0	0	0	140
18:30	0	86	7	3	0	0	0	0	0	0	0	0	0	96	0	66	3	2	1	0	0	0	0	0	0	0	0	72	0	152	10	5	1	0	0	0	0	0	0	0	0	168
18:45	0	65	10	2	0	0	0	0	0	0	0	0	0	77	0	66	10	2	0	0	0	0	0	0	0	0	0	78	0	131	20	4	0	0	0	0	0	0	0	0	0	155
19:00	0	53	2	3	0	0	0	0	0	0	0	0	0	58	0	48	2	1	0	0	0	0	0	0	0	0	0	51	0	101	4	4	0	0	0	0	0	0	0	0	0	109
19:15	1	39	4	0	0	0	0	0	0	0	0	0	0	44	0	55	6	2	0	0	0	0	0	0	0	0	0	63	1	94	10	2	0	0	0	0	0	0	0	0	0	107
19:30	0	35	6	3	0	0	0	0	0	0	0	0	0	44	1	51	6	1	0	0	0	0	0	0	0	0	0	59	1	86	12	4	0	0	0	0	0	0	0	0	0	103
19:45	0	32	6	1	0	0	0	0	0	0	0	0	0	39	0	40	5	2	0	0	0	0	0	0	0	0	0	47	0	72	11	3	0	0	0	0	0	0	0	0	0	86
20:00	0	35	3	2	0	0	0	0	0	0	0	0	0	40	0	49	3	0	0	0	0	0	0	0	0	0	0	52	0	84	6	2	0	0	0	0	0	0	0	0	0	92
20:15	0	37	4	1	0	0	0	0	0	0	0	0	0	42	0	40	7	1	0	0	0	0	0	0	0	0	0	48	0	77	11	2	0	0	0	0	0	0	0	0	0	90
20:30	0	27	0	1	0	0	0	0	0	0	0	0	0	28	0	39	3	2	2	0	0	0	0	0	0	0	0	46	0	66	3	3	2	0	0	0	0	0	0	0	0	74
20:45	0	20	4	0	0	0	0	0	0	0	0	0	0	24	0	33	5	0	0	0	0	0	0	0	0	0	0	38	0	53	9	0	0	0	0	0	0	0	0	0	0	62
21:00	0	28	3	1	0	0	0	0	0	0	0	0	0	32	0	41	2	0	0	0	0	0	0	0	0	0	0	43	0	69	5	1	0	0	0	0	0	0	0	0	0	75
21:15	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	33	1	1	0	0	0	0	0	0	0	0	0	35	0	58	4	1	0	0	0	0	0	0	0	0	0	63
21:30	0	22	3	1	0	0	0	0	0	0	0	0	0	26	0	27	2	2	0	0	0	0	0	0	0	0	0	31	0	49	5	3	0	0	0	0	0	0	0	0	0	57
21:45	0	16	7	0	0	1	0	1	0	0	0	0	0	25	0	26	4	0	0	0	0	0	0	0	0	0	0	30	0	42	11	0	0	1	0	1	0	0	0	0	0	55
22:00	0	25	1	1	0	0	0	0	0	0	0	0	0	27	1	22	2	0	1	0	0	0	0	0	0	0	0	26	1	47	3	1	1	0	0	0	0	0	0	0	0	53
22:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	27	3	0	0	0	0	0	0	0	0	0	0	30	0	34	4	0	0	0	0	0	0	0	0	0	0	38
22:30	0	21	1	1	0	0	0	0	0	0	0	0	0	23	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	39	4	1	0	0	0	0	0	0	0	0	0	44
22:45	0	17	6	0	0	0	0	0	0	0	0	0	0	23	0	18	2	2	0	0	0	0	0	0	0	0	0	22	0	35	8	2	0	0	0	0	0	0	0	0	0	45
23:00	0	14	0	0	2	0	0	0	0	0	0	0	0	16	0	29	1	0	1	0	0	0	0	0	0	0	0	31	0	43	1	0	3	0	0	0	0	0	0	0	0	47
23:15	0	19	1	0	1	0	0	0	0	0	0	0	0	21	0	26	1	0	0	0	0	0	0	0	0	0	0	27	0	45	2	0	1	0	0	0	0	0	0	0	0	48
23:30	0	20	2	1	0	0	0	0	0	0	0	0	0	23	0	29	2	0	0	0	0	0	0	0	0	0	0	31	0	49	4	1	0	0	0	0	0	0	0	0	0	54
23:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	11	2	1	0	0	0	0	0	0	0	0	0	14	0	20	2	1	0	0	0	0	0	0	0	0	0	23
Totals	**9**	**4,035**	**402**	**241**	**63**	**19**	**1**	**7**	**2**	**0**	**0**	**0**	**0**	**4,779**	**11**	**4,664**	**436**	**260**	**61**	**11**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**5,447**	**20**	**8,699**	**838**	**501**	**124**	**30**	**1**	**10**	**3**	**0**	**0**	**0**	**0**	**10,226**
% of Totals	0%	84%	8%	5%	1%	0%	0%	0%	0%					100%	0%	86%	8%	5%	1%	0%		0%	0%					100%	0%	85%	8%	5%	1%	0%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Washington St S/O Vernon St/Retreat Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_010

DAILY TOTALS	NB	SB	EB	WB	Total
	4,779	5,447	0	0	10,226

DAILY TOTALS

15-Minutes Interval

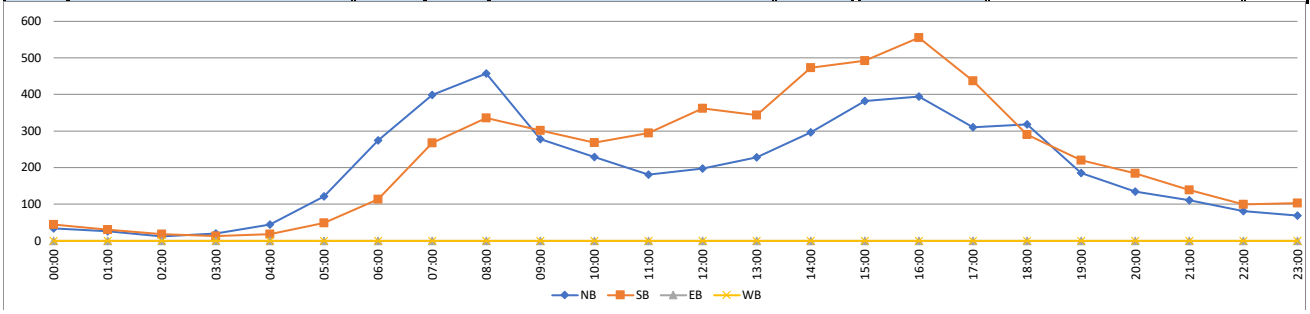
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	12	11			23	12:00	51	82			133
00:15	11	11			22	12:15	41	81			122
00:30	7	17			24	12:30	53	112			165
00:45	4	5			9	12:45	52	87			139
01:00	4	11			15	13:00	49	80			129
01:15	7	11			18	13:15	72	89			161
01:30	12	4			16	13:30	55	78			133
01:45	3	4			7	13:45	52	96			148
02:00	4	8			12	14:00	61	98			159
02:15	3	3			6	14:15	52	110			162
02:30	5	4			9	14:30	79	125			204
02:45	0	3			3	14:45	104	140			244
03:00	7	3			10	15:00	95	97			192
03:15	3	2			5	15:15	84	115			199
03:30	3	4			7	15:30	96	149			245
03:45	7	4			11	15:45	107	131			238
04:00	11	4			15	16:00	97	136			233
04:15	9	2			11	16:15	97	130			227
04:30	7	3			10	16:30	117	158			275
04:45	17	9			26	16:45	83	131			214
05:00	22	10			32	17:00	96	125			221
05:15	24	6			30	17:15	77	123			200
05:30	32	14			46	17:30	63	102			165
05:45	43	19			62	17:45	74	87			161
06:00	44	17			61	18:00	68	77			145
06:15	59	22			81	18:15	77	63			140
06:30	78	31			109	18:30	96	72			168
06:45	93	43			136	18:45	77	78			155
07:00	81	68			149	19:00	58	51			109
07:15	85	72			157	19:15	44	63			107
07:30	123	63			186	19:30	44	59			103
07:45	109	64			173	19:45	39	47			86
08:00	116	74			190	20:00	40	52			92
08:15	119	89			208	20:15	42	48			90
08:30	105	85			190	20:30	28	46			74
08:45	117	87			204	20:45	24	38			62
09:00	104	84			188	21:00	32	43			75
09:15	64	69			133	21:15	28	35			63
09:30	59	77			136	21:30	26	31			57
09:45	51	71			122	21:45	25	30			55
10:00	53	70			123	22:00	27	26			53
10:15	60	62			122	22:15	8	30			38
10:30	63	62			125	22:30	23	21			44
10:45	53	74			127	22:45	23	22			45
11:00	47	62			109	23:00	16	31			47
11:15	45	66			111	23:15	21	27			48
11:30	42	79			121	23:30	23	31			54
11:45	47	87			134	23:45	9	14			23
TOTALS	2074	1750	0	0	3824	TOTALS	2705	3697	0	0	6402
SPLIT %	54%	46%	0%	0%	37%	SPLIT %	42%	58%	0%	0%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	34	44			78
01:00	02:00	26	30			56
02:00	03:00	12	18			30
03:00	04:00	20	13			33
04:00	05:00	44	18			62
05:00	06:00	121	49			170
06:00	07:00	274	113			387
07:00	08:00	398	267			665
08:00	09:00	457	335			792
09:00	10:00	278	301			579
10:00	11:00	229	268			497
11:00	12:00	181	294			475
12:00	13:00	197	362			559
13:00	14:00	228	343			571
14:00	15:00	296	473			769
15:00	16:00	382	492			874
16:00	17:00	394	555			949
17:00	18:00	310	437			747
18:00	19:00	318	290			608
19:00	20:00	185	220			405
20:00	21:00	134	184			318
21:00	22:00	111	139			250
22:00	23:00	81	99			180
23:00	00:00	69	103			172

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2074	1750			3824
Peak Hour	7:30	8:15			8:00
Peak Volume	467	345			792
Peak Hour Factor	0.949	0.969			0.952
Peak Period	12:00	to	00:00		
Volume	2705	3697			6402
Peak Hour	15:45	15:45			15:45
Peak Volume	418	555			973
Peak Hour Factor	0.893	0.878			0.885
Peak Period	07:00	to	09:00		
Volume	855	602			1457
Peak Hour	7:30	8:00			8:00
Peak Volume	467	335			792
Peak Hour Factor	0.949	0.941			0.952
Peak Period	16:00	to	18:00		
Volume	704	992			1696
Peak Hour	16:00	16:00			16:00
Peak Volume	394	555			949
Peak Hour Factor	0.842	0.878			0.863



Prepared by National Data & Surveying Services

CLASSIFICATION

Washington St S/O Vernon St/Retreat Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_010

HOURLY BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	23	7	0	0	0	0	0	0	0	0	0	0	30	0	41	4	1	0	0	0	1	0	0	0	0	0	47	0	64	11	1	0	0	0	1	0	0	0	0	0	77
01:00	0	27	2	2	1	0	0	0	0	0	0	0	0	32	0	21	3	0	1	0	0	0	0	0	0	0	0	25	0	48	5	2	2	0	0	0	0	0	0	0	0	57
02:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14	1	22	0	0	0	0	0	0	1	0	0	0	0	24	1	35	1	0	0	0	0	0	1	0	0	0	0	38
03:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	25	3	0	0	0	0	0	0	0	0	0	0	28
04:00	0	49	6	1	0	0	0	0	0	0	0	0	0	56	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	69	8	1	0	0	0	0	0	0	0	0	0	78
05:00	0	94	12	5	1	0	0	0	1	0	0	0	0	113	0	37	6	5	0	1	0	1	0	0	0	0	0	50	0	131	18	10	1	1	0	1	1	0	0	0	0	163
06:00	0	237	14	13	0	0	0	0	0	0	0	0	0	264	1	84	10	13	3	1	0	1	0	0	0	0	0	113	1	321	24	26	3	1	0	1	0	0	0	0	0	377
07:00	0	342	19	25	0	0	2	1	0	1	0	0	0	390	0	242	18	37	2	0	0	0	0	0	0	0	0	299	0	584	37	62	2	0	2	1	0	1	0	0	0	689
08:00	0	385	32	25	2	1	1	0	1	0	0	0	0	447	0	270	29	29	6	0	0	0	1	0	0	0	0	335	0	655	61	54	8	1	1	0	2	0	0	0	0	782
09:00	2	214	20	11	8	1	0	1	0	0	0	0	0	257	0	234	16	12	4	0	0	0	0	0	0	0	0	266	2	448	36	23	12	1	0	1	0	0	0	0	0	523
10:00	1	226	21	8	5	2	0	0	0	0	0	0	0	263	1	217	20	8	6	1	0	0	0	0	0	0	0	253	2	443	41	16	11	3	0	0	0	0	0	0	0	516
11:00	2	190	20	13	2	3	0	1	0	0	0	0	0	231	2	225	25	12	8	0	0	0	0	0	0	0	0	272	4	415	45	25	10	3	0	1	0	0	0	0	0	503
12:00	0	234	22	15	4	1	0	0	0	0	0	0	0	276	2	270	18	17	5	1	0	0	0	0	0	0	0	313	2	504	40	32	9	2	0	0	0	0	0	0	0	589
13:00	4	234	23	14	4	0	1	0	0	0	0	0	0	280	2	259	25	10	5	0	0	0	0	0	0	0	0	301	6	493	48	24	9	0	1	0	0	0	0	0	0	581
14:00	2	262	33	14	9	0	2	0	0	0	0	0	0	322	0	344	52	17	4	0	0	1	0	0	0	0	0	418	2	606	85	31	13	0	2	1	0	0	0	0	0	740
15:00	2	323	30	26	4	0	0	0	0	0	0	0	0	385	3	440	42	30	6	0	0	0	0	0	0	0	0	521	5	763	72	56	10	0	0	0	0	0	0	0	0	906
16:00	0	341	25	25	2	0	0	0	0	0	0	0	0	393	2	496	43	32	2	1	0	0	0	0	0	0	0	576	2	837	68	57	4	1	0	0	0	0	0	0	0	969
17:00	5	272	21	16	1	3	0	0	0	0	0	0	0	318	4	382	26	16	7	0	0	0	0	0	0	0	0	435	9	654	47	32	8	3	0	0	0	0	0	0	0	753
18:00	0	259	22	11	2	0	0	0	0	0	0	0	0	294	9	314	11	8	3	0	0	0	0	0	0	0	0	345	9	573	33	19	5	0	0	0	0	0	0	0	0	639
19:00	0	176	20	7	1	0	0	0	0	0	0	0	0	204	1	246	18	3	4	0	0	0	0	0	0	0	0	272	1	422	38	10	5	0	0	0	0	0	0	0	0	476
20:00	0	138	16	4	1	0	0	0	1	0	0	0	0	160	2	173	16	5	1	0	0	0	0	0	0	0	0	197	2	311	32	9	2	0	0	0	1	0	0	0	0	357
21:00	0	99	10	1	1	0	0	0	0	0	0	0	0	111	1	144	7	2	1	0	0	0	0	0	0	0	0	155	1	243	17	3	2	0	0	0	0	0	0	0	0	266
22:00	0	129	14	2	0	0	0	0	0	0	0	0	0	145	2	128	10	2	2	0	0	0	0	0	0	0	0	144	2	257	24	4	2	0	0	0	0	0	0	0	0	289
23:00	0	69	8	2	0	0	0	0	0	0	0	0	0	79	0	104	4	2	0	0	0	0	0	0	0	0	0	110	0	173	12	4	0	0	0	0	0	0	0	0	0	189
Totals	**18**	**4,347**	**401**	**240**	**48**	**11**	**6**	**3**	**3**	**1**	**0**	**0**	**0**	**5,078**	**33**	**4,727**	**405**	**261**	**70**	**5**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**5,507**	**51**	**9,074**	**806**	**501**	**118**	**16**	**6**	**7**	**5**	**1**	**0**	**0**	**0**	**10,585**
% of Totals	0%	86%	8%	5%	1%	0%	0%	0%	0%	0%				100%	1%	86%	7%	5%	1%	0%		0%	0%					100%	0%	86%	8%	5%	1%	0%	0%	0%	0%	0%				100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

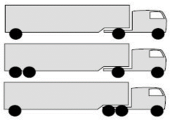
#3 2-Axle, 4-Tire Single Unit

#4 Buses

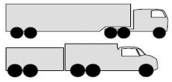
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	5	1811	157	103	19	7	3	3	2	1	0	0	0	2111	5	1427	133	117	30	3	0	3	2	0	0	0	0	1720	10	3238	290	220	49	10	3	6	4	1	0	0	0	3831
%	0%	36%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	42%	0%	26%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	31%	0%	31%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	36%
Peak Hour	9:00	7:45	8:00	6:30	9:00	10:15	7:00	7:00	5:00	6:15	0:00	0:00	0:00	7:45	10:45	8:00	8:00	7:00	11:00	5:15	0:00	0:00	2:00	0:00	0:00	0:00	0:00	8:00	10:45	8:00	8:00	7:00	9:00	10:15	7:00	0:00	8:00	6:15	0:00	0:00	0:00	8:00
Peak Volume	2	395	32	25	8	3	2	1	1	1	0	0	0	454	2	270	29	37	8	2	0	1	1	0	0	0	0	335	4	655	61	62	12	4	2	1	2	1	0	0	0	782
12:00 - 24:00	13	2536	244	137	29	4	3	0	1	0	0	0	0	2967	28	3300	272	144	40	2	0	1	0	0	0	0	0	3787	41	5836	516	281	69	6	3	1	1	0	0	0	0	6754
%	0%	50%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	58%	1%	60%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	69%	0%	55%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%
Peak Hour	17:00	15:30	14:15	16:15	14:15	17:00	13:15	12:00	20:00	12:00	12:00	12:00	12:00	15:45	17:15	16:00	14:00	15:30	13:15	12:00	12:00	13:45	12:00	12:00	12:00	12:00	12:00	15:30	17:15	15:30	14:00	15:45	13:45	16:30	13:15	13:45	20:00	12:00	12:00	12:00	12:00	15:30
Peak Volume	5	363	37	28	10	3	2	0	1	0	0	0	0	414	12	496	52	39	7	1	0	1	0	0	0	0	0	585	17	855	85	63	15	3	2	1	1	0	0	0	0	995
07:00 - 09:00	0	727	51	50	2	1	3	1	1	1	0	0	0	837	0	512	47	66	8	0	0	0	1	0	0	0	0	634	0	1239	98	116	10	1	3	1	2	1	0	0	0	1471
%	0%	14%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:00	7:45	8:00	7:00	8:00	8:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:45	7:00	8:00	8:00	7:00	7:30	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:00	8:00	7:00	8:00	8:00	7:00	8:00	8:00	7:00	7:00	8:00	7:00	7:00	7:00	7:00	8:00
Peak Volume	0	395	32	25	2	1	2	1	1	1	0	0	0	454	0	270	29	37	6	0	0	0	1	0	0	0	0	335	0	655	61	62	8	1	2	1	2	1	0	0	0	782
16:00 - 18:00	5	613	46	41	3	3	0	0	0	0	0	0	0	711	6	878	69	48	9	1	0	0	0	0	0	0	0	1011	11	1491	115	89	12	4	0	0	0	0	0	0	0	1722
%	0%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	16%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	14%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
Peak Hour	17:00	16:00	16:15	16:15	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:15	16:00	17:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	5	341	29	28	2	3	0	0	0	0	0	0	0	393	4	496	43	32	7	1	0	0	0	0	0	0	0	576	9	837	71	57	8	3	0	0	0	0	0	0	0	969

Prepared by National Data & Surveying Services

CLASSIFICATION

Washington St S/O Vernon St/Retreat Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_010

	Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
15-MINUTE BREAKDOWN	00:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	17	1	0	0	0	0	0	0	0	0	0	0	18
	00:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	22	2	0	0	0	0	0	0	0	0	0	0	24
	00:30	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	14	4	0	0	0	0	0	0	0	0	0	0	18
	00:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	7	2	1	0	0	0	1	0	0	0	0	0	11	0	11	4	1	0	0	0	1	0	0	0	0	0	17
	01:00	0	6	1	1	0	0	0	0	0	0	0	0	0	8	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	14	3	1	0	0	0	0	0	0	0	0	0	18
	01:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	01:30	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	13	0	1	1	0	0	0	0	0	0	0	0	15
	01:45	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	8	0	0	1	0	0	0	0	0	0	0	0	9
	02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	8	0	0	0	0	0	0	0	0	0	0	0	9	1	10	0	0	0	0	0	0	0	0	0	0	0	11
	02:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	02:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	3	0	0	0	0	0	0	1	0	0	0	0	4	0	8	0	0	0	0	0	0	1	0	0	0	0	9
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	03:30	0	1	3	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	03:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	04:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	04:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	15	0	0	0	0	0	0	0	0	0	0	0	15
	04:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	12	3	0	0	0	0	0	0	0	0	0	0	15
	04:45	0	21	3	1	0	0	0	0	0	0	0	0	0	25	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	31	3	1	0	0	0	0	0	0	0	0	0	35
	05:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	7	0	2	0	0	0	0	0	0	0	0	0	9	0	21	1	2	0	0	0	0	0	0	0	0	0	24
	05:15	0	19	3	2	1	0	0	0	0	0	0	0	0	25	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	24	3	2	1	0	0	0	0	0	0	0	0	30
	05:30	0	37	5	2	0	0	0	0	0	0	0	0	0	44	0	10	6	2	0	1	0	1	0	0	0	0	0	20	0	47	11	4	0	1	0	1	0	0	0	0	0	64
	05:45	0	24	3	1	0	0	0	0	1	0	0	0	0	29	0	15	0	1	0	0	0	0	0	0	0	0	0	16	0	39	3	2	0	0	0	0	1	0	0	0	0	45
	06:00	0	37	2	3	0	0	0	0	0	0	0	0	0	42	1	16	1	1	2	1	0	0	0	0	0	0	0	22	1	53	3	4	2	1	0	0	0	0	0	0	0	64
	06:15	0	44	3	1	0	0	0	0	0	0	0	0	0	48	0	15	2	2	1	0	0	0	0	0	0	0	0	20	0	59	5	3	1	0	0	0	0	0	0	0	0	68
	06:30	0	74	3	6	0	0	0	0	0	0	0	0	0	83	0	29	4	6	0	0	0	1	0	0	0	0	0	40	0	103	7	12	0	0	0	1	0	0	0	0	0	123
	06:45	0	82	6	3	0	0	0	0	0	0	0	0	0	91	0	24	3	4	0	0	0	0	0	0	0	0	0	31	0	106	9	7	0	0	0	0	0	0	0	0	0	122
	07:00	0	92	5	8	0	0	0	0	0	1	0	0	0	106	0	50	2	16	0	0	0	0	0	0	0	0	0	68	0	142	7	24	0	0	0	0	0	1	0	0	0	174
	07:15	0	74	4	8	0	0	1	0	0	0	0	0	0	87	0	71	4	6	0	0	0	0	0	0	0	0	0	81	0	145	8	14	0	0	1	0	0	0	0	0	0	168
	07:30	0	70	6	3	0	0	0	0	0	0	0	0	0	79	0	65	7	6	1	0	0	0	0	0	0	0	0	79	0	135	13	9	1	0	0	0	0	0	0	0	0	158
	07:45	0	106	4	6	0	0	1	1	0	0	0	0	0	118	0	56	5	9	1	0	0	0	0	0	0	0	0	71	0	162	9	15	1	0	1	1	0	0	0	0	0	189
	08:00	0	86	11	7	0	0	0	0	1	0	0	0	0	105	0	66	4	8	1	0	0	0	0	0	0	0	0	79	0	152	15	15	1	0	0	0	1	0	0	0	0	184
	08:15	0	103	8	8	0	0	0	0	0	0	0	0	0	119	0	65	6	4	3	0	0	0	0	0	0	0	0	78	0	168	14	12	3	0	0	0	0	0	0	0	0	197
	08:30	0	100	6	4	1	0	1	0	0	0	0	0	0	112	0	62	11	8	1	0	0	0	0	0	0	0	0	82	0	162	17	12	2	0	1	0	0	0	0	0	0	194
	08:45	0	96	7	6	1	1	0	0	0	0	0	0	0	111	0	77	8	9	1	0	0	0	1	0	0	0	0	96	0	173	15	15	2	1	0	0	1	0	0	0	0	207
	09:00	1	66	7	3	3	0	0	1	0	0	0	0	0	81	0	59	0	4	0	0	0	0	0	0	0	0	0	63	1	125	7	7	3	0	0	1	0	0	0	0	0	144
	09:15	0	44	5	4	1	0	0	0	0	0	0	0	0	54	0	46	5	2	0	0	0	0	0	0	0	0	0	53	0	90	10	6	1	0	0	0	0	0	0	0	0	107
	09:30	0	45	4	2	2	0	0	0	0	0	0	0	0	53	0	52	5	4	2	0	0	0	0	0	0	0	0	63	0	97	9	6	4	0	0	0	0	0	0	0	0	116
	09:45	1	59	4	2	2	1	0	0	0	0	0	0	0	69	0	77	6	2	2	0	0	0	0	0	0	0	0	87	1	136	10	4	4	1	0	0	0	0	0	0	0	156
	10:00	1	48	2	3	1	0	0	0	0	0	0	0	0	55	1	66	5	4	2	0	0	0	0	0	0	0	0	78	2	114	7	7	3	0	0	0	0	0	0	0	0	133
	10:15	0	58	4	1	0	0	0	0	0	0	0	0	0	63	0	54	4	1	1	0	0	0	0	0	0	0	0	60	0	112	8	2	1	0	0	0	0	0	0	0	0	123
	10:30	0	59	9	2	3	1	0	0	0	0	0	0	0	74	0	51	6	2	1	1	0	0	0	0	0	0	0	61	0	110	15	4	4	2	0	0	0	0	0	0	0	135
	10:45	0	61	6	2	1	1	0	0	0	0	0	0	0	71	0	46	5	1	2	0	0	0	0	0	0	0	0	54	0	107	11	3	3	1	0	0	0	0	0	0	0	125
	11:00	0	44	5	1	0	1	0	1	0	0	0	0	0	52	1	55	8	3	2	0	0	0	0	0	0	0	0	69	1	99	13	4	2	1	0	1	0	0	0	0	0	121
	11:15	2	50	6	6	1	0	0	0	0	0	0	0	0	65	0	56	5	4	0	0	0	0	0	0	0	0	0	65	2	106	11	10	1	0	0	0	0	0	0	0	0	130
	11:30	0	52	5	2	1	1	0	0	0	0	0	0	0	61	1	54	9	3	2	0	0	0	0	0	0	0	0	69	1	106	14	5	3	1	0	0	0	0	0	0	0	130
	11:45	0	44	4	4	0	1	0	0	0	0	0	0	0	53	0	60	3	2	4	0	0	0	0	0	0	0	0	69	0	104	7	6	4	1	0	0	0	0	0	0	0	122

Prepared by National Data & Surveying Services

CLASSIFICATION

Washington St S/O Vernon St/Retreat Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_010

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS											Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	69	5	3	0	0	0	0	0	0	0	0	0	77	0	64	5	2	1	1	0	0	0	0	0	0	0	73	0	133	10	5	1	1	0	0	0	0	0	0	0	150
12:15	0	53	9	4	1	0	0	0	0	0	0	0	0	67	0	68	4	5	0	0	0	0	0	0	0	0	0	77	0	121	13	9	1	0	0	0	0	0	0	0	0	144
12:30	0	53	4	4	1	1	0	0	0	0	0	0	0	63	0	74	6	6	2	0	0	0	0	0	0	0	0	88	0	127	10	10	3	1	0	0	0	0	0	0	0	151
12:45	0	59	4	4	2	0	0	0	0	0	0	0	0	69	2	64	3	4	2	0	0	0	0	0	0	0	0	75	2	123	7	8	4	0	0	0	0	0	0	0	0	144
13:00	2	58	3	4	0	0	0	0	0	0	0	0	0	67	1	71	8	1	2	0	0	0	0	0	0	0	0	83	3	129	11	5	2	0	0	0	0	0	0	0	0	150
13:15	0	52	6	1	3	0	1	0	0	0	0	0	0	63	1	71	3	1	0	0	0	0	0	0	0	0	0	76	1	123	9	2	3	0	1	0	0	0	0	0	0	139
13:30	2	63	5	3	1	0	0	0	0	0	0	0	0	74	0	62	10	3	1	0	0	0	0	0	0	0	0	76	2	125	15	6	2	0	0	0	0	0	0	0	0	150
13:45	0	61	9	6	0	0	0	0	0	0	0	0	0	76	0	55	4	5	2	0	0	0	0	0	0	0	0	66	0	116	13	11	2	0	0	0	0	0	0	0	0	142
14:00	0	43	7	2	1	0	1	0	0	0	0	0	0	54	0	93	14	3	4	0	0	0	0	0	0	0	0	114	0	136	21	5	5	0	1	0	0	0	0	0	0	168
14:15	0	65	10	0	4	0	0	0	0	0	0	0	0	79	0	63	10	4	0	0	0	0	0	0	0	0	0	77	0	128	20	4	4	0	0	0	0	0	0	0	0	156
14:30	1	62	7	4	4	0	0	0	0	0	0	0	0	78	0	72	13	2	0	0	0	1	0	0	0	0	0	88	1	134	20	6	4	0	0	1	0	0	0	0	0	166
14:45	1	92	9	8	0	0	1	0	0	0	0	0	0	111	0	116	15	8	0	0	0	0	0	0	0	0	0	139	1	208	24	16	0	0	1	0	0	0	0	0	0	250
15:00	1	80	11	9	2	0	0	0	0	0	0	0	0	103	0	91	9	3	0	0	0	0	0	0	0	0	0	103	1	171	20	12	2	0	0	0	0	0	0	0	0	206
15:15	0	50	6	3	0	0	0	0	0	0	0	0	0	59	1	94	14	7	2	0	0	0	0	0	0	0	0	118	1	144	20	10	2	0	0	0	0	0	0	0	0	177
15:30	0	96	6	7	1	0	0	0	0	0	0	0	0	110	0	127	11	11	1	0	0	0	0	0	0	0	0	150	0	223	17	18	2	0	0	0	0	0	0	0	0	260
15:45	1	97	7	7	1	0	0	0	0	0	0	0	0	113	2	128	8	9	3	0	0	0	0	0	0	0	0	150	3	225	15	16	4	0	0	0	0	0	0	0	0	263
16:00	0	87	4	2	0	0	0	0	0	0	0	0	0	93	2	122	11	11	0	0	0	0	0	0	0	0	0	146	2	209	15	13	0	0	0	0	0	0	0	0	0	239
16:15	0	83	5	6	0	0	0	0	0	0	0	0	0	94	0	115	14	8	2	0	0	0	0	0	0	0	0	139	0	198	19	14	2	0	0	0	0	0	0	0	0	233
16:30	0	92	8	12	2	0	0	0	0	0	0	0	0	114	0	125	12	8	0	1	0	0	0	0	0	0	0	146	0	217	20	20	2	1	0	0	0	0	0	0	0	260
16:45	0	79	8	5	0	0	0	0	0	0	0	0	0	92	0	134	6	5	0	0	0	0	0	0	0	0	0	145	0	213	14	10	0	0	0	0	0	0	0	0	0	237
17:00	0	75	8	5	0	1	0	0	0	0	0	0	0	89	0	107	10	5	1	0	0	0	0	0	0	0	0	123	0	182	18	10	1	1	0	0	0	0	0	0	0	212
17:15	2	63	4	4	0	1	0	0	0	0	0	0	0	74	3	90	5	4	2	0	0	0	0	0	0	0	0	104	5	153	9	8	2	1	0	0	0	0	0	0	0	178
17:30	0	69	4	4	1	0	0	0	0	0	0	0	0	78	1	99	3	2	1	0	0	0	0	0	0	0	0	106	1	168	7	6	2	0	0	0	0	0	0	0	0	184
17:45	3	65	5	3	0	1	0	0	0	0	0	0	0	77	0	86	8	5	3	0	0	0	0	0	0	0	0	102	3	151	13	8	3	1	0	0	0	0	0	0	0	179
18:00	0	55	6	3	1	0	0	0	0	0	0	0	0	65	8	91	2	2	0	0	0	0	0	0	0	0	0	103	8	146	8	5	1	0	0	0	0	0	0	0	0	168
18:15	0	62	3	3	0	0	0	0	0	0	0	0	0	68	1	93	3	3	0	0	0	0	0	0	0	0	0	100	1	155	6	6	0	0	0	0	0	0	0	0	0	168
18:30	0	84	6	4	1	0	0	0	0	0	0	0	0	95	0	78	2	2	1	0	0	0	0	0	0	0	0	83	0	162	8	6	2	0	0	0	0	0	0	0	0	178
18:45	0	58	7	1	0	0	0	0	0	0	0	0	0	66	0	52	4	1	2	0	0	0	0	0	0	0	0	59	0	110	11	2	2	0	0	0	0	0	0	0	0	125
19:00	0	46	3	2	0	0	0	0	0	0	0	0	0	51	1	66	5	1	0	0	0	0	0	0	0	0	0	73	1	112	8	3	0	0	0	0	0	0	0	0	0	124
19:15	0	44	8	1	0	0	0	0	0	0	0	0	0	53	0	53	4	2	1	0	0	0	0	0	0	0	0	60	0	97	12	3	1	0	0	0	0	0	0	0	0	113
19:30	0	35	6	2	1	0	0	0	0	0	0	0	0	44	0	69	6	0	0	0	0	0	0	0	0	0	0	75	0	104	12	2	1	0	0	0	0	0	0	0	0	119
19:45	0	51	3	2	0	0	0	0	0	0	0	0	0	56	0	58	3	0	3	0	0	0	0	0	0	0	0	64	0	109	6	2	3	0	0	0	0	0	0	0	0	120
20:00	0	46	2	1	0	0	0	0	0	0	0	0	0	49	0	53	1	1	1	0	0	0	0	0	0	0	0	56	0	99	3	2	1	0	0	0	0	0	0	0	0	105
20:15	0	32	6	1	1	0	0	0	0	0	0	0	0	40	0	53	6	0	0	0	0	0	0	0	0	0	0	59	0	85	12	1	1	0	0	0	0	0	0	0	0	99
20:30	0	34	3	2	0	0	0	0	0	0	0	0	0	39	0	39	5	4	0	0	0	0	0	0	0	0	0	48	0	73	8	6	0	0	0	0	0	0	0	0	0	87
20:45	0	26	5	0	0	0	0	0	1	0	0	0	0	32	2	28	4	0	0	0	0	0	0	0	0	0	0	34	2	54	9	0	0	0	0	0	1	0	0	0	0	66
21:00	0	30	2	1	1	0	0	0	0	0	0	0	0	34	1	57	1	0	0	0	0	0	0	0	0	0	0	59	1	87	3	1	1	0	0	0	0	0	0	0	0	93
21:15	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	31	3	0	0	0	0	0	0	0	0	0	0	34	0	49	6	0	0	0	0	0	0	0	0	0	0	55
21:30	0	20	3	0	0	0	0	0	0	0	0	0	0	23	0	36	1	2	0	0	0	0	0	0	0	0	0	39	0	56	4	2	0	0	0	0	0	0	0	0	0	62
21:45	0	31	2	0	0	0	0	0	0	0	0	0	0	33	0	20	2	0	1	0	0	0	0	0	0	0	0	23	0	51	4	0	1	0	0	0	0	0	0	0	0	56
22:00	0	37	4	1	0	0	0	0	0	0	0	0	0	42	1	39	4	0	1	0	0	0	0	0	0	0	0	45	1	76	8	1	1	0	0	0	0	0	0	0	0	87
22:15	0	36	2	0	0	0	0	0	0	0	0	0	0	38	1	36	3	0	0	0	0	0	0	0	0	0	0	40	1	72	5	0	0	0	0	0	0	0	0	0	0	78
22:30	0	19	4	1	0	0	0	0	0	0	0	0	0	24	0	35	1	0	0	0	0	0	0	0	0	0	0	36	0	54	5	1	0	0	0	0	0	0	0	0	0	60
22:45	0	37	4	0	0	0	0	0	0	0	0	0	0	41	0	18	2	2	1	0	0	0	0	0	0	0	0	23	0	55	6	2	1	0	0	0	0	0	0	0	0	64
23:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	32	1	0	0	0	0	0	0	0	0	0	0	33	0	48	2	0	0	0	0	0	0	0	0	0	0	50
23:15	0	16	4	0	0	0	0	0	0	0	0	0	0	20	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	40	4	0	0	0	0	0	0	0	0	0	0	44
23:30	0	20	3	2	0	0	0	0	0	0	0	0	0	25	0	39	3	0	0	0	0	0	0	0	0	0	0	42	0	59	6	2	0	0	0	0	0	0	0	0	0	67
23:45	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	9	0	2	0	0	0	0	0	0	0	0	0	11	0	26	0	2	0	0	0	0	0	0	0	0	0	28
Totals	**18**	**4,347**	**401**	**240**	**48**	**11**	**6**	**3**	**3**	**1**	**0**	**0**	**0**	**5,078**	**33**	**4,727**	**405**	**261**	**70**	**5**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**5,507**	**51**	**9,074**	**806**	**501**	**118**	**16**	**6**	**7**	**5**	**1**	**0**	**0**	**0**	**10,585**
% of Totals	0%	86%	8%	5%	1%	0%	0%	0%	0%	0%				100%	1%	86%	7%	5%	1%	0%		0%	0%					100%	0%	86%	8%	5%	1%	0%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

VOLUME

Washington St S/O Vernon St/Retreat Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_010

DAILY TOTALS	NB	SB	EB	WB	Total
	5,078	5,507	0	0	10,585

DAILY TOTALS

15-Minutes Interval

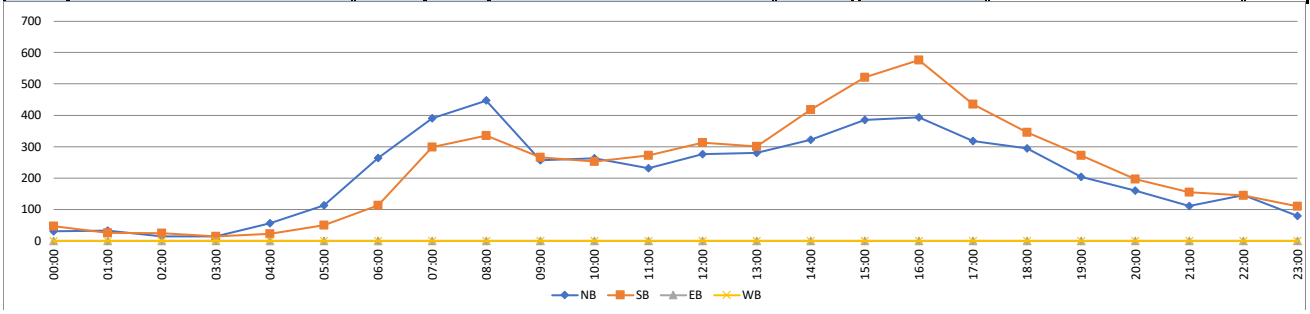
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	6	12			18	12:00	77	73			150
00:15	8	16			24	12:15	67	77			144
00:30	10	8			18	12:30	63	88			151
00:45	6	11			17	12:45	69	75			144
01:00	8	10			18	13:00	67	83			150
01:15	7	8			15	13:15	63	76			139
01:30	11	4			15	13:30	74	76			150
01:45	6	3			9	13:45	76	66			142
02:00	2	9			11	14:00	54	114			168
02:15	4	4			8	14:15	79	77			156
02:30	3	7			10	14:30	78	88			166
02:45	5	4			9	14:45	111	139			250
03:00	2	2			4	15:00	103	103			206
03:15	3	5			8	15:15	59	118			177
03:30	4	2			6	15:30	110	150			260
03:45	5	5			10	15:45	113	150			263
04:00	10	3			13	16:00	93	146			239
04:15	12	3			15	16:15	94	139			233
04:30	9	6			15	16:30	114	146			260
04:45	25	10			35	16:45	92	145			237
05:00	15	9			24	17:00	89	123			212
05:15	25	5			30	17:15	74	104			178
05:30	44	20			64	17:30	78	106			184
05:45	29	16			45	17:45	77	102			179
06:00	42	22			64	18:00	65	103			168
06:15	48	20			68	18:15	68	100			168
06:30	83	40			123	18:30	95	83			178
06:45	91	31			122	18:45	66	59			125
07:00	106	68			174	19:00	51	73			124
07:15	87	81			168	19:15	53	60			113
07:30	79	79			158	19:30	44	75			119
07:45	118	71			189	19:45	56	64			120
08:00	105	79			184	20:00	49	56			105
08:15	119	78			197	20:15	40	59			99
08:30	112	82			194	20:30	39	48			87
08:45	111	96			207	20:45	32	34			66
09:00	81	63			144	21:00	34	59			93
09:15	54	53			107	21:15	21	34			55
09:30	53	63			116	21:30	23	39			62
09:45	69	87			156	21:45	33	23			56
10:00	55	78			133	22:00	42	45			87
10:15	63	60			123	22:15	38	40			78
10:30	74	61			135	22:30	24	36			60
10:45	71	54			125	22:45	41	23			64
11:00	52	69			121	23:00	17	33			50
11:15	65	65			130	23:15	20	24			44
11:30	61	69			130	23:30	25	42			67
11:45	53	69			122	23:45	17	11			28
TOTALS	2111	1720	0	0	3831	TOTALS	2967	3787	0	0	6754
SPLIT %	55%	45%	0%	0%	36%	SPLIT %	44%	56%	0%	0%	64%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	30	47			77
01:00	02:00	32	25			57
02:00	03:00	14	24			38
03:00	04:00	14	14			28
04:00	05:00	56	22			78
05:00	06:00	113	50			163
06:00	07:00	264	113			377
07:00	08:00	390	299			689
08:00	09:00	447	335			782
09:00	10:00	257	266			523
10:00	11:00	263	253			516
11:00	12:00	231	272			503
12:00	13:00	276	313			589
13:00	14:00	280	301			581
14:00	15:00	322	418			740
15:00	16:00	385	521			906
16:00	17:00	393	576			969
17:00	18:00	318	435			753
18:00	19:00	294	345			639
19:00	20:00	204	272			476
20:00	21:00	160	197			357
21:00	22:00	111	155			266
22:00	23:00	145	144			289
23:00	00:00	79	110			189

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2111	1720			3831
Peak Hour	7:45	8:00			8:00
Peak Volume	454	335			782
Peak Hour Factor	0.954	0.872			0.944
Peak Period	12:00	to	00:00		
Volume	2967	3787			6754
Peak Hour	15:45	15:30			15:30
Peak Volume	414	585			995
Peak Hour Factor	0.908	0.975			0.946
Peak Period	07:00	to	09:00		
Volume	837	634			1471
Peak Hour	7:45	8:00			8:00
Peak Volume	454	335			782
Peak Hour Factor	0.954	0.872			0.944
Peak Period	16:00	to	18:00		
Volume	711	1011			1722
Peak Hour	16:00	16:00			16:00
Peak Volume	393	576			969
Peak Hour Factor	0.862	0.986			0.932



Retreat Ave W/O Maple Ave

Averged Counts

TIME		Tues			Wed			Ave		
		EB	WB	TOTAL	EB	WB	TOTAL	EB	WB	Total
00:00	01:00	48	28	**76**	45	21	**66**	46.5	24.5	**71**
01:00	02:00	27	20	**47**	25	19	**44**	26	19.5	**46**
02:00	03:00	11	22	**33**	14	18	**32**	12.5	20	**33**
03:00	04:00	23	14	**37**	14	11	**25**	18.5	12.5	**31**
04:00	05:00	16	53	**69**	18	39	**57**	17	46	**63**
05:00	06:00	36	235	**271**	39	190	**229**	37.5	212.5	**250**
06:00	07:00	90	664	**754**	79	579	**658**	84.5	621.5	**706**
07:00	08:00	295	669	**964**	294	755	**1049**	294.5	712	**1007**
08:00	09:00	239	620	**859**	179	573	**752**	209	596.5	**806**
09:00	10:00	199	373	**572**	195	474	**669**	197	423.5	**621**
10:00	11:00	232	401	**633**	226	370	**596**	229	385.5	**615**
11:00	12:00	186	350	**536**	211	288	**499**	198.5	319	**518**
12:00	13:00	252	453	**705**	289	363	**652**	270.5	408	**679**
13:00	14:00	281	373	**654**	271	366	**637**	276	369.5	**646**
14:00	15:00	415	503	**918**	350	434	**784**	382.5	468.5	**851**
15:00	16:00	499	345	**844**	467	329	**796**	483	337	**820**
16:00	17:00	542	316	**858**	554	269	**823**	548	292.5	**841**
17:00	18:00	400	307	**707**	349	250	**599**	374.5	278.5	**653**
18:00	19:00	231	357	**588**	248	351	**599**	239.5	354	**594**
19:00	20:00	243	135	**378**	228	114	**342**	235.5	124.5	**360**
20:00	21:00	140	77	**217**	156	81	**237**	148	79	**227**
21:00	22:00	103	61	**164**	60	79	**139**	81.5	70	**152**
22:00	23:00	68	99	**167**	82	106	**188**	75	102.5	**178**
23:00	00:00	139	50	**189**	156	48	**204**	147.5	49	**197**

Prepared by National Data & Surveying Services

CLASSIFICATION

Retreat Ave W/O Maple Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_011

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	40	3	1	4	0	0	0	0	0	0	0	0	**48**	0	23	2	1	2	0	0	0	0	0	0	0	0	**28**	0	63	5	2	6	0	0	0	0	0	0	0	0	**76**
01:00	0	18	4	2	3	0	0	0	0	0	0	0	0	**27**	0	14	5	0	1	0	0	0	0	0	0	0	0	**20**	0	32	9	2	4	0	0	0	0	0	0	0	0	**47**
02:00	0	9	0	0	2	0	0	0	0	0	0	0	0	**11**	0	17	3	0	1	0	0	0	1	0	0	0	0	**22**	0	26	3	0	3	0	0	0	1	0	0	0	0	**33**
03:00	0	21	0	0	2	0	0	0	0	0	0	0	0	**23**	0	8	3	0	2	1	0	0	0	0	0	0	0	**14**	0	29	3	0	4	1	0	0	0	0	0	0	0	**37**
04:00	0	10	1	1	3	1	0	0	0	0	0	0	0	**16**	0	48	4	1	0	0	0	0	0	0	0	0	0	**53**	0	58	5	2	3	1	0	0	0	0	0	0	0	**69**
05:00	0	30	2	3	0	1	0	0	0	0	0	0	0	**36**	0	210	13	8	4	0	0	0	0	0	0	0	0	**235**	0	240	15	11	4	1	0	0	0	0	0	0	0	**271**
06:00	0	70	6	10	3	1	0	0	0	0	0	0	0	**90**	1	605	40	12	4	0	0	2	0	0	0	0	0	**664**	1	675	46	22	7	1	0	2	0	0	0	0	0	**754**
07:00	0	262	17	7	5	3	0	1	0	0	0	0	0	**295**	0	596	43	23	4	1	0	2	0	0	0	0	0	**669**	0	858	60	30	9	4	0	3	0	0	0	0	0	**964**
08:00	0	195	17	16	5	2	1	3	0	0	0	0	0	**239**	0	536	47	20	11	0	0	6	0	0	0	0	0	**620**	0	731	64	36	16	2	1	9	0	0	0	0	0	**859**
09:00	0	153	26	5	10	3	2	0	0	0	0	0	0	**199**	0	314	35	15	4	2	0	3	0	0	0	0	0	**373**	0	467	61	20	14	5	2	3	0	0	0	0	0	**572**
10:00	0	192	23	7	6	1	1	1	1	0	0	0	0	**232**	0	343	34	13	9	0	0	2	0	0	0	0	0	**401**	0	535	57	20	15	1	1	3	1	0	0	0	0	**633**
11:00	0	152	15	8	8	2	0	0	1	0	0	0	0	**186**	0	301	27	13	9	0	0	0	0	0	0	0	0	**350**	0	453	42	21	17	2	0	0	1	0	0	0	0	**536**
12:00	0	207	22	11	8	4	0	0	0	0	0	0	0	**252**	0	379	46	15	6	2	0	5	0	0	0	0	0	**453**	0	586	68	26	14	6	0	5	0	0	0	0	0	**705**
13:00	0	228	23	12	13	3	0	1	1	0	0	0	0	**281**	0	322	31	11	4	1	0	3	1	0	0	0	0	**373**	0	550	54	23	17	4	0	4	2	0	0	0	0	**654**
14:00	2	349	37	14	11	1	0	1	0	0	0	0	0	**415**	1	449	31	16	5	0	0	1	0	0	0	0	0	**503**	3	798	68	30	16	1	0	2	0	0	0	0	0	**918**
15:00	0	449	29	12	9	0	0	0	0	0	0	0	0	**499**	1	297	21	18	6	0	0	2	0	0	0	0	0	**345**	1	746	50	30	15	0	0	2	0	0	0	0	0	**844**
16:00	0	490	31	14	6	1	0	0	0	0	0	0	0	**542**	0	265	29	18	3	0	0	1	0	0	0	0	0	**316**	0	755	60	32	9	1	0	1	0	0	0	0	0	**858**
17:00	0	357	26	11	6	0	0	0	0	0	0	0	0	**400**	0	274	20	10	3	0	0	0	0	0	0	0	0	**307**	0	631	46	21	9	0	0	0	0	0	0	0	0	**707**
18:00	0	195	20	7	8	0	0	1	0	0	0	0	0	**231**	0	318	25	9	4	0	0	1	0	0	0	0	0	**357**	0	513	45	16	12	0	0	2	0	0	0	0	0	**588**
19:00	0	219	11	3	8	1	0	1	0	0	0	0	0	**243**	0	109	14	6	6	0	0	0	0	0	0	0	0	**135**	0	328	25	9	14	1	0	1	0	0	0	0	0	**378**
20:00	1	130	3	2	4	0	0	0	0	0	0	0	0	**140**	0	61	6	7	3	0	0	0	0	0	0	0	0	**77**	1	191	9	9	7	0	0	0	0	0	0	0	0	**217**
21:00	0	86	10	2	5	0	0	0	0	0	0	0	0	**103**	0	45	10	4	2	0	0	0	0	0	0	0	0	**61**	0	131	20	6	7	0	0	0	0	0	0	0	0	**164**
22:00	0	56	8	2	2	0	0	0	0	0	0	0	0	**68**	0	87	9	3	0	0	0	0	0	0	0	0	0	**99**	0	143	17	5	2	0	0	0	0	0	0	0	0	**167**
23:00	0	127	9	0	3	0	0	0	0	0	0	0	0	**139**	0	39	8	2	1	0	0	0	0	0	0	0	0	**50**	0	166	17	2	4	0	0	0	0	0	0	0	0	**189**
Totals	**3**	**4,045**	**343**	**150**	**134**	**24**	**4**	**9**	**3**	**0**	**0**	**0**	**0**	**4,715**	**3**	**5,660**	**506**	**225**	**94**	**7**	**0**	**28**	**2**	**0**	**0**	**0**	**0**	**6,525**	**6**	**9,705**	**849**	**375**	**228**	**31**	**4**	**37**	**5**	**0**	**0**	**0**	**0**	**11,240**
% of Totals	0%	86%	7%	3%	3%	1%	0%	0%	0%					**100%**	0%	87%	8%	3%	1%	0%		0%	0%					**100%**	0%	86%	8%	3%	2%	0%	0%	0%	0%					**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

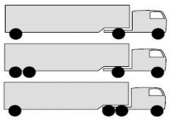
#3 2-Axle, 4-Tire Single Unit

#4 Buses

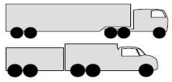
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00	12:00 - 24:00	07:00 - 09:00	16:00 - 18:00
#1	0	3	0	0
	0%	0%	0%	0%
	0:00	13:30	7:00	16:00
	0	2	0	0
#2	1152	2893	457	847
	24%	61%	10%	18%
	7:15	15:30	7:15	16:00
	286	498	286	490
#3	114	229	34	57
	2%	5%	1%	1%
	9:30	14:15	7:45	16:30
	28	41	18	32
#4	60	90	23	25
	1%	2%	0%	1%
	8:00	16:15	8:00	16:15
	16	17	16	17
#5	51	83	10	12
	1%	2%	0%	0%
	8:45	13:15	7:15	16:00
	11	14	6	6
#6	14	10	5	1
	0%	0%	0%	0%
	7:30	12:30	7:30	16:00
	5	5	5	1
#7	4	0	1	0
	0%	0%	0%	0%
	8:30	12:00	7:45	16:00
	2	0	1	0
#8	5	4	4	0
	0%	0%	0%	0%
	7:30	18:45	7:30	16:00
	3	2	3	0
#9	2	1	0	0
	0%	0%	0%	0%
	9:15	13:00	7:00	16:00
	1	1	0	0
#10	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#11	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#12	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#13	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
Total	**1402**	**3313**	**534**	**942**
	30%	**70%**	**11%**	**20%**
	7:15	**15:30**	**7:15**	**16:00**
	323	**549**	**323**	**542**
#1	1	2	0	0
	0%	0%	0%	0%
	6:00	13:15	7:00	16:00
	1	1	0	0
#2	3015	2645	1132	539
	46%	41%	17%	8%
	6:30	14:00	7:00	16:30
	670	449	596	288
#3	256	250	90	49
	4%	4%	1%	1%
	6:30	12:00	8:00	16:15
	54	46	47	32
#4	106	119	43	28
	2%	2%	1%	0%
	6:45	15:30	7:00	16:00
	24	22	23	18
#5	51	43	15	6
	1%	1%	0%	0%
	10:15	15:15	8:00	16:15
	12	7	11	4
#6	4	3	1	0
	0%	0%	0%	0%
	8:30	12:00	7:00	16:00
	2	2	1	0
#7	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#8	0	13	8	0
	0%	0%	0%	0%
	0:00	12:00	7:45	16:00
	0	5	6	1
#9	15	1	0	1
	0%	0%	0%	0%
	7:45	12:45	7:00	16:00
	1	1	0	0
#10	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#11	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#12	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#13	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
Total	**3449**	**3076**	**1289**	**623**
	53%	**47%**	**20%**	**10%**
	6:30	**14:00**	**7:00**	**16:15**
	756	**503**	**669**	**330**
#1	1	5	0	0
	0%	0%	0%	0%
	6:00	13:30	7:00	16:00
	1	3	0	0
#2	4167	5538	1589	1386
	37%	49%	14%	12%
	7:15	14:00	7:15	16:00
	881	798	881	755
#3	370	479	124	106
	3%	4%	1%	1%
	11:45	14:15	8:00	16:00
	70	70	64	60
#4	166	209	66	53
	1%	2%	1%	0%
	8:00	15:45	8:00	16:00
	36	38	36	32
#5	102	126	25	18
	1%	1%	0%	0%
	10:15	13:15	8:00	16:45
	18	20	16	10
#6	18	13	6	1
	0%	0%	0%	0%
	7:30	12:00	7:30	16:00
	6	6	6	1
#7	4	0	1	0
	0%	0%	0%	0%
	8:30	12:00	7:45	16:00
	2	0	1	0
#8	20	17	12	1
	0%	0%	0%	0%
	8:00	12:30	8:00	16:00
	9	6	9	1
#9	3	2	0	0
	0%	0%	0%	0%
	0:00	13:00	7:00	16:00
	1	2	0	0
#10	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#11	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#12	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#13	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
Total	**4851**	**6389**	**1823**	**1565**
	43%	**57%**	**16%**	**14%**
	7:15	**14:15**	**7:15**	**16:00**
	982	**919**	**982**	**858**

Prepared by National Data & Surveying Services

CLASSIFICATION

Retreat Ave W/O Maple Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_011

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND												TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	18	1	0	2	0	0	0	0	0	0	0	0	21	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	20	1	1	2	0	0	0	0	0	0	0	24
00:15	0	9	2	1	0	0	0	0	0	0	0	0	0	12	0	7	0	0	1	0	0	0	0	0	0	0	0	8	0	16	2	1	1	0	0	0	0	0	0	0	20
00:30	0	5	0	0	2	0	0	0	0	0	0	0	0	7	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	11	2	0	2	0	0	0	0	0	0	0	15
00:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	1	0	0	0	0	0	0	0	0	9	0	16	0	0	1	0	0	0	0	0	0	0	17
01:00	0	3	3	1	0	0	0	0	0	0	0	0	0	7	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	6	4	1	0	0	0	0	0	0	0	0	11
01:15	0	5	0	1	1	0	0	0	0	0	0	0	0	7	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	8	1	1	1	0	0	0	0	0	0	0	11
01:30	0	7	0	0	1	0	0	0	0	0	0	0	0	8	0	5	2	0	1	0	0	0	0	0	0	0	0	8	0	12	2	0	2	0	0	0	0	0	0	0	16
01:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	6	2	0	1	0	0	0	0	0	0	0	9
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	9	0	0	0	0	0	0	0	0	0	0	9
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
02:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	3	1	0	1	0	0	0	1	0	0	0	0	6	0	7	1	0	2	0	0	0	1	0	0	0	11
02:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	8	2	0	1	0	0	0	0	0	0	0	11
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	1	1	0	1	0	0	0	0	0	0	0	0	3	0	7	1	0	1	0	0	0	0	0	0	0	9
03:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	2	1	0	0	1	0	0	0	0	0	0	0	4	0	9	1	0	0	1	0	0	0	0	0	0	11
03:30	0	6	0	0	2	0	0	0	0	0	0	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	0	0	2	0	0	0	0	0	0	0	10
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	1	0	0	0	0	0	0	0	0	5	0	5	1	0	1	0	0	0	0	0	0	0	7
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	6	1	0	0	0	0	0	0	0	0	0	7
04:15	0	3	0	0	2	1	0	0	0	0	0	0	0	6	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	16	0	0	2	1	0	0	0	0	0	0	19
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	12	2	0	0	0	0	0	0	0	0	0	14
04:45	0	3	0	1	1	0	0	0	0	0	0	0	0	5	0	21	2	1	0	0	0	0	0	0	0	0	0	24	0	24	2	2	1	0	0	0	0	0	0	0	29
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	25	0	3	0	0	0	0	0	0	0	0	0	28	0	28	0	3	0	0	0	0	0	0	0	0	31
05:15	0	9	1	2	0	0	0	0	0	0	0	0	0	12	0	32	2	1	0	0	0	0	0	0	0	0	0	35	0	41	3	3	0	0	0	0	0	0	0	0	47
05:30	0	6	0	1	0	0	0	0	0	0	0	0	0	7	0	62	4	2	1	0	0	0	0	0	0	0	0	69	0	68	4	3	1	0	0	0	0	0	0	0	76
05:45	0	12	1	0	0	1	0	0	0	0	0	0	0	14	0	91	7	2	3	0	0	0	0	0	0	0	0	103	0	103	8	2	3	1	0	0	0	0	0	0	117
06:00	0	12	1	3	1	0	0	0	0	0	0	0	0	17	0	88	9	2	1	0	0	0	0	0	0	0	0	100	0	100	10	5	2	0	0	0	0	0	0	0	117
06:15	0	17	1	2	1	0	0	0	0	0	0	0	0	21	0	136	8	2	2	0	0	0	0	0	0	0	0	148	0	153	9	4	3	0	0	0	0	0	0	0	169
06:30	0	20	1	3	0	1	0	0	0	0	0	0	0	25	0	197	11	2	0	0	0	0	0	0	0	0	0	210	0	217	12	5	0	1	0	0	0	0	0	0	235
06:45	0	21	3	2	1	0	0	0	0	0	0	0	0	27	1	184	12	6	1	0	0	2	0	0	0	0	0	206	1	205	15	8	2	0	0	2	0	0	0	0	233
07:00	0	34	4	2	0	0	0	0	0	0	0	0	0	40	0	140	16	11	2	0	0	1	0	0	0	0	0	170	0	174	20	13	2	0	0	1	0	0	0	0	210
07:15	0	60	7	2	2	0	0	0	0	0	0	0	0	71	0	149	15	4	1	0	0	1	0	0	0	0	0	170	0	209	22	6	3	0	0	1	0	0	0	0	241
07:30	0	95	0	2	2	2	0	1	0	0	0	0	0	102	0	164	7	3	0	1	0	0	0	0	0	0	0	175	0	259	7	5	2	3	0	1	0	0	0	0	277
07:45	0	73	6	1	1	1	0	0	0	0	0	0	0	82	0	143	5	5	1	0	0	0	0	0	0	0	0	154	0	216	11	6	2	1	0	0	0	0	0	0	236
08:00	0	58	4	4	1	0	0	1	0	0	0	0	0	68	0	139	11	4	4	0	0	2	0	0	0	0	0	160	0	197	15	8	5	0	0	3	0	0	0	0	228
08:15	0	52	3	3	1	2	0	1	0	0	0	0	0	62	0	128	15	2	2	0	0	1	0	0	0	0	0	148	0	180	18	5	3	2	0	2	0	0	0	0	210
08:30	0	42	5	5	1	0	1	0	0	0	0	0	0	54	0	135	7	9	2	0	0	3	0	0	0	0	0	156	0	177	12	14	3	0	1	3	0	0	0	0	210
08:45	0	43	5	4	2	0	0	1	0	0	0	0	0	55	0	134	14	5	3	0	0	0	0	0	0	0	0	156	0	177	19	9	5	0	0	1	0	0	0	0	211
09:00	0	45	5	0	4	2	0	0	0	0	0	0	0	56	0	92	5	6	1	1	0	0	0	0	0	0	0	105	0	137	10	6	5	3	0	0	0	0	0	0	161
09:15	0	33	3	1	3	0	1	0	0	0	0	0	0	41	0	74	11	4	1	1	0	1	0	0	0	0	0	92	0	107	14	5	4	1	1	1	0	0	0	0	133
09:30	0	47	12	4	2	1	1	0	0	0	0	0	0	67	0	72	13	2	1	0	0	1	0	0	0	0	0	89	0	119	25	6	3	1	1	1	0	0	0	0	156
09:45	0	28	6	0	1	0	0	0	0	0	0	0	0	35	0	76	6	3	1	0	0	1	0	0	0	0	0	87	0	104	12	3	2	0	0	1	0	0	0	0	122
10:00	0	38	3	3	3	1	0	0	1	0	0	0	0	49	0	68	11	4	0	0	0	0	0	0	0	0	0	83	0	106	14	7	3	1	0	0	1	0	0	0	132
10:15	0	55	7	1	2	0	0	0	0	0	0	0	0	65	0	98	5	1	3	0	0	0	0	0	0	0	0	107	0	153	12	2	5	0	0	0	0	0	0	0	172
10:30	0	50	8	2	0	0	1	0	0	0	0	0	0	61	0	76	10	3	4	0	0	2	0	0	0	0	0	95	0	126	18	5	4	0	1	2	0	0	0	0	156
10:45	0	49	5	1	1	0	0	1	0	0	0	0	0	57	0	101	8	5	2	0	0	0	0	0	0	0	0	116	0	150	13	6	3	0	0	1	0	0	0	0	173
11:00	0	46	6	0	3	2	0	0	0	0	0	0	0	57	0	57	8	6	3	0	0	0	0	0	0	0	0	74	0	103	14	6	6	2	0	0	0	0	0	0	131
11:15	0	34	5	3	2	0	0	0	0	0	0	0	0	44	0	71	4	1	3	0	0	0	0	0	0	0	0	79	0	105	9	4	5	0	0	0	0	0	0	0	123
11:30	0	27	0	2	1	0	0	0	1	0	0	0	0	31	0	86	5	4	1	0	0	0	0	0	0	0	0	96	0	113	5	6	2	0	0	0	1	0	0	0	127
11:45	0	45	4	3	2	0	0	0	0	0	0	0	0	54	0	87	10	2	2	0	0	0	0	0	0	0	0	101	0	132	14	5	4	0	0	0	0	0	0	0	155

Prepared by National Data & Surveying Services

CLASSIFICATION

Retreat Ave W/O Maple Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_011

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	57	6	1	2	1	0	0	0	0	0	0	0	67	0	77	10	5	3	1	0	2	0	0	0	0	0	98	0	134	16	6	5	2	0	2	0	0	0	0	0	165
12:15	0	45	5	3	2	0	0	0	0	0	0	0	0	55	0	84	15	2	0	0	0	0	0	0	0	0	0	101	0	129	20	5	2	0	0	0	0	0	0	0	0	156
12:30	0	52	6	4	3	2	0	0	0	0	0	0	0	67	0	106	14	5	1	0	0	1	0	0	0	0	0	127	0	158	20	9	4	2	0	1	0	0	0	0	0	194
12:45	0	53	5	3	1	1	0	0	0	0	0	0	0	63	0	112	7	3	2	1	0	2	0	0	0	0	0	127	0	165	12	6	3	2	0	2	0	0	0	0	0	190
13:00	0	57	6	3	3	1	0	1	0	0	0	0	0	71	0	64	7	3	0	0	0	1	0	0	0	0	0	75	0	121	13	6	3	1	0	2	0	0	0	0	0	146
13:15	0	55	7	3	4	1	0	0	0	0	0	0	0	70	0	67	11	4	1	0	0	1	0	0	0	0	0	84	0	122	18	7	5	1	0	1	0	0	0	0	0	154
13:30	0	58	4	3	4	0	0	0	0	0	0	0	0	69	0	94	6	1	1	1	0	1	1	0	0	0	0	105	0	152	10	4	5	1	0	1	1	0	0	0	0	174
13:45	0	58	6	3	2	1	0	0	1	0	0	0	0	71	0	97	7	3	2	0	0	0	0	0	0	0	0	109	0	155	13	6	4	1	0	0	1	0	0	0	0	180
14:00	1	76	7	2	4	0	0	0	0	0	0	0	0	90	1	98	7	2	2	0	0	0	0	0	0	0	0	110	2	174	14	4	6	0	0	0	0	0	0	0	0	200
14:15	1	78	7	2	3	1	0	0	0	0	0	0	0	92	0	128	9	8	0	0	0	0	0	0	0	0	0	145	1	206	16	10	3	1	0	0	0	0	0	0	0	237
14:30	0	93	9	3	0	0	0	1	0	0	0	0	0	106	0	112	10	1	2	0	0	1	0	0	0	0	0	126	0	205	19	4	2	0	0	2	0	0	0	0	0	232
14:45	0	102	14	7	4	0	0	0	0	0	0	0	0	127	0	111	5	5	1	0	0	0	0	0	0	0	0	122	0	213	19	12	5	0	0	0	0	0	0	0	0	249
15:00	0	109	11	3	2	0	0	0	0	0	0	0	0	125	1	65	5	5	0	0	0	0	0	0	0	0	0	76	1	174	16	8	2	0	0	0	0	0	0	0	0	201
15:15	0	83	4	3	3	0	0	0	0	0	0	0	0	93	0	80	3	4	2	0	0	2	0	0	0	0	0	91	0	163	7	7	5	0	0	2	0	0	0	0	0	184
15:30	0	137	9	1	2	0	0	0	0	0	0	0	0	149	0	80	7	2	1	0	0	0	0	0	0	0	0	90	0	217	16	3	3	0	0	0	0	0	0	0	0	239
15:45	0	120	5	5	2	0	0	0	0	0	0	0	0	132	0	72	6	7	3	0	0	0	0	0	0	0	0	88	0	192	11	12	5	0	0	0	0	0	0	0	0	220
16:00	0	116	14	2	2	1	0	0	0	0	0	0	0	135	0	67	5	6	1	0	0	0	0	0	0	0	0	79	0	183	19	8	3	1	0	0	0	0	0	0	0	214
16:15	0	125	3	5	0	0	0	0	0	0	0	0	0	133	0	66	8	7	1	0	0	0	0	0	0	0	0	82	0	191	11	12	1	0	0	0	0	0	0	0	0	215
16:30	0	130	9	4	2	0	0	0	0	0	0	0	0	145	0	74	10	2	0	0	0	0	0	0	0	0	0	86	0	204	19	6	2	0	0	0	0	0	0	0	0	231
16:45	0	119	5	3	2	0	0	0	0	0	0	0	0	129	0	58	6	3	1	0	0	1	0	0	0	0	0	69	0	177	11	6	3	0	0	1	0	0	0	0	0	198
17:00	0	102	10	5	1	0	0	0	0	0	0	0	0	118	0	81	8	2	2	0	0	0	0	0	0	0	0	93	0	183	18	7	3	0	0	0	0	0	0	0	0	211
17:15	0	94	8	0	1	0	0	0	0	0	0	0	0	103	0	75	2	4	0	0	0	0	0	0	0	0	0	81	0	169	10	4	1	0	0	0	0	0	0	0	0	184
17:30	0	93	8	4	2	0	0	0	0	0	0	0	0	107	0	54	7	1	1	0	0	0	0	0	0	0	0	63	0	147	15	5	3	0	0	0	0	0	0	0	0	170
17:45	0	68	0	2	2	0	0	0	0	0	0	0	0	72	0	64	3	3	0	0	0	0	0	0	0	0	0	70	0	132	3	5	2	0	0	0	0	0	0	0	0	142
18:00	0	43	8	1	0	0	0	0	0	0	0	0	0	52	0	43	5	2	0	0	0	0	0	0	0	0	0	50	0	86	13	3	0	0	0	0	0	0	0	0	0	102
18:15	0	52	5	2	2	0	0	0	0	0	0	0	0	61	0	61	8	4	1	0	0	1	0	0	0	0	0	75	0	113	13	6	3	0	0	1	0	0	0	0	0	136
18:30	0	59	3	2	1	0	0	0	0	0	0	0	0	65	0	124	4	2	2	0	0	0	0	0	0	0	0	132	0	183	7	4	3	0	0	0	0	0	0	0	0	197
18:45	0	41	4	2	5	0	0	1	0	0	0	0	0	53	0	90	8	1	1	0	0	0	0	0	0	0	0	100	0	131	12	3	6	0	0	1	0	0	0	0	0	153
19:00	0	43	3	2	1	0	0	0	0	0	0	0	0	49	0	41	4	2	0	0	0	0	0	0	0	0	0	47	0	84	7	4	1	0	0	0	0	0	0	0	0	96
19:15	0	44	6	0	1	0	0	0	0	0	0	0	0	51	0	30	3	3	3	0	0	0	0	0	0	0	0	39	0	74	9	3	4	0	0	0	0	0	0	0	0	90
19:30	0	84	2	1	5	0	0	1	0	0	0	0	0	93	0	19	3	0	1	0	0	0	0	0	0	0	0	23	0	103	5	1	6	0	0	1	0	0	0	0	0	116
19:45	0	48	0	0	1	1	0	0	0	0	0	0	0	50	0	19	4	1	2	0	0	0	0	0	0	0	0	26	0	67	4	1	3	1	0	0	0	0	0	0	0	76
20:00	1	39	2	1	0	0	0	0	0	0	0	0	0	43	0	18	2	2	1	0	0	0	0	0	0	0	0	23	1	57	4	3	1	0	0	0	0	0	0	0	0	66
20:15	0	32	0	0	2	0	0	0	0	0	0	0	0	34	0	20	2	2	2	0	0	0	0	0	0	0	0	26	0	52	2	2	4	0	0	0	0	0	0	0	0	60
20:30	0	38	0	1	1	0	0	0	0	0	0	0	0	40	0	12	0	1	0	0	0	0	0	0	0	0	0	13	0	50	0	2	1	0	0	0	0	0	0	0	0	53
20:45	0	21	1	0	1	0	0	0	0	0	0	0	0	23	0	11	2	2	0	0	0	0	0	0	0	0	0	15	0	32	3	2	1	0	0	0	0	0	0	0	0	38
21:00	0	32	3	0	0	0	0	0	0	0	0	0	0	35	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	44	5	0	0	0	0	0	0	0	0	0	0	49
21:15	0	15	2	1	0	0	0	0	0	0	0	0	0	18	0	7	2	1	0	0	0	0	0	0	0	0	0	10	0	22	4	2	0	0	0	0	0	0	0	0	0	28
21:30	0	25	2	1	1	0	0	0	0	0	0	0	0	29	0	9	2	2	0	0	0	0	0	0	0	0	0	13	0	34	4	3	1	0	0	0	0	0	0	0	0	42
21:45	0	14	3	0	4	0	0	0	0	0	0	0	0	21	0	17	4	1	2	0	0	0	0	0	0	0	0	24	0	31	7	1	6	0	0	0	0	0	0	0	0	45
22:00	0	21	6	1	0	0	0	0	0	0	0	0	0	28	0	26	3	0	0	0	0	0	0	0	0	0	0	29	0	47	9	1	0	0	0	0	0	0	0	0	0	57
22:15	0	8	1	0	2	0	0	0	0	0	0	0	0	11	0	17	1	1	0	0	0	0	0	0	0	0	0	19	0	25	2	1	2	0	0	0	0	0	0	0	0	30
22:30	0	13	1	1	0	0	0	0	0	0	0	0	0	15	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	32	5	1	0	0	0	0	0	0	0	0	0	38
22:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	25	1	2	0	0	0	0	0	0	0	0	0	28	0	39	1	2	0	0	0	0	0	0	0	0	0	42
23:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31	0	22	3	0	0	0	0	0	0	0	0	0	0	25	0	50	6	0	0	0	0	0	0	0	0	0	0	56
23:15	0	20	3	0	2	0	0	0	0	0	0	0	0	25	0	5	4	0	0	0	0	0	0	0	0	0	0	9	0	25	7	0	2	0	0	0	0	0	0	0	0	34
23:30	0	60	1	0	1	0	0	0	0	0	0	0	0	62	0	9	0	1	1	0	0	0	0	0	0	0	0	11	0	69	1	1	2	0	0	0	0	0	0	0	0	73
23:45	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	3	1	1	0	0	0	0	0	0	0	0	0	5	0	22	3	1	0	0	0	0	0	0	0	0	0	26
Totals	3	4,045	343	150	134	24	4	9	3	0	0	0	0	4,715	3	5,660	506	225	94	7	0	28	2	0	0	0	0	6,525	6	9,705	849	375	228	31	4	37	5	0	0	0	0	11,240
% of Totals	0%	86%	7%	3%	3%	1%	0%	0%	0%					100%	0%	87%	8%	3%	1%	0%		0%	0%					100%	0%	86%	8%	3%	2%	0%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Retreat Ave W/O Maple Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_011

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,715	6,525	11,240

DAILY TOTALS

15-Minutes Interval

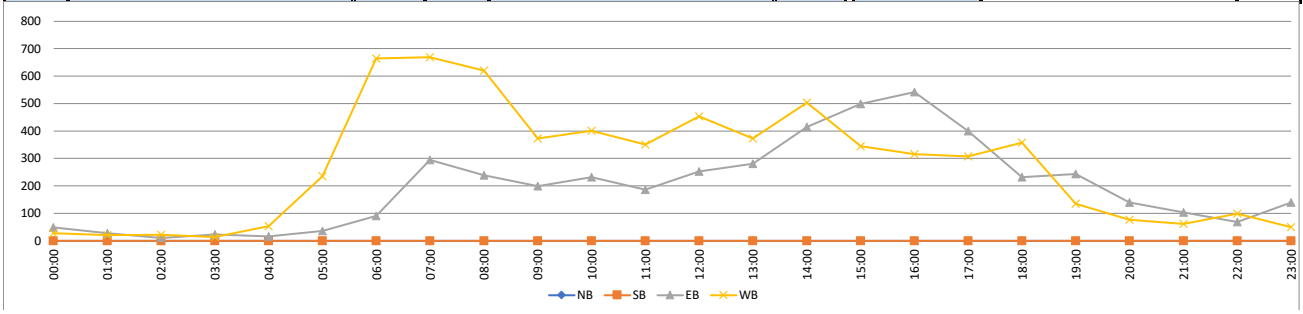
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			21	3	24	12:00			67	98	165
00:15			12	8	20	12:15			55	101	156
00:30			7	8	15	12:30			67	127	194
00:45			8	9	17	12:45			63	127	190
01:00			7	4	11	13:00			71	75	146
01:15			7	4	11	13:15			70	84	154
01:30			8	8	16	13:30			69	105	174
01:45			5	4	9	13:45			71	109	180
02:00			3	6	9	14:00			90	110	200
02:15			1	1	2	14:15			92	145	237
02:30			5	6	11	14:30			106	126	232
02:45			2	9	11	14:45			127	122	249
03:00			6	3	9	15:00			125	76	201
03:15			7	4	11	15:15			93	91	184
03:30			8	2	10	15:30			149	90	239
03:45			2	5	7	15:45			132	88	220
04:00			2	5	7	16:00			135	79	214
04:15			6	13	19	16:15			133	82	215
04:30			3	11	14	16:30			145	86	231
04:45			5	24	29	16:45			129	69	198
05:00			3	28	31	17:00			118	93	211
05:15			12	35	47	17:15			103	81	184
05:30			7	69	76	17:30			107	63	170
05:45			14	103	117	17:45			72	70	142
06:00			17	100	117	18:00			52	50	102
06:15			21	148	169	18:15			61	75	136
06:30			25	210	235	18:30			65	132	197
06:45			27	206	233	18:45			53	100	153
07:00			40	170	210	19:00			49	47	96
07:15			71	170	241	19:15			51	39	90
07:30			102	175	277	19:30			93	23	116
07:45			82	154	236	19:45			50	26	76
08:00			68	160	228	20:00			43	23	66
08:15			62	148	210	20:15			34	26	60
08:30			54	156	210	20:30			40	13	53
08:45			55	156	211	20:45			23	15	38
09:00			56	105	161	21:00			35	14	49
09:15			41	92	133	21:15			18	10	28
09:30			67	89	156	21:30			29	13	42
09:45			35	87	122	21:45			21	24	45
10:00			49	83	132	22:00			28	29	57
10:15			65	107	172	22:15			11	19	30
10:30			61	95	156	22:30			15	23	38
10:45			57	116	173	22:45			14	28	42
11:00			57	74	131	23:00			31	25	56
11:15			44	79	123	23:15			25	9	34
11:30			31	96	127	23:30			62	11	73
11:45			54	101	155	23:45			21	5	26
TOTALS	0	0	1402	3449	4851	TOTALS	0	0	3313	3076	6389
SPLIT %	0%	0%	29%	71%	43%	SPLIT %	0%	0%	52%	48%	57%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			48	28	76
01:00	02:00			27	20	47
02:00	03:00			11	22	33
03:00	04:00			23	14	37
04:00	05:00			16	53	69
05:00	06:00			36	235	271
06:00	07:00			90	664	754
07:00	08:00			295	669	964
08:00	09:00			239	620	859
09:00	10:00			199	373	572
10:00	11:00			232	401	633
11:00	12:00			186	350	536
12:00	13:00			252	453	705
13:00	14:00			281	373	654
14:00	15:00			415	503	918
15:00	16:00			499	345	844
16:00	17:00			542	316	858
17:00	18:00			400	307	707
18:00	19:00			231	357	588
19:00	20:00			243	135	378
20:00	21:00			140	77	217
21:00	22:00			103	61	164
22:00	23:00			68	99	167
23:00	00:00			139	50	189

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1402	3449	4851
Peak Hour			7:15	6:30	7:15
Peak Volume			323	756	982
Peak Hour Factor			0.792	0.900	0.886
Peak Period	12:00	to	00:00		
Volume			3313	3076	6389
Peak Hour			15:30	14:00	14:15
Peak Volume			549	503	919
Peak Hour Factor			0.921	0.867	0.923
Peak Period	07:00	to	09:00		
Volume			534	1289	1823
Peak Hour			7:15	7:00	7:15
Peak Volume			323	669	982
Peak Hour Factor			0.792	0.956	0.886
Peak Period	16:00	to	18:00		
Volume			942	623	1565
Peak Hour			16:00	16:15	16:00
Peak Volume			542	330	858
Peak Hour Factor			0.934	0.887	0.929



Prepared by National Data & Surveying Services

CLASSIFICATION

Retreat Ave W/O Maple Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_011

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	38	2	0	4	1	0	0	0	0	0	0	0	45	0	14	3	1	2	1	0	0	0	0	0	0	0	21	0	52	5	1	6	2	0	0	0	0	0	0	0	66
01:00	0	19	2	1	3	0	0	0	0	0	0	0	0	25	0	13	4	0	2	0	0	0	0	0	0	0	0	19	0	32	6	1	5	0	0	0	0	0	0	0	0	44
02:00	0	8	5	0	0	1	0	0	0	0	0	0	0	14	0	12	5	0	0	0	0	0	1	0	0	0	0	18	0	20	10	0	0	1	0	0	1	0	0	0	0	32
03:00	0	13	0	0	1	0	0	0	0	0	0	0	0	14	0	9	1	0	1	0	0	0	0	0	0	0	0	11	0	22	1	0	2	0	0	0	0	0	0	0	0	25
04:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	34	4	1	0	0	0	0	0	0	0	0	0	39	0	50	6	1	0	0	0	0	0	0	0	0	0	57
05:00	0	28	3	4	2	1	0	1	0	0	0	0	0	39	0	160	17	8	3	1	0	1	0	0	0	0	0	190	0	188	20	12	5	2	0	2	0	0	0	0	0	229
06:00	0	65	4	6	3	0	0	0	1	0	0	0	0	79	1	525	36	11	0	3	0	1	2	0	0	0	0	579	1	590	40	17	3	3	0	1	3	0	0	0	0	658
07:00	0	258	19	10	4	3	0	0	0	0	0	0	0	294	0	692	34	18	6	1	1	2	1	0	0	0	0	755	0	950	53	28	10	4	1	2	1	0	0	0	0	1049
08:00	0	143	16	14	2	3	1	0	0	0	0	0	0	179	0	500	36	24	11	1	0	1	0	0	0	0	0	573	0	643	52	38	13	4	1	1	0	0	0	0	0	752
09:00	2	157	16	5	9	3	2	1	0	0	0	0	0	195	0	418	31	13	10	2	0	0	0	0	0	0	0	474	2	575	47	18	19	5	2	1	0	0	0	0	0	669
10:00	1	180	25	9	8	2	1	0	0	0	0	0	0	226	0	314	30	12	12	0	0	2	0	0	0	0	0	370	1	494	55	21	20	2	1	2	0	0	0	0	0	596
11:00	0	167	22	9	10	1	1	1	0	0	0	0	0	211	0	246	16	14	10	0	1	1	0	0	0	0	0	288	0	413	38	23	20	1	2	2	0	0	0	0	0	499
12:00	0	240	28	10	7	4	0	0	0	0	0	0	0	289	1	301	34	16	5	1	0	4	1	0	0	0	0	363	1	541	62	26	12	5	0	4	1	0	0	0	0	652
13:00	4	217	28	10	10	1	0	1	0	0	0	0	0	271	1	298	39	12	9	1	1	5	0	0	0	0	0	366	5	515	67	22	19	2	1	6	0	0	0	0	0	637
14:00	0	293	29	15	11	2	0	0	0	0	0	0	0	350	0	379	25	13	13	2	0	2	0	0	0	0	0	434	0	672	54	28	24	4	0	2	0	0	0	0	0	784
15:00	1	421	28	10	7	0	0	0	0	0	0	0	0	467	0	277	21	19	12	0	0	0	0	0	0	0	0	329	1	698	49	29	19	0	0	0	0	0	0	0	0	796
16:00	0	516	19	10	9	0	0	0	0	0	0	0	0	554	1	217	28	17	5	0	0	1	0	0	0	0	0	269	1	733	47	27	14	0	0	1	0	0	0	0	0	823
17:00	1	314	15	10	7	2	0	0	0	0	0	0	0	349	0	207	24	11	7	0	0	1	0	0	0	0	0	250	1	521	39	21	14	2	0	1	0	0	0	0	0	599
18:00	1	205	23	7	12	0	0	0	0	0	0	0	0	248	0	314	26	6	5	0	0	0	0	0	0	0	0	351	1	519	49	13	17	0	0	0	0	0	0	0	0	599
19:00	1	197	24	2	4	0	0	0	0	0	0	0	0	228	1	94	7	7	5	0	0	0	0	0	0	0	0	114	2	291	31	9	9	0	0	0	0	0	0	0	0	342
20:00	1	127	19	4	5	0	0	0	0	0	0	0	0	156	1	64	8	7	1	0	0	0	0	0	0	0	0	81	2	191	27	11	6	0	0	0	0	0	0	0	0	237
21:00	0	51	5	0	4	0	0	0	0	0	0	0	0	60	0	67	5	4	3	0	0	0	0	0	0	0	0	79	0	118	10	4	7	0	0	0	0	0	0	0	0	139
22:00	0	65	6	2	8	1	0	0	0	0	0	0	0	82	1	92	6	3	4	0	0	0	0	0	0	0	0	106	1	157	12	5	12	1	0	0	0	0	0	0	0	188
23:00	1	142	9	1	3	0	0	0	0	0	0	0	0	156	0	39	3	3	3	0	0	0	0	0	0	0	0	48	1	181	12	4	6	0	0	0	0	0	0	0	0	204
Totals	**13**	**3,880**	**349**	**139**	**133**	**25**	**5**	**4**	**1**	**0**	**0**	**0**	**0**	**4,549**	**7**	**5,286**	**443**	**220**	**129**	**13**	**3**	**21**	**5**	**0**	**0**	**0**	**0**	**6,127**	**20**	**9,166**	**792**	**359**	**262**	**38**	**8**	**25**	**6**	**0**	**0**	**0**	**0**	**10,676**
% of Totals	0%	85%	8%	3%	3%	1%	0%	0%	0%					100%	0%	86%	7%	4%	2%	0%	0%	0%	0%					100%	0%	86%	7%	3%	2%	0%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

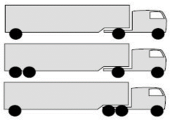
#3 2-Axle, 4-Tire Single Unit

#4 Buses

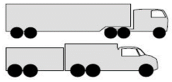
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 12:00	3	1092	116	58	46	15	5	3	1	0	0	0	0	1339	1	2937	217	102	57	9	2	8	4	0	0	0	0	3337	4	4029	333	160	103	24	7	11	5	0	0	0	0	4676
%	0%	24%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	29%	0%	48%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	54%	0%	38%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	44%
Peak Hour	9:00	7:15	10:45	8:00	10:30	8:15	9:00	5:00	5:45	0:00	0:00	0:00	0:00	7:00	5:15	7:00	6:30	8:00	8:45	5:45	7:00	11:45	5:30	0:00	0:00	0:00	0:00	7:00	9:00	7:00	6:45	8:00	10:30	8:15	7:15	11:15	5:45	0:00	0:00	0:00	0:00	7:00
Peak Volume	2	262	26	14	15	5	2	1	1	0	0	0	0	294	1	692	45	24	13	4	1	4	2	0	0	0	0	755	2	950	63	38	25	6	2	4	3	0	0	0	0	1049
12:00 - 24:00	10	2788	233	81	87	10	0	1	0	0	0	0	0	3210	6	2349	226	118	72	4	1	13	1	0	0	0	0	2790	16	5137	459	199	159	14	1	14	1	0	0	0	0	6000
%	0%	61%	5%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	71%	0%	38%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	46%	0%	48%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	56%
Peak Hour	12:45	16:00	13:30	14:00	13:30	12:00	12:00	12:45	12:00	12:00	12:00	12:00	12:00	16:00	12:15	14:15	12:45	15:30	14:45	13:45	12:15	12:30	12:00	12:00	12:00	12:00	12:00	14:15	12:45	15:30	12:15	14:15	13:30	12:00	12:15	12:45	12:00	12:00	12:00	12:00	12:00	15:30
Peak Volume	4	516	33	15	14	4	0	1	0	0	0	0	0	554	2	389	41	20	15	3	1	5	1	0	0	0	0	448	6	762	67	32	25	5	1	6	1	0	0	0	0	863
07:00 - 09:00	0	401	35	24	6	6	1	0	0	0	0	0	0	473	0	1192	70	42	17	2	1	3	1	0	0	0	0	1328	0	1593	105	66	23	8	2	3	1	0	0	0	0	1801
%	0%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	19%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	15%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	7:00	7:15	7:00	8:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	8:00	7:45	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:45	7:00	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	0	262	19	14	4	3	1	0	0	0	0	0	0	294	0	692	36	24	12	1	1	3	1	0	0	0	0	755	0	950	53	38	16	4	2	3	1	0	0	0	0	1049
16:00 - 18:00	1	830	34	20	16	2	0	0	0	0	0	0	0	903	1	424	52	28	12	0	0	2	0	0	0	0	0	519	2	1254	86	48	28	2	0	2	0	0	0	0	0	1422
%	0%	18%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	17:00	16:00	16:00	16:15	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	17:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	1	516	19	14	9	2	0	0	0	0	0	0	0	554	1	217	28	17	7	0	0	2	0	0	0	0	0	269	1	733	47	29	14	2	0	2	0	0	0	0	0	823

Prepared by National Data & Surveying Services

CLASSIFICATION

Retreat Ave W/O Maple Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_011

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND												TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	19	2	0	4	1	0	0	0	0	0	0	0	26	0	7	0	1	0	0	0	0	0	0	0	0	0	8	0	26	2	1	4	1	0	0	0	0	0	0	0	34
00:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	13	0	0	0	0	0	0	0	0	0	0	0	13
00:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	2	1	0	0	0	0	0	0	0	4	0	7	0	0	2	1	0	0	0	0	0	0	0	10
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0	6	3	0	0	0	0	0	0	0	0	0	0	9
01:00	0	7	2	1	1	0	0	0	0	0	0	0	0	11	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	11	4	1	1	0	0	0	0	0	0	0	0	17
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	1	1	0	2	0	0	0	0	0	0	0	0	4	0	5	1	0	2	0	0	0	0	0	0	0	0	8
01:30	0	5	0	0	2	0	0	0	0	0	0	0	0	7	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	8	1	0	2	0	0	0	0	0	0	0	0	11
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	1	4	0	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	6	5	0	0	0	0	0	0	0	0	0	0	11
02:15	0	4	0	0	0	1	0	0	0	0	0	0	0	5	0	1	2	0	0	0	0	0	1	0	0	0	0	4	0	5	2	0	0	1	0	0	1	0	0	0	0	9
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	5	3	0	0	0	0	0	0	0	0	0	0	8
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	3	1	0	1	0	0	0	0	0	0	0	0	5	0	7	1	0	1	0	0	0	0	0	0	0	0	9
03:15	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	1	0	0	0	0	0	0	0	0	6
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	5	2	0	0	0	0	0	0	0	0	0	0	7
04:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	18	0	0	0	0	0	0	0	0	0	0	0	18
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	7	2	0	0	0	0	0	0	0	0	0	0	9
04:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	15	2	1	0	0	0	0	0	0	0	0	0	18	0	20	2	1	0	0	0	0	0	0	0	0	0	23
05:00	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	17	6	2	1	0	0	0	0	0	0	0	0	26	0	21	6	3	1	0	0	0	0	0	0	0	0	31
05:15	0	6	0	2	1	0	0	0	0	0	0	0	0	9	0	24	0	3	0	0	0	0	0	0	0	0	0	27	0	30	0	5	1	0	0	0	0	0	0	0	0	36
05:30	0	11	2	1	1	0	0	0	0	0	0	0	0	15	0	48	7	2	0	0	0	0	0	0	0	0	0	57	0	59	9	3	1	0	0	0	0	0	0	0	0	72
05:45	0	7	1	0	0	1	0	1	0	0	0	0	0	10	0	71	4	1	2	1	0	1	0	0	0	0	0	80	0	78	5	1	2	2	0	2	0	0	0	0	0	90
06:00	0	8	2	3	1	0	0	0	0	0	0	0	0	14	1	87	8	2	0	2	0	0	1	0	0	0	0	101	1	95	10	5	1	2	0	0	1	0	0	0	0	115
06:15	0	15	0	1	0	0	0	0	0	0	0	0	0	16	0	125	7	2	0	0	0	0	1	0	0	0	0	135	0	140	7	3	0	0	0	0	1	0	0	0	0	151
06:30	0	21	1	2	1	0	0	0	1	0	0	0	0	26	0	152	10	2	0	1	0	1	0	0	0	0	0	166	0	173	11	4	1	1	0	1	1	0	0	0	0	192
06:45	0	21	1	0	1	0	0	0	0	0	0	0	0	23	0	161	11	5	0	0	0	0	0	0	0	0	0	177	0	182	12	5	1	0	0	0	0	0	0	0	0	200
07:00	0	34	5	4	1	0	0	0	0	0	0	0	0	44	0	164	15	10	1	1	0	0	0	0	0	0	0	191	0	198	20	14	2	1	0	0	0	0	0	0	0	235
07:15	0	63	4	3	0	1	0	0	0	0	0	0	0	71	0	153	9	3	1	0	0	2	0	0	0	0	0	168	0	216	13	6	1	1	0	2	0	0	0	0	0	239
07:30	0	85	9	2	1	1	0	0	0	0	0	0	0	98	0	179	9	4	0	0	0	0	1	0	0	0	0	193	0	264	18	6	1	1	0	0	1	0	0	0	0	291
07:45	0	76	1	1	2	1	0	0	0	0	0	0	0	81	0	196	1	1	4	0	1	0	0	0	0	0	0	203	0	272	2	2	6	1	1	0	0	0	0	0	0	284
08:00	0	38	0	3	0	0	1	0	0	0	0	0	0	42	0	147	8	5	4	1	0	1	0	0	0	0	0	166	0	185	8	8	4	1	1	1	0	0	0	0	0	208
08:15	0	15	1	2	1	1	0	0	0	0	0	0	0	20	0	88	8	3	2	0	0	0	0	0	0	0	0	101	0	103	9	5	3	1	0	0	0	0	0	0	0	121
08:30	0	41	6	5	1	1	0	0	0	0	0	0	0	54	0	119	9	9	2	0	0	0	0	0	0	0	0	139	0	160	15	14	3	1	0	0	0	0	0	0	0	193
08:45	0	49	9	4	0	1	0	0	0	0	0	0	0	63	0	146	11	7	3	0	0	0	0	0	0	0	0	167	0	195	20	11	3	1	0	0	0	0	0	0	0	230
09:00	1	45	1	1	2	2	1	1	0	0	0	0	0	54	0	107	6	5	2	1	0	0	0	0	0	0	0	121	1	152	7	6	4	3	1	1	0	0	0	0	0	175
09:15	0	30	6	1	3	1	0	0	0	0	0	0	0	41	0	104	11	3	5	0	0	0	0	0	0	0	0	123	0	134	17	4	8	1	0	0	0	0	0	0	0	164
09:30	0	40	7	0	3	0	0	0	0	0	0	0	0	50	0	94	8	2	3	1	0	0	0	0	0	0	0	108	0	134	15	2	6	1	0	0	0	0	0	0	0	158
09:45	1	42	2	3	1	0	1	0	0	0	0	0	0	50	0	113	6	3	0	0	0	0	0	0	0	0	0	122	1	155	8	6	1	0	1	0	0	0	0	0	0	172
10:00	1	42	9	3	1	0	0	0	0	0	0	0	0	56	0	58	5	3	2	0	0	0	0	0	0	0	0	68	1	100	14	6	3	0	0	0	0	0	0	0	0	124
10:15	0	41	6	3	0	0	1	0	0	0	0	0	0	51	0	91	8	3	3	0	0	1	0	0	0	0	0	106	0	132	14	6	3	0	1	1	0	0	0	0	0	157
10:30	0	54	4	1	4	2	0	0	0	0	0	0	0	65	0	70	6	4	2	0	0	0	0	0	0	0	0	82	0	124	10	5	6	2	0	0	0	0	0	0	0	147
10:45	0	43	6	2	3	0	0	0	0	0	0	0	0	54	0	95	11	2	5	0	0	1	0	0	0	0	0	114	0	138	17	4	8	0	0	1	0	0	0	0	0	168
11:00	0	37	8	1	3	0	0	0	0	0	0	0	0	49	0	74	6	7	2	0	0	0	0	0	0	0	0	89	0	111	14	8	5	0	0	0	0	0	0	0	0	138
11:15	0	34	4	3	5	0	1	1	0	0	0	0	0	48	0	50	4	3	1	0	0	0	0	0	0	0	0	58	0	84	8	6	6	0	1	1	0	0	0	0	0	106
11:30	0	47	8	4	1	1	0	0	0	0	0	0	0	61	0	68	4	2	3	0	1	1	0	0	0	0	0	79	0	115	12	6	4	1	1	1	0	0	0	0	0	140
11:45	0	49	2	1	1	0	0	0	0	0	0	0	0	53	0	54	2	2	4	0	0	0	0	0	0	0	0	62	0	103	4	3	5	0	0	0	0	0	0	0	0	115

Prepared by National Data & Surveying Services

CLASSIFICATION

Retreat Ave W/O Maple Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_011

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	74	5	1	1	2	0	0	0	0	0	0	0	83	0	69	8	5	3	1	0	2	0	0	0	0	0	88	0	143	13	6	4	3	0	2	0	0	0	0	0	171
12:15	0	66	9	3	2	0	0	0	0	0	0	0	0	80	0	66	7	3	2	0	0	0	0	0	0	0	0	78	0	132	16	6	4	0	0	0	0	0	0	0	0	158
12:30	0	54	8	2	0	1	0	0	0	0	0	0	0	65	0	80	7	6	0	0	0	2	1	0	0	0	0	96	0	134	15	8	0	1	0	2	1	0	0	0	0	161
12:45	0	46	6	4	4	1	0	0	0	0	0	0	0	61	1	86	12	2	0	0	0	0	0	0	0	0	0	101	1	132	18	6	4	1	0	0	0	0	0	0	0	162
13:00	1	53	5	2	2	0	0	0	0	0	0	0	0	63	1	55	13	3	3	0	1	0	0	0	0	0	0	76	2	108	18	5	5	0	1	0	0	0	0	0	0	139
13:15	0	43	6	2	2	1	0	0	0	0	0	0	0	54	0	71	7	3	3	0	0	3	0	0	0	0	0	87	0	114	13	5	5	1	0	3	0	0	0	0	0	141
13:30	3	59	9	3	2	0	0	1	0	0	0	0	0	77	0	79	9	3	1	0	0	2	0	0	0	0	0	94	3	138	18	6	3	0	0	3	0	0	0	0	0	171
13:45	0	62	8	3	4	0	0	0	0	0	0	0	0	77	0	93	10	3	2	1	0	0	0	0	0	0	0	109	0	155	18	6	6	1	0	0	0	0	0	0	0	186
14:00	0	55	7	3	4	0	0	0	0	0	0	0	0	69	0	76	2	3	3	1	0	0	0	0	0	0	0	85	0	131	9	6	7	1	0	0	0	0	0	0	0	154
14:15	0	71	9	1	4	0	0	0	0	0	0	0	0	85	0	97	7	4	5	0	0	1	0	0	0	0	0	114	0	168	16	5	9	0	0	1	0	0	0	0	0	199
14:30	0	79	8	2	1	1	0	0	0	0	0	0	0	91	0	93	11	2	1	1	0	1	0	0	0	0	0	109	0	172	19	4	2	2	0	1	0	0	0	0	0	200
14:45	0	88	5	9	2	1	0	0	0	0	0	0	0	105	0	113	5	4	4	0	0	0	0	0	0	0	0	126	0	201	10	13	6	1	0	0	0	0	0	0	0	231
15:00	1	91	9	3	2	0	0	0	0	0	0	0	0	106	0	86	3	7	3	0	0	0	0	0	0	0	0	99	1	177	12	10	5	0	0	0	0	0	0	0	0	205
15:15	0	99	5	1	1	0	0	0	0	0	0	0	0	106	0	46	7	2	2	0	0	0	0	0	0	0	0	57	0	145	12	3	3	0	0	0	0	0	0	0	0	163
15:30	0	114	6	2	3	0	0	0	0	0	0	0	0	125	0	66	4	4	6	0	0	0	0	0	0	0	0	80	0	180	10	6	9	0	0	0	0	0	0	0	0	205
15:45	0	117	8	4	1	0	0	0	0	0	0	0	0	130	0	79	7	6	1	0	0	0	0	0	0	0	0	93	0	196	15	10	2	0	0	0	0	0	0	0	0	223
16:00	0	140	9	0	3	0	0	0	0	0	0	0	0	152	0	66	9	6	2	0	0	0	0	0	0	0	0	83	0	206	18	6	5	0	0	0	0	0	0	0	0	235
16:15	0	123	5	2	1	0	0	0	0	0	0	0	0	131	1	57	6	4	1	0	0	0	0	0	0	0	0	69	1	180	11	6	2	0	0	0	0	0	0	0	0	200
16:30	0	126	4	6	2	0	0	0	0	0	0	0	0	138	0	49	6	4	1	0	0	1	0	0	0	0	0	61	0	175	10	10	3	0	0	1	0	0	0	0	0	199
16:45	0	127	1	2	3	0	0	0	0	0	0	0	0	133	0	45	7	3	1	0	0	0	0	0	0	0	0	56	0	172	8	5	4	0	0	0	0	0	0	0	0	189
17:00	0	105	7	4	0	0	0	0	0	0	0	0	0	116	0	57	8	4	0	0	0	0	0	0	0	0	0	69	0	162	15	8	0	0	0	0	0	0	0	0	0	185
17:15	0	75	2	1	2	0	0	0	0	0	0	0	0	80	0	51	6	2	3	0	0	1	0	0	0	0	0	63	0	126	8	3	5	0	0	1	0	0	0	0	0	143
17:30	0	70	2	2	1	1	0	0	0	0	0	0	0	76	0	52	5	2	3	0	0	0	0	0	0	0	0	62	0	122	7	4	4	1	0	0	0	0	0	0	0	138
17:45	1	64	4	3	4	1	0	0	0	0	0	0	0	77	0	47	5	3	1	0	0	0	0	0	0	0	0	56	1	111	9	6	5	1	0	0	0	0	0	0	0	133
18:00	0	42	10	1	1	0	0	0	0	0	0	0	0	54	0	44	7	2	1	0	0	0	0	0	0	0	0	54	0	86	17	3	2	0	0	0	0	0	0	0	0	108
18:15	0	67	5	3	4	0	0	0	0	0	0	0	0	79	0	63	4	1	3	0	0	0	0	0	0	0	0	71	0	130	9	4	7	0	0	0	0	0	0	0	0	150
18:30	1	51	4	2	4	0	0	0	0	0	0	0	0	62	0	111	9	2	0	0	0	0	0	0	0	0	0	122	1	162	13	4	4	0	0	0	0	0	0	0	0	184
18:45	0	45	4	1	3	0	0	0	0	0	0	0	0	53	0	96	6	1	1	0	0	0	0	0	0	0	0	104	0	141	10	2	4	0	0	0	0	0	0	0	0	157
19:00	0	37	8	0	0	0	0	0	0	0	0	0	0	45	1	21	2	1	0	0	0	0	0	0	0	0	0	25	1	58	10	1	0	0	0	0	0	0	0	0	0	70
19:15	0	45	4	1	1	0	0	0	0	0	0	0	0	51	0	20	3	3	1	0	0	0	0	0	0	0	0	27	0	65	7	4	2	0	0	0	0	0	0	0	0	78
19:30	1	59	8	1	3	0	0	0	0	0	0	0	0	72	0	26	2	2	3	0	0	0	0	0	0	0	0	33	1	85	10	3	6	0	0	0	0	0	0	0	0	105
19:45	0	56	4	0	0	0	0	0	0	0	0	0	0	60	0	27	0	1	1	0	0	0	0	0	0	0	0	29	0	83	4	1	1	0	0	0	0	0	0	0	0	89
20:00	0	61	7	2	0	0	0	0	0	0	0	0	0	70	0	20	3	2	0	0	0	0	0	0	0	0	0	25	0	81	10	4	0	0	0	0	0	0	0	0	0	95
20:15	1	30	9	1	3	0	0	0	0	0	0	0	0	44	1	19	2	1	0	0	0	0	0	0	0	0	0	23	2	49	11	2	3	0	0	0	0	0	0	0	0	67
20:30	0	23	2	1	2	0	0	0	0	0	0	0	0	28	0	10	1	3	1	0	0	0	0	0	0	0	0	15	0	33	3	4	3	0	0	0	0	0	0	0	0	43
20:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	15	2	1	0	0	0	0	0	0	0	0	0	18	0	28	3	1	0	0	0	0	0	0	0	0	0	32
21:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	22	0	1	1	0	0	0	0	0	0	0	0	24	0	36	2	1	1	0	0	0	0	0	0	0	0	40
21:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	24	2	0	0	0	0	0	0	0	0	0	0	26
21:30	0	14	2	0	1	0	0	0	0	0	0	0	0	17	0	12	2	2	2	0	0	0	0	0	0	0	0	18	0	26	4	2	3	0	0	0	0	0	0	0	0	35
21:45	0	12	1	0	3	0	0	0	0	0	0	0	0	16	0	20	1	1	0	0	0	0	0	0	0	0	0	22	0	32	2	1	3	0	0	0	0	0	0	0	0	38
22:00	0	22	0	1	0	0	0	0	0	0	0	0	0	23	0	17	2	0	1	0	0	0	0	0	0	0	0	20	0	39	2	1	1	0	0	0	0	0	0	0	0	43
22:15	0	14	3	0	6	0	0	0	0	0	0	0	0	23	1	19	2	1	1	0	0	0	0	0	0	0	0	24	1	33	5	1	7	0	0	0	0	0	0	0	0	47
22:30	0	15	1	1	1	0	0	0	0	0	0	0	0	18	0	26	0	0	2	0	0	0	0	0	0	0	0	28	0	41	1	1	3	0	0	0	0	0	0	0	0	46
22:45	0	14	2	0	1	1	0	0	0	0	0	0	0	18	0	30	2	2	0	0	0	0	0	0	0	0	0	34	0	44	4	2	1	1	0	0	0	0	0	0	0	52
23:00	1	28	4	0	0	0	0	0	0	0	0	0	0	33	0	20	1	0	1	0	0	0	0	0	0	0	0	22	1	48	5	0	1	0	0	0	0	0	0	0	0	55
23:15	0	21	3	0	1	0	0	0	0	0	0	0	0	25	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	28	4	0	1	0	0	0	0	0	0	0	0	33
23:30	0	64	2	1	2	0	0	0	0	0	0	0	0	69	0	6	0	1	1	0	0	0	0	0	0	0	0	8	0	70	2	2	3	0	0	0	0	0	0	0	0	77
23:45	0	29	0	0	0	0	0	0	0	0	0	0	0	29	0	6	1	2	1	0	0	0	0	0	0	0	0	10	0	35	1	2	1	0	0	0	0	0	0	0	0	39
Totals	**13**	**3,880**	**349**	**139**	**133**	**25**	**5**	**4**	**1**	**0**	**0**	**0**	**0**	**4,549**	**7**	**5,286**	**443**	**220**	**129**	**13**	**3**	**21**	**5**	**0**	**0**	**0**	**0**	**6,127**	**20**	**9,166**	**792**	**359**	**262**	**38**	**8**	**25**	**6**	**0**	**0**	**0**	**0**	**10,676**
% of Totals	0%	85%	8%	3%	3%	1%	0%	0%	0%					100%	0%	86%	7%	4%	2%	0%	0%	0%	0%					100%	0%	86%	7%	3%	2%	0%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Retreat Ave W/O Maple Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_011

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,549	6,127	10,676

DAILY TOTALS

15-Minutes Interval

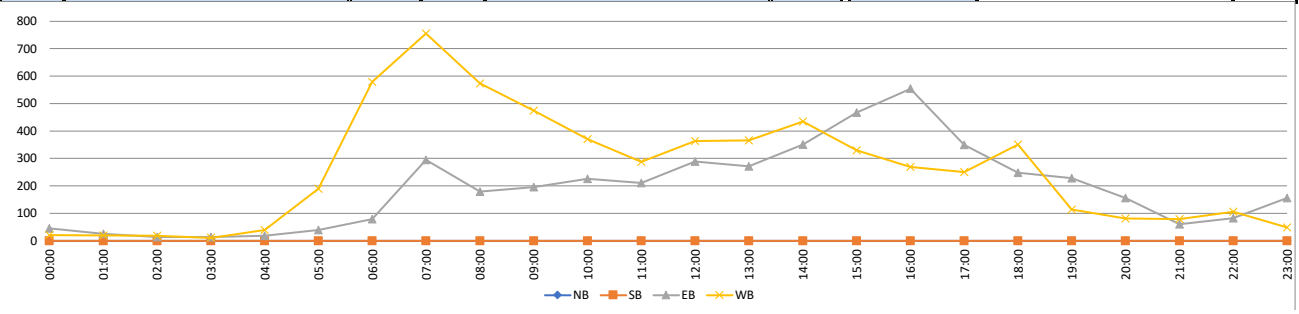
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			26	8	34	12:00			83	88	171
00:15			10	3	13	12:15			80	78	158
00:30			6	4	10	12:30			65	96	161
00:45			3	6	9	12:45			61	101	162
01:00			11	6	17	13:00			63	76	139
01:15			4	4	8	13:15			54	87	141
01:30			7	4	11	13:30			77	94	171
01:45			3	5	8	13:45			77	109	186
02:00			5	6	11	14:00			69	85	154
02:15			5	4	9	14:15			85	114	199
02:30			2	6	8	14:30			91	109	200
02:45			2	2	4	14:45			105	126	231
03:00			4	5	9	15:00			106	99	205
03:15			5	1	6	15:15			106	57	163
03:30			3	3	6	15:30			125	80	205
03:45			2	2	4	15:45			130	93	223
04:00			2	5	7	16:00			152	83	235
04:15			8	10	18	16:15			131	69	200
04:30			3	6	9	16:30			138	61	199
04:45			5	18	23	16:45			133	56	189
05:00			5	26	31	17:00			116	69	185
05:15			9	27	36	17:15			80	63	143
05:30			15	57	72	17:30			76	62	138
05:45			10	80	90	17:45			77	56	133
06:00			14	101	115	18:00			54	54	108
06:15			16	135	151	18:15			79	71	150
06:30			26	166	192	18:30			62	122	184
06:45			23	177	200	18:45			53	104	157
07:00			44	191	235	19:00			45	25	70
07:15			71	168	239	19:15			51	27	78
07:30			98	193	291	19:30			72	33	105
07:45			81	203	284	19:45			60	29	89
08:00			42	166	208	20:00			70	25	95
08:15			20	101	121	20:15			44	23	67
08:30			54	139	193	20:30			28	15	43
08:45			63	167	230	20:45			14	18	32
09:00			54	121	175	21:00			16	24	40
09:15			41	123	164	21:15			11	15	26
09:30			50	108	158	21:30			17	18	35
09:45			50	122	172	21:45			16	22	38
10:00			56	68	124	22:00			23	20	43
10:15			51	106	157	22:15			23	24	47
10:30			65	82	147	22:30			18	28	46
10:45			54	114	168	22:45			18	34	52
11:00			49	89	138	23:00			33	22	55
11:15			48	58	106	23:15			25	8	33
11:30			61	79	140	23:30			69	8	77
11:45			53	62	115	23:45			29	10	39
TOTALS	0	0	1339	3337	4676	TOTALS	0	0	3210	2790	6000
SPLIT %	0%	0%	29%	71%	44%	SPLIT %	0%	0%	54%	47%	56%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			45	21	66
01:00	02:00			25	19	44
02:00	03:00			14	18	32
03:00	04:00			14	11	25
04:00	05:00			18	39	57
05:00	06:00			39	190	229
06:00	07:00			79	579	658
07:00	08:00			294	755	1049
08:00	09:00			179	573	752
09:00	10:00			195	474	669
10:00	11:00			226	370	596
11:00	12:00			211	288	499
12:00	13:00			289	363	652
13:00	14:00			271	366	637
14:00	15:00			350	434	784
15:00	16:00			467	329	796
16:00	17:00			554	269	823
17:00	18:00			349	250	599
18:00	19:00			248	351	599
19:00	20:00			228	114	342
20:00	21:00			156	81	237
21:00	22:00			60	79	139
22:00	23:00			82	106	188
23:00	00:00			156	48	204

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1339	3337	4676
Peak Hour			7:00	7:00	7:00
Peak Volume			294	755	1049
Peak Hour Factor			0.750	0.930	0.901
Peak Period	12:00	to	00:00		
Volume			3210	2790	6000
Peak Hour			16:00	14:15	15:30
Peak Volume			554	448	863
Peak Hour Factor			0.911	0.889	0.918
Peak Period	07:00	to	09:00		
Volume			473	1328	1801
Peak Hour			7:00	7:00	7:00
Peak Volume			294	755	1049
Peak Hour Factor			0.750	0.930	0.901
Peak Period	16:00	to	18:00		
Volume			903	519	1422
Peak Hour			16:00	16:00	16:00
Peak Volume			554	269	823
Peak Hour Factor			0.911	0.810	0.876



Maple Ave S/O Retreat Ave

Averaged Counts

TIME		Tues			Wed			Ave		
		NB	SB	TOTAL	NB	SB	TOTAL	NB	SB	Total
00:00	01:00	109	78	**187**	67	78	**145**	88	78	**166**
01:00	02:00	94	71	**165**	64	52	**116**	79	61.5	**141**
02:00	03:00	52	47	**99**	46	47	**93**	49	47	**96**
03:00	04:00	38	28	**66**	31	15	**46**	34.5	21.5	**56**
04:00	05:00	85	35	**120**	65	28	**93**	75	31.5	**107**
05:00	06:00	170	72	**242**	179	57	**236**	174.5	64.5	**239**
06:00	07:00	378	146	**524**	350	161	**511**	364	153.5	**518**
07:00	08:00	435	258	**693**	455	240	**695**	445	249	**694**
08:00	09:00	560	240	**800**	540	258	**798**	550	249	**799**
09:00	10:00	442	295	**737**	423	221	**644**	432.5	258	**691**
10:00	11:00	382	279	**661**	412	278	**690**	397	278.5	**676**
11:00	12:00	388	288	**676**	397	279	**676**	392.5	283.5	**676**
12:00	13:00	464	332	**796**	401	295	**696**	432.5	313.5	**746**
13:00	14:00	433	292	**725**	454	304	**758**	443.5	298	**742**
14:00	15:00	486	365	**851**	494	368	**862**	490	366.5	**857**
15:00	16:00	449	456	**905**	496	478	**974**	472.5	467	**940**
16:00	17:00	463	496	**959**	527	554	**1081**	495	525	**1020**
17:00	18:00	408	438	**846**	468	505	**973**	438	471.5	**910**
18:00	19:00	364	306	**670**	375	359	**734**	369.5	332.5	**702**
19:00	20:00	286	285	**571**	332	291	**623**	309	288	**597**
20:00	21:00	242	238	**480**	273	271	**544**	257.5	254.5	**512**
21:00	22:00	216	224	**440**	222	220	**442**	219	222	**441**
22:00	23:00	146	172	**318**	201	165	**366**	173.5	168.5	**342**
23:00	00:00	129	119	**248**	154	155	**309**	141.5	137	**279**

TIME		Retreat Ave			Maple Ave			Combined		
		EB	WB	Total	NB	SB	Total	NB	SB	Total
00:00	01:00	46.5	24.5	**71**	88	78	**166**	134.5	102.5	**237**
01:00	02:00	26	19.5	**46**	79	61.5	**141**	105	81	**186**
02:00	03:00	12.5	20	**33**	49	47	**96**	61.5	67	**129**
03:00	04:00	18.5	12.5	**31**	34.5	21.5	**56**	53	34	**87**
04:00	05:00	17	46	**63**	75	31.5	**107**	92	77.5	**170**
05:00	06:00	37.5	212.5	**250**	174.5	64.5	**239**	212	277	**489**
06:00	07:00	84.5	621.5	**706**	364	153.5	**518**	448.5	775	**1224**
07:00	08:00	294.5	712	**1007**	445	249	**694**	739.5	961	**1701**
08:00	09:00	209	596.5	**806**	550	249	**799**	759	845.5	**1605**
09:00	10:00	197	423.5	**621**	432.5	258	**691**	629.5	681.5	**1311**
10:00	11:00	229	385.5	**615**	397	278.5	**676**	626	664	**1290**
11:00	12:00	198.5	319	**518**	392.5	283.5	**676**	591	602.5	**1194**
12:00	13:00	270.5	408	**679**	432.5	313.5	**746**	703	721.5	**1425**
13:00	14:00	276	369.5	**646**	443.5	298	**742**	719.5	667.5	**1387**
14:00	15:00	382.5	468.5	**851**	490	366.5	**857**	872.5	835	**1708**
15:00	16:00	483	337	**820**	472.5	467	**940**	955.5	804	**1760**
16:00	17:00	548	292.5	**841**	495	525	**1020**	1043	817.5	**1861**
17:00	18:00	374.5	278.5	**653**	438	471.5	**910**	812.5	750	**1563**
18:00	19:00	239.5	354	**594**	369.5	332.5	**702**	609	686.5	**1296**
19:00	20:00	235.5	124.5	**360**	309	288	**597**	544.5	412.5	**957**
20:00	21:00	148	79	**227**	257.5	254.5	**512**	405.5	333.5	**739**
21:00	22:00	81.5	70	**152**	219	222	**441**	300.5	292	**593**
22:00	23:00	75	102.5	**178**	173.5	168.5	**342**	248.5	271	**520**
23:00	00:00	147.5	49	**197**	141.5	137	**279**	289	186	**475**

Prepared by National Data & Surveying Services

CLASSIFICATION

Maple Ave S/O Retreat Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_012

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	103	4	2	0	0	0	0	0	0	0	0	0	**109**	0	73	3	1	1	0	0	0	0	0	0	0	0	**78**	0	176	7	3	1	0	0	0	0	0	0	0	0	**187**
01:00	0	89	4	0	0	1	0	0	0	0	0	0	0	**94**	0	71	0	0	0	0	0	0	0	0	0	0	0	**71**	0	160	4	0	0	1	0	0	0	0	0	0	0	**165**
02:00	0	47	4	0	1	0	0	0	0	0	0	0	0	**52**	0	44	1	0	1	1	0	0	0	0	0	0	0	**47**	0	91	5	0	2	1	0	0	0	0	0	0	0	**99**
03:00	0	35	2	0	0	1	0	0	0	0	0	0	0	**38**	0	24	3	0	0	1	0	0	0	0	0	0	0	**28**	0	59	5	0	0	2	0	0	0	0	0	0	0	**66**
04:00	0	77	7	1	0	0	0	0	0	0	0	0	0	**85**	0	30	4	1	0	0	0	0	0	0	0	0	0	**35**	0	107	11	2	0	0	0	0	0	0	0	0	0	**120**
05:00	1	148	15	4	1	0	1	0	0	0	0	0	0	**170**	0	64	4	3	0	1	0	0	0	0	0	0	0	**72**	1	212	19	7	1	1	1	0	0	0	0	0	0	**242**
06:00	0	320	38	16	2	1	0	0	1	0	0	0	0	**378**	1	113	11	20	0	1	0	0	0	0	0	0	0	**146**	1	433	49	36	2	2	0	0	1	0	0	0	0	**524**
07:00	0	367	41	19	7	0	0	0	1	0	0	0	0	**435**	0	210	21	23	1	1	1	1	0	0	0	0	0	**258**	0	577	62	42	8	1	1	1	1	0	0	0	0	**693**
08:00	0	488	39	23	8	1	0	1	0	0	0	0	0	**560**	0	205	17	11	5	1	0	1	0	0	0	0	0	**240**	0	693	56	34	13	2	0	2	0	0	0	0	0	**800**
09:00	0	370	42	15	12	2	0	1	0	0	0	0	0	**442**	0	234	36	13	10	0	1	1	0	0	0	0	0	**295**	0	604	78	28	22	2	1	2	0	0	0	0	0	**737**
10:00	0	325	37	8	8	1	2	1	0	0	0	0	0	**382**	0	228	30	8	9	0	2	2	0	0	0	0	0	**279**	0	553	67	16	17	1	4	3	0	0	0	0	0	**661**
11:00	1	333	33	10	9	1	1	0	0	0	0	0	0	**388**	0	240	32	12	4	0	0	0	0	0	0	0	0	**288**	1	573	65	22	13	1	1	0	0	0	0	0	0	**676**
12:00	0	389	46	21	7	0	0	0	1	0	0	0	0	**464**	0	278	32	15	6	0	0	1	0	0	0	0	0	**332**	0	667	78	36	13	0	0	1	1	0	0	0	0	**796**
13:00	0	358	53	13	8	0	1	0	0	0	0	0	0	**433**	0	239	35	10	8	0	0	0	0	0	0	0	0	**292**	0	597	88	23	16	0	1	0	0	0	0	0	0	**725**
14:00	1	402	51	19	10	0	1	1	1	0	0	0	0	**486**	0	315	34	11	2	1	0	1	1	0	0	0	0	**365**	1	717	85	30	12	1	1	2	2	0	0	0	0	**851**
15:00	0	387	43	14	5	0	0	0	0	0	0	0	0	**449**	1	387	43	18	5	0	1	1	0	0	0	0	0	**456**	1	774	86	32	10	0	1	1	0	0	0	0	0	**905**
16:00	1	410	32	17	2	0	0	0	1	0	0	0	0	**463**	0	454	22	17	2	0	0	1	0	0	0	0	0	**496**	1	864	54	34	4	0	0	1	1	0	0	0	0	**959**
17:00	0	366	28	11	2	1	0	0	0	0	0	0	0	**408**	1	405	18	9	5	0	0	0	0	0	0	0	0	**438**	1	771	46	20	7	1	0	0	0	0	0	0	0	**846**
18:00	2	338	16	3	5	0	0	0	0	0	0	0	0	**364**	0	283	16	5	2	0	0	0	0	0	0	0	0	**306**	2	621	32	8	7	0	0	0	0	0	0	0	0	**670**
19:00	0	254	26	3	3	0	0	0	0	0	0	0	0	**286**	2	256	24	2	1	0	0	0	0	0	0	0	0	**285**	2	510	50	5	4	0	0	0	0	0	0	0	0	**571**
20:00	0	222	18	1	1	0	0	0	0	0	0	0	0	**242**	0	220	17	1	0	0	0	0	0	0	0	0	0	**238**	0	442	35	2	1	0	0	0	0	0	0	0	0	**480**
21:00	0	199	15	1	0	0	0	0	1	0	0	0	0	**216**	0	209	13	1	1	0	0	0	0	0	0	0	0	**224**	0	408	28	2	1	0	0	0	1	0	0	0	0	**440**
22:00	0	138	6	1	1	0	0	0	0	0	0	0	0	**146**	2	157	9	1	3	0	0	0	0	0	0	0	0	**172**	2	295	15	2	4	0	0	0	0	0	0	0	0	**318**
23:00	0	121	7	1	0	0	0	0	0	0	0	0	0	**129**	0	114	4	1	0	0	0	0	0	0	0	0	0	**119**	0	235	11	2	0	0	0	0	0	0	0	0	0	**248**
Totals	**6**	**6,286**	**607**	**203**	**92**	**9**	**6**	**4**	**6**	**0**	**0**	**0**	**0**	**7,219**	**7**	**4,853**	**429**	**183**	**66**	**7**	**5**	**9**	**1**	**0**	**0**	**0**	**0**	**5,560**	**13**	**11,139**	**1,036**	**386**	**158**	**16**	**11**	**13**	**7**	**0**	**0**	**0**	**0**	**12,779**
% of Totals	0%	87%	8%	3%	1%	0%	0%	0%	0%					**100%**	0%	87%	8%	3%	1%	0%	0%	0%	0%					**100%**	0%	87%	8%	3%	1%	0%	0%	0%	0%					**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

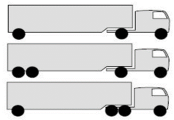
#3 2-Axle, 4-Tire Single Unit

#4 Buses

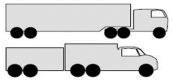
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00	12:00 - 24:00	07:00 - 09:00	16:00 - 18:00
1	2	4	0	1
	0%	0%	0%	0%
	4:15	18:00	7:00	16:00
	1	2	0	1
2	2702	3584	855	776
	37%	50%	12%	11%
	8:15	13:45	8:00	16:45
	491	418	488	413
3	266	341	80	60
	4%	5%	1%	1%
	6:15	13:15	7:30	16:30
	45	54	44	34
4	98	105	42	28
	1%	1%	1%	0%
	8:15	12:00	7:45	16:00
	25	21	23	17
5	48	44	15	4
	1%	1%	0%	0%
	9:30	14:15	7:15	16:15
	13	11	10	3
6	8	1	1	1
	0%	0%	0%	0%
	8:15	16:30	7:30	16:30
	2	1	1	1
7	4	2	0	0
	0%	0%	0%	0%
	9:30	12:45	7:00	16:00
	2	1	0	0
8	3	1	1	0
	0%	0%	0%	0%
	9:30	13:15	7:30	16:00
	2	1	1	0
9	2	4	1	1
	0%	0%	0%	0%
	6:15	12:00	7:00	16:00
	2	1	1	1
10	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
11	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
12	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
Totals	**3133**	**4086**	**995**	**871**
	43%	**57%**	**14%**	**12%**
	8:15	**13:45**	**8:00**	**16:00**
	561	**495**	**560**	**463**
1	1	6	0	1
	0%	0%	0%	0%
	6:00	19:00	7:00	17:00
	1	2	0	1
2	1536	3317	415	859
	28%	60%	7%	15%
	11:30	16:15	7:30	16:15
	272	471	227	471
3	162	267	38	40
	3%	5%	1%	1%
	9:00	14:30	7:00	16:15
	36	43	21	23
4	92	91	34	26
	2%	2%	1%	0%
	7:00	15:45	7:00	16:00
	23	20	23	17
5	31	35	6	7
	1%	1%	0%	0%
	9:00	12:30	7:45	17:00
	10	9	5	5
6	6	1	2	0
	0%	0%	0%	0%
	2:45	13:30	7:00	16:00
	2	1	1	0
7	4	1	1	0
	0%	0%	0%	0%
	9:45	15:00	7:00	16:00
	2	1	1	0
8	5	4	2	1
	0%	0%	0%	0%
	9:15	15:15	7:00	16:00
	2	2	1	1
9	0	1	0	0
	0%	0%	0%	0%
	0:00	13:30	7:00	16:00
	0	1	0	0
10	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
11	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
12	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
Totals	**1837**	**3723**	**498**	**934**
	33%	**67%**	**9%**	**17%**
	11:30	**16:15**	**7:30**	**16:15**
	327	**512**	**271**	**512**
1	3	10	0	2
	0%	0%	0%	0%
	4:15	18:15	7:00	16:00
	1	3	0	1
2	4238	6901	1270	1635
	33%	54%	10%	13%
	8:15	16:15	8:00	16:15
	699	879	693	879
3	428	608	118	100
	3%	5%	1%	1%
	9:00	13:15	7:30	16:30
	78	92	63	55
4	190	196	76	54
	1%	2%	1%	0%
	6:30	12:00	7:00	16:00
	44	36	42	34
5	79	79	21	11
	1%	1%	0%	0%
	9:00	13:00	7:45	17:00
	22	16	14	7
6	14	2	3	1
	0%	0%	0%	0%
	2:45	13:30	8:00	16:30
	3	1	2	1
7	8	3	1	0
	0%	0%	0%	0%
	9:45	12:45	7:00	16:00
	4	1	1	0
8	8	5	3	1
	0%	0%	0%	0%
	9:15	13:30	7:30	16:00
	3	2	2	1
9	2	5	1	1
	0%	0%	0%	0%
	6:15	13:45	7:00	16:00
	2	2	1	1
10	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
11	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
12	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
Totals	**5,560**	**7809**	**1493**	**1805**
	17%	**61%**	**12%**	**14%**
	16:15	**16:15**	**8:00**	**16:15**
	968	**968**	**800**	**968**

Prepared by National Data & Surveying Services

CLASSIFICATION

Maple Ave S/O Retreat Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_012

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS											Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00	0	31	1	1	0	0	0	0	0	0	0	0	0	33	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	54	2	1	0	0	0	0	0	0	0	0	0	57
00:15	0	22	2	1	0	0	0	0	0	0	0	0	0	25	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	43	3	1	0	0	0	0	0	0	0	0	0	47
00:30	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	31	2	0	0	0	0	0	0	0	0	0	0	33
00:45	0	30	0	0	0	0	0	0	0	0	0	0	0	30	0	18	0	1	1	0	0	0	0	0	0	0	0	20	0	48	0	1	1	0	0	0	0	0	0	0	0	50
01:00	0	31	0	0	0	0	0	0	0	0	0	0	0	31	0	22	0	0	0	0	0	0	0	0	0	0	0	22	0	53	0	0	0	0	0	0	0	0	0	0	0	53
01:15	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	36	3	0	0	0	0	0	0	0	0	0	0	39
01:30	0	25	1	0	0	1	0	0	0	0	0	0	0	27	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	41	1	0	0	1	0	0	0	0	0	0	0	43
01:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	30	0	0	0	0	0	0	0	0	0	0	0	30
02:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	35	3	0	0	0	0	0	0	0	0	0	0	38
02:15	0	10	2	0	1	0	0	0	0	0	0	0	0	13	0	11	0	0	1	0	0	0	0	0	0	0	0	12	0	21	2	0	2	0	0	0	0	0	0	0	0	25
02:30	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	23	0	0	0	0	0	0	0	0	0	0	0	23
02:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	1	0	0	0	0	0	0	0	7	0	12	0	0	0	1	0	0	0	0	0	0	0	13
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	12	1	0	0	0	0	0	0	0	0	0	0	13
03:15	0	12	0	0	0	1	0	0	0	0	0	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	13	0	0	0	1	0	0	0	0	0	0	0	14
03:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	8	0	0	0	1	0	0	0	0	0	0	0	9	0	13	0	0	0	1	0	0	0	0	0	0	0	14
03:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	21	4	0	0	0	0	0	0	0	0	0	0	25
04:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	17	0	0	0	0	0	0	0	0	0	0	0	17
04:15	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	6	0	1	0	0	0	0	0	0	0	0	0	7	0	29	3	1	0	0	0	0	0	0	0	0	0	33
04:30	0	25	2	1	0	0	0	0	0	0	0	0	0	28	0	6	4	0	0	0	0	0	0	0	0	0	0	10	0	31	6	1	0	0	0	0	0	0	0	0	0	38
04:45	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	30	2	0	0	0	0	0	0	0	0	0	0	32
05:00	1	18	3	0	0	0	0	0	0	0	0	0	0	22	0	11	1	0	0	0	0	0	0	0	0	0	0	12	1	29	4	0	0	0	0	0	0	0	0	0	0	34
05:15	0	33	6	1	0	0	0	0	0	0	0	0	0	40	0	19	0	1	0	0	0	0	0	0	0	0	0	20	0	52	6	2	0	0	0	0	0	0	0	0	0	60
05:30	0	49	2	1	1	0	0	0	0	0	0	0	0	53	0	15	0	1	0	0	0	0	0	0	0	0	0	16	0	64	2	2	1	0	0	0	0	0	0	0	0	69
05:45	0	48	4	2	0	0	1	0	0	0	0	0	0	55	0	19	3	1	0	1	0	0	0	0	0	0	0	24	0	67	7	3	0	1	1	0	0	0	0	0	0	79
06:00	0	56	4	1	0	0	0	0	0	0	0	0	0	61	0	24	4	2	0	1	0	0	0	0	0	0	0	31	0	80	8	3	0	1	0	0	0	0	0	0	0	92
06:15	0	71	12	4	1	0	0	0	0	0	0	0	0	88	0	29	0	7	0	0	0	0	0	0	0	0	0	36	0	100	12	11	1	0	0	0	0	0	0	0	0	124
06:30	0	103	8	6	0	1	0	0	0	0	0	0	0	118	0	27	4	9	0	0	0	0	0	0	0	0	0	40	0	130	12	15	0	1	0	0	0	0	0	0	0	158
06:45	0	90	14	5	1	0	0	0	1	0	0	0	0	111	1	33	3	2	0	0	0	0	0	0	0	0	0	39	1	123	17	7	1	0	0	0	1	0	0	0	0	150
07:00	0	83	11	5	1	0	0	0	1	0	0	0	0	101	0	44	8	4	0	1	1	0	0	0	0	0	0	58	0	127	19	9	1	1	1	0	1	0	0	0	0	159
07:15	0	92	8	8	2	0	0	0	0	0	0	0	0	110	0	45	4	5	1	0	0	1	0	0	0	0	0	56	0	137	12	13	3	0	0	1	0	0	0	0	0	166
07:30	0	94	12	2	2	0	0	0	0	0	0	0	0	110	0	47	5	7	0	0	0	0	0	0	0	0	0	59	0	141	17	9	2	0	0	0	0	0	0	0	0	169
07:45	0	98	10	4	2	0	0	0	0	0	0	0	0	114	0	74	4	7	0	0	0	0	0	0	0	0	0	85	0	172	14	11	2	0	0	0	0	0	0	0	0	199
08:00	0	102	12	4	4	0	0	0	0	0	0	0	0	122	0	56	5	3	2	0	0	0	0	0	0	0	0	66	0	158	17	7	6	0	0	0	0	0	0	0	0	188
08:15	0	127	10	10	1	1	0	1	0	0	0	0	0	150	0	50	5	4	1	0	0	1	0	0	0	0	0	61	0	177	15	14	2	1	0	2	0	0	0	0	0	211
08:30	0	128	9	5	2	0	0	0	0	0	0	0	0	144	0	44	4	2	2	0	0	0	0	0	0	0	0	52	0	172	13	7	4	0	0	0	0	0	0	0	0	196
08:45	0	131	8	4	1	0	0	0	0	0	0	0	0	144	0	55	3	2	0	1	0	0	0	0	0	0	0	61	0	186	11	6	1	1	0	0	0	0	0	0	0	205
09:00	0	105	10	6	1	1	0	0	0	0	0	0	0	123	0	59	12	3	3	0	1	0	0	0	0	0	0	78	0	164	22	9	4	1	1	0	0	0	0	0	0	201
09:15	0	89	10	5	1	0	0	0	0	0	0	0	0	105	0	51	5	3	2	0	0	1	0	0	0	0	0	62	0	140	15	8	3	0	0	1	0	0	0	0	0	167
09:30	0	84	15	2	4	1	0	1	0	0	0	0	0	107	0	60	10	4	3	0	0	0	0	0	0	0	0	77	0	144	25	6	7	1	0	1	0	0	0	0	0	184
09:45	0	92	7	2	6	0	0	0	0	0	0	0	0	107	0	64	9	3	2	0	0	0	0	0	0	0	0	78	0	156	16	5	8	0	0	0	0	0	0	0	0	185
10:00	0	65	10	2	1	0	1	0	0	0	0	0	0	79	0	72	7	1	3	0	0	1	0	0	0	0	0	84	0	137	17	3	4	0	1	1	0	0	0	0	0	163
10:15	0	81	9	2	2	1	1	1	0	0	0	0	0	97	0	55	8	2	1	0	1	0	0	0	0	0	0	67	0	136	17	4	3	1	2	1	0	0	0	0	0	164
10:30	0	79	13	1	2	0	0	0	0	0	0	0	0	95	0	47	9	1	1	0	1	0	0	0	0	0	0	59	0	126	22	2	3	0	1	0	0	0	0	0	0	154
10:45	0	100	5	3	3	0	0	0	0	0	0	0	0	111	0	54	6	4	4	0	0	1	0	0	0	0	0	69	0	154	11	7	7	0	0	1	0	0	0	0	0	180
11:00	0	71	9	3	4	0	0	0	0	0	0	0	0	87	0	60	7	1	1	0	0	0	0	0	0	0	0	69	0	131	16	4	5	0	0	0	0	0	0	0	0	156
11:15	0	69	11	3	1	1	0	0	0	0	0	0	0	85	0	54	4	5	0	0	0	0	0	0	0	0	0	63	0	123	15	8	1	1	0	0	0	0	0	0	0	148
11:30	0	96	9	2	1	0	1	0	0	0	0	0	0	109	0	58	12	1	1	0	0	0	0	0	0	0	0	72	0	154	21	3	2	0	1	0	0	0	0	0	0	181
11:45	1	97	4	2	3	0	0	0	0	0	0	0	0	107	0	68	9	5	2	0	0	0	0	0	0	0	0	84	1	165	13	7	5	0	0	0	0	0	0	0	0	191

Prepared by National Data & Surveying Services

CLASSIFICATION

Maple Ave S/O Retreat Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_012

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	87	19	5	3	0	0	0	0	0	0	0	0	114	0	87	10	3	1	0	0	0	0	0	0	0	0	101	0	174	29	8	4	0	0	0	0	0	0	0	215
12:15	0	104	8	6	1	0	0	0	0	0	0	0	0	119	0	59	5	4	1	0	0	1	0	0	0	0	0	70	0	163	13	10	2	0	0	1	0	0	0	0	189
12:30	0	97	11	5	2	0	0	0	1	0	0	0	0	116	0	58	6	5	2	0	0	0	0	0	0	0	0	71	0	155	17	10	4	0	0	0	1	0	0	0	187
12:45	0	101	8	5	1	0	0	0	0	0	0	0	0	115	0	74	11	3	2	0	0	0	0	0	0	0	0	90	0	175	19	8	3	0	0	0	0	0	0	0	205
13:00	0	71	13	3	1	0	0	0	0	0	0	0	0	88	0	53	10	2	2	0	0	0	0	0	0	0	0	67	0	124	23	5	3	0	0	0	0	0	0	0	155
13:15	0	94	16	4	2	0	0	0	0	0	0	0	0	116	0	58	7	4	3	0	0	0	0	0	0	0	0	72	0	152	23	8	5	0	0	0	0	0	0	0	188
13:30	0	88	13	3	3	0	1	0	0	0	0	0	0	108	0	52	6	1	1	0	0	0	0	0	0	0	0	60	0	140	19	4	4	0	1	0	0	0	0	0	168
13:45	0	105	11	3	2	0	0	0	0	0	0	0	0	121	0	76	12	3	2	0	0	0	0	0	0	0	0	93	0	181	23	6	4	0	0	0	0	0	0	0	214
14:00	0	100	14	5	1	0	0	1	0	0	0	0	0	121	0	59	13	3	0	0	0	0	0	0	0	0	0	75	0	159	27	8	1	0	0	1	0	0	0	0	196
14:15	0	109	15	3	3	0	0	0	0	0	0	0	0	130	0	88	2	3	0	1	0	1	1	0	0	0	0	96	0	197	17	6	3	1	0	1	1	0	0	0	226
14:30	0	104	10	6	1	0	1	0	1	0	0	0	0	123	0	103	12	2	0	0	0	0	0	0	0	0	0	117	0	207	22	8	1	0	1	0	1	0	0	0	240
14:45	1	89	12	5	5	0	0	0	0	0	0	0	0	112	0	65	7	3	2	0	0	0	0	0	0	0	0	77	1	154	19	8	7	0	0	0	0	0	0	0	189
15:00	0	88	10	3	2	0	0	0	0	0	0	0	0	103	0	78	13	5	2	0	0	0	0	0	0	0	0	98	0	166	23	8	4	0	0	0	0	0	0	0	201
15:15	0	101	10	4	2	0	0	0	0	0	0	0	0	117	0	107	11	4	0	0	0	1	0	0	0	0	0	123	0	208	21	8	2	0	0	1	0	0	0	0	240
15:30	0	99	11	4	1	0	0	0	0	0	0	0	0	115	1	101	11	4	2	0	0	0	0	0	0	0	0	119	1	200	22	8	3	0	0	0	0	0	0	0	234
15:45	0	99	12	3	0	0	0	0	0	0	0	0	0	114	0	101	8	5	1	0	1	0	0	0	0	0	0	116	0	200	20	8	1	0	1	0	0	0	0	0	230
16:00	1	104	9	6	0	0	0	0	0	0	0	0	0	120	0	113	7	4	0	0	0	1	0	0	0	0	0	125	1	217	16	10	0	0	0	1	0	0	0	0	245
16:15	0	100	4	4	2	0	0	0	0	0	0	0	0	110	0	117	7	5	0	0	0	0	0	0	0	0	0	129	0	217	11	9	2	0	0	0	0	0	0	0	239
16:30	0	86	9	3	0	0	0	0	0	0	0	0	0	98	0	126	5	6	2	0	0	0	0	0	0	0	0	139	0	212	14	9	2	0	0	0	0	0	0	0	237
16:45	0	120	10	4	0	0	0	0	1	0	0	0	0	135	0	98	3	2	0	0	0	0	0	0	0	0	0	103	0	218	13	6	0	0	0	0	1	0	0	0	238
17:00	0	102	6	4	1	0	0	0	0	0	0	0	0	113	0	130	8	3	0	0	0	0	0	0	0	0	0	141	0	232	14	7	1	0	0	0	0	0	0	0	254
17:15	0	103	9	1	0	1	0	0	0	0	0	0	0	114	0	99	5	2	2	0	0	0	0	0	0	0	0	108	0	202	14	3	2	1	0	0	0	0	0	0	222
17:30	0	88	9	1	1	0	0	0	0	0	0	0	0	99	0	99	4	1	0	0	0	0	0	0	0	0	0	104	0	187	13	2	1	0	0	0	0	0	0	0	203
17:45	0	73	4	5	0	0	0	0	0	0	0	0	0	82	1	77	1	3	3	0	0	0	0	0	0	0	0	85	1	150	5	8	3	0	0	0	0	0	0	0	167
18:00	0	88	2	0	2	0	0	0	0	0	0	0	0	92	0	73	2	2	1	0	0	0	0	0	0	0	0	78	0	161	4	2	3	0	0	0	0	0	0	0	170
18:15	0	70	6	2	1	0	0	0	0	0	0	0	0	79	0	75	5	2	1	0	0	0	0	0	0	0	0	83	0	145	11	4	2	0	0	0	0	0	0	0	162
18:30	1	88	4	1	2	0	0	0	0	0	0	0	0	96	0	73	4	0	0	0	0	0	0	0	0	0	0	77	1	161	8	1	2	0	0	0	0	0	0	0	173
18:45	1	92	4	0	0	0	0	0	0	0	0	0	0	97	0	62	5	1	0	0	0	0	0	0	0	0	0	68	1	154	9	1	0	0	0	0	0	0	0	0	165
19:00	0	62	5	1	1	0	0	0	0	0	0	0	0	69	1	60	5	1	0	0	0	0	0	0	0	0	0	67	1	122	10	2	1	0	0	0	0	0	0	0	136
19:15	0	79	8	2	0	0	0	0	0	0	0	0	0	89	0	68	7	1	0	0	0	0	0	0	0	0	0	76	0	147	15	3	0	0	0	0	0	0	0	0	165
19:30	0	57	9	0	1	0	0	0	0	0	0	0	0	67	0	59	5	0	1	0	0	0	0	0	0	0	0	65	0	116	14	0	2	0	0	0	0	0	0	0	132
19:45	0	56	4	0	1	0	0	0	0	0	0	0	0	61	1	69	7	0	0	0	0	0	0	0	0	0	0	77	1	125	11	0	1	0	0	0	0	0	0	0	138
20:00	0	57	4	1	0	0	0	0	0	0	0	0	0	62	0	50	6	0	0	0	0	0	0	0	0	0	0	56	0	107	10	1	0	0	0	0	0	0	0	0	118
20:15	0	65	6	0	0	0	0	0	0	0	0	0	0	71	0	55	5	0	0	0	0	0	0	0	0	0	0	60	0	120	11	0	0	0	0	0	0	0	0	0	131
20:30	0	54	5	0	1	0	0	0	0	0	0	0	0	60	0	58	4	1	0	0	0	0	0	0	0	0	0	63	0	112	9	1	1	0	0	0	0	0	0	0	123
20:45	0	46	3	0	0	0	0	0	0	0	0	0	0	49	0	57	2	0	0	0	0	0	0	0	0	0	0	59	0	103	5	0	0	0	0	0	0	0	0	0	108
21:00	0	63	4	1	0	0	0	0	0	0	0	0	0	68	0	60	5	0	0	0	0	0	0	0	0	0	0	65	0	123	9	1	0	0	0	0	0	0	0	0	133
21:15	0	42	3	0	0	0	0	0	0	0	0	0	0	45	0	58	7	0	1	0	0	0	0	0	0	0	0	66	0	100	10	0	1	0	0	0	0	0	0	0	111
21:30	0	44	6	0	0	0	0	0	0	0	0	0	0	50	0	51	1	1	0	0	0	0	0	0	0	0	0	53	0	95	7	1	0	0	0	0	0	0	0	0	103
21:45	0	50	2	0	0	0	0	0	1	0	0	0	0	53	0	40	0	0	0	0	0	0	0	0	0	0	0	40	0	90	2	0	0	0	0	0	1	0	0	0	93
22:00	0	30	2	0	0	0	0	0	0	0	0	0	0	32	0	45	4	0	0	0	0	0	0	0	0	0	0	49	0	75	6	0	0	0	0	0	0	0	0	0	81
22:15	0	42	2	0	0	0	0	0	0	0	0	0	0	44	0	34	0	0	2	0	0	0	0	0	0	0	0	36	0	76	2	0	2	0	0	0	0	0	0	0	80
22:30	0	33	2	1	0	0	0	0	0	0	0	0	0	36	1	42	5	0	0	0	0	0	0	0	0	0	0	48	1	75	7	1	0	0	0	0	0	0	0	0	84
22:45	0	33	0	0	1	0	0	0	0	0	0	0	0	34	1	36	0	1	1	0	0	0	0	0	0	0	0	39	1	69	0	1	2	0	0	0	0	0	0	0	73
23:00	0	39	1	0	0	0	0	0	0	0	0	0	0	40	0	25	0	0	0	0	0	0	0	0	0	0	0	25	0	64	1	0	0	0	0	0	0	0	0	0	65
23:15	0	25	2	0	0	0	0	0	0	0	0	0	0	27	0	32	1	0	0	0	0	0	0	0	0	0	0	33	0	57	3	0	0	0	0	0	0	0	0	0	60
23:30	0	24	2	1	0	0	0	0	0	0	0	0	0	27	0	38	2	0	0	0	0	0	0	0	0	0	0	40	0	62	4	1	0	0	0	0	0	0	0	0	67
23:45	0	33	2	0	0	0	0	0	0	0	0	0	0	35	0	19	1	1	0	0	0	0	0	0	0	0	0	21	0	52	3	1	0	0	0	0	0	0	0	0	56
Totals	**6**	**6,286**	**607**	**203**	**92**	**9**	**6**	**4**	**6**	**0**	**0**	**0**	**0**	**7,219**	**7**	**4,853**	**429**	**183**	**66**	**7**	**5**	**9**	**1**	**0**	**0**	**0**	**0**	**5,560**	**13**	**11,139**	**1,036**	**386**	**158**	**16**	**11**	**13**	**7**	**0**	**0**	**0**	**0**	**12,779**
% of Totals	0%	87%	8%	3%	1%	0%	0%	0%	0%					100%	0%	87%	8%	3%	1%	0%	0%	0%	0%					100%	0%	87%	8%	3%	1%	0%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Maple Ave S/O Retreat Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_012

DAILY TOTALS	NB	SB	EB	WB	Total
	7,219	5,560	0	0	12,779

DAILY TOTALS

15-Minutes Interval

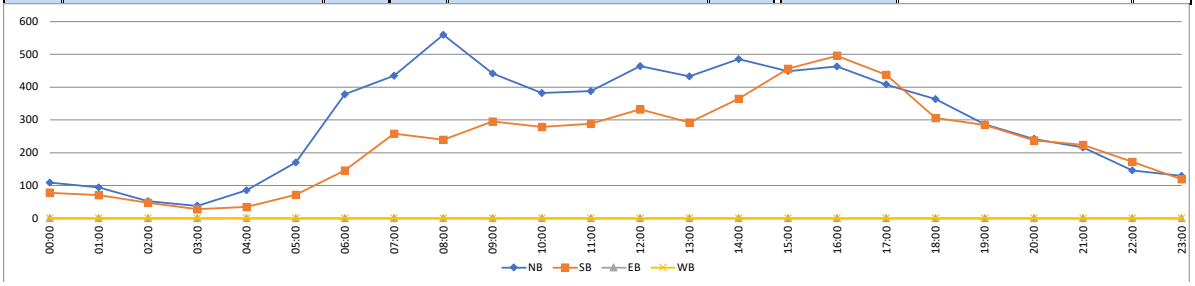
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	33	24			57	12:00	114	101			215
00:15	25	22			47	12:15	119	70			189
00:30	21	12			33	12:30	116	71			187
00:45	30	20			50	12:45	115	90			205
01:00	31	22			53	13:00	88	67			155
01:15	22	17			39	13:15	116	72			188
01:30	27	16			43	13:30	108	60			168
01:45	14	16			30	13:45	121	93			214
02:00	19	19			38	14:00	121	75			196
02:15	13	12			25	14:15	130	96			226
02:30	14	9			23	14:30	123	117			240
02:45	6	7			13	14:45	112	77			189
03:00	6	7			13	15:00	103	98			201
03:15	13	1			14	15:15	117	123			240
03:30	5	9			14	15:30	115	119			234
03:45	14	11			25	15:45	114	116			230
04:00	10	7			17	16:00	120	125			245
04:15	26	7			33	16:15	110	129			239
04:30	28	10			38	16:30	98	139			237
04:45	21	11			32	16:45	135	103			238
05:00	22	12			34	17:00	113	141			254
05:15	40	20			60	17:15	114	108			222
05:30	53	16			69	17:30	99	104			203
05:45	55	24			79	17:45	82	85			167
06:00	61	31			92	18:00	92	78			170
06:15	88	36			124	18:15	79	83			162
06:30	118	40			158	18:30	96	77			173
06:45	111	39			150	18:45	97	68			165
07:00	101	58			159	19:00	69	67			136
07:15	110	56			166	19:15	89	76			165
07:30	110	59			169	19:30	67	65			132
07:45	114	85			199	19:45	61	77			138
08:00	122	66			188	20:00	62	56			118
08:15	150	61			211	20:15	71	60			131
08:30	144	52			196	20:30	60	63			123
08:45	144	61			205	20:45	49	59			108
09:00	123	78			201	21:00	68	65			133
09:15	105	62			167	21:15	45	66			111
09:30	107	77			184	21:30	50	53			103
09:45	107	78			185	21:45	53	40			93
10:00	79	84			163	22:00	32	49			81
10:15	97	67			164	22:15	44	36			80
10:30	95	59			154	22:30	36	48			84
10:45	111	69			180	22:45	34	39			73
11:00	87	69			156	23:00	40	25			65
11:15	85	63			148	23:15	27	33			60
11:30	109	72			181	23:30	27	40			67
11:45	107	84			191	23:45	35	21			56
TOTALS	3133	1837	0	0	4970	TOTALS	4086	3723	0	0	7809
SPLIT %	63%	37%	0%	0%	39%	SPLIT %	52%	48%	0%	0%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	109	78			187
01:00	02:00	94	71			165
02:00	03:00	52	47			99
03:00	04:00	38	28			66
04:00	05:00	85	35			120
05:00	06:00	170	72			242
06:00	07:00	378	146			524
07:00	08:00	435	258			693
08:00	09:00	560	240			800
09:00	10:00	442	295			737
10:00	11:00	382	279			661
11:00	12:00	388	288			676
12:00	13:00	464	332			796
13:00	14:00	433	292			725
14:00	15:00	486	365			851
15:00	16:00	449	456			905
16:00	17:00	463	496			959
17:00	18:00	408	438			846
18:00	19:00	364	306			670
19:00	20:00	286	285			571
20:00	21:00	242	238			480
21:00	22:00	216	224			440
22:00	23:00	146	172			318
23:00	00:00	129	119			248

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	3133	1837			4970
Peak Hour	8:15	9:30			8:15
Peak Volume	561	306			813
Peak Hour Factor	0.935	0.911			0.963
Peak Period	12:00	to	00:00		
Volume	4086	3723			7809
Peak Hour	13:45	16:15			16:15
Peak Volume	495	512			968
Peak Hour Factor	0.952	0.908			0.953
Peak Period	07:00	to	09:00		
Volume	995	498			1493
Peak Hour	8:00	7:30			8:00
Peak Volume	560	271			800
Peak Hour Factor	0.933	0.797			0.948
Peak Period	16:00	to	18:00		
Volume	871	934			1805
Peak Hour	16:00	16:15			16:15
Peak Volume	463	512			968
Peak Hour Factor	0.857	0.908			0.953



Prepared by National Data & Surveying Services

CLASSIFICATION

Maple Ave S/O Retreat Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_012

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	61	5	1	0	0	0	0	0	0	0	0	0	67	0	74	2	1	1	0	0	0	0	0	0	0	0	78	0	135	7	2	1	0	0	0	0	0	0	0	0	145
01:00	0	62	2	0	0	0	0	0	0	0	0	0	0	64	0	49	2	0	0	1	0	0	0	0	0	0	0	52	0	111	4	0	0	1	0	0	0	0	0	0	0	116
02:00	0	41	3	0	1	1	0	0	0	0	0	0	0	46	0	43	2	0	0	1	0	0	1	0	0	0	0	47	0	84	5	0	1	2	0	0	1	0	0	0	0	93
03:00	0	27	4	0	0	0	0	0	0	0	0	0	0	31	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	41	5	0	0	0	0	0	0	0	0	0	0	46
04:00	0	57	7	0	0	1	0	0	0	0	0	0	0	65	0	26	2	0	0	0	0	0	0	0	0	0	0	28	0	83	9	0	0	1	0	0	0	0	0	0	0	93
05:00	0	161	14	3	0	1	0	0	0	0	0	0	0	179	0	53	1	3	0	0	0	0	0	0	0	0	0	57	0	214	15	6	0	1	0	0	0	0	0	0	0	236
06:00	2	291	35	21	1	0	0	0	0	0	0	0	0	350	0	127	9	23	1	1	0	0	0	0	0	0	0	161	2	418	44	44	2	1	0	0	0	0	0	0	0	511
07:00	1	376	49	22	6	0	0	1	0	0	0	0	0	455	1	190	19	22	5	3	0	0	0	0	0	0	0	240	2	566	68	44	11	3	0	1	0	0	0	0	0	695
08:00	0	463	46	23	6	1	0	1	0	0	0	0	0	540	0	214	27	12	4	0	0	1	0	0	0	0	0	258	0	677	73	35	10	1	0	2	0	0	0	0	0	798
09:00	0	367	35	13	6	0	0	0	2	0	0	0	0	423	0	186	19	11	3	2	0	0	0	0	0	0	0	221	0	553	54	24	9	2	0	0	2	0	0	0	0	644
10:00	0	365	28	11	7	1	0	0	0	0	0	0	0	412	0	229	29	12	6	1	0	0	1	0	0	0	0	278	0	594	57	23	13	2	0	0	1	0	0	0	0	690
11:00	1	343	33	7	9	1	0	1	2	0	0	0	0	397	0	237	20	10	10	1	0	0	1	0	0	0	0	279	1	580	53	17	19	2	0	1	3	0	0	0	0	676
12:00	1	351	30	9	7	1	1	0	1	0	0	0	0	401	2	251	22	8	9	1	0	2	0	0	0	0	0	295	3	602	52	17	16	2	1	2	1	0	0	0	0	696
13:00	1	393	39	15	5	0	1	0	0	0	0	0	0	454	3	258	29	10	1	1	1	1	0	0	0	0	0	304	4	651	68	25	6	1	2	1	0	0	0	0	0	758
14:00	0	430	42	16	6	0	0	0	0	0	0	0	0	494	0	323	26	12	6	0	0	0	1	0	0	0	0	368	0	753	68	28	12	0	0	0	1	0	0	0	0	862
15:00	1	420	41	25	9	0	0	0	0	0	0	0	0	496	1	410	45	18	4	0	0	0	0	0	0	0	0	478	2	830	86	43	13	0	0	0	0	0	0	0	0	974
16:00	3	447	44	27	5	0	0	1	0	0	0	0	0	527	0	485	48	18	3	0	0	0	0	0	0	0	0	554	3	932	92	45	8	0	0	1	0	0	0	0	0	1081
17:00	0	422	28	15	2	0	1	0	0	0	0	0	0	468	1	449	41	11	2	0	0	0	1	0	0	0	0	505	1	871	69	26	4	0	1	0	1	0	0	0	0	973
18:00	0	341	25	7	2	0	0	0	0	0	0	0	0	375	2	323	23	6	5	0	0	0	0	0	0	0	0	359	2	664	48	13	7	0	0	0	0	0	0	0	0	734
19:00	1	304	20	3	4	0	0	0	0	0	0	0	0	332	1	273	12	2	3	0	0	0	0	0	0	0	0	291	2	577	32	5	7	0	0	0	0	0	0	0	0	623
20:00	1	250	19	1	2	0	0	0	0	0	0	0	0	273	0	249	18	1	3	0	0	0	0	0	0	0	0	271	1	499	37	2	5	0	0	0	0	0	0	0	0	544
21:00	0	207	14	1	0	0	0	0	0	0	0	0	0	222	0	206	9	2	2	1	0	0	0	0	0	0	0	220	0	413	23	3	2	1	0	0	0	0	0	0	0	442
22:00	0	189	6	1	5	0	0	0	0	0	0	0	0	201	0	159	4	1	1	0	0	0	0	0	0	0	0	165	0	348	10	2	6	0	0	0	0	0	0	0	0	366
23:00	0	146	6	1	1	0	0	0	0	0	0	0	0	154	0	152	2	1	0	0	0	0	0	0	0	0	0	155	0	298	8	2	1	0	0	0	0	0	0	0	0	309
Totals	**12**	**6,514**	**575**	**222**	**84**	**7**	**3**	**4**	**5**	**0**	**0**	**0**	**0**	**7,426**	**11**	**4,980**	**412**	**184**	**69**	**13**	**1**	**4**	**5**	**0**	**0**	**0**	**0**	**5,679**	**23**	**11,494**	**987**	**406**	**153**	**20**	**4**	**8**	**10**	**0**	**0**	**0**	**0**	**13,105**
% of Totals	0%	88%	8%	3%	1%	0%	0%	0%	0%					100%	0%	88%	7%	3%	1%	0%	0%	0%	0%					100%	0%	88%	8%	3%	1%	0%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

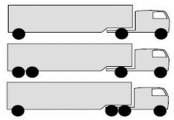
#3 2-Axle, 4-Tire Single Unit

#4 Buses

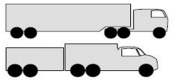
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	4	2614	261	101	36	6	0	3	4	0	0	0	0	3029	1	1442	133	94	30	10	0	1	3	0	0	0	0	1714	5	4056	394	195	66	16	0	4	7	0	0	0	0	4743
%	0%	35%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	41%	0%	25%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	31%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	36%
Peak Hour	6:00	7:45	7:30	6:30	10:15	10:30	0:00	7:45	9:00	0:00	0:00	0:00	0:00	7:45	6:15	11:45	9:45	6:15	10:30	6:45	0:00	11:45	10:45	0:00	0:00	0:00	0:00	11:45	6:15	7:45	7:30	6:30	10:15	6:45	0:00	7:45	10:45	0:00	0:00	0:00	0:00	7:45
Peak Volume	2	473	52	26	10	2	0	2	2	0	0	0	0	556	1	263	29	24	10	4	0	2	2	0	0	0	0	306	3	692	76	50	19	4	0	3	4	0	0	0	0	822
12:00 - 24:00	8	3900	314	121	48	1	3	1	1	0	0	0	0	4397	10	3538	279	90	39	3	1	3	2	0	0	0	0	3965	18	7438	593	211	87	4	4	4	3	0	0	0	0	8362
%	0%	53%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	59%	0%	62%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	70%	0%	57%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%
Peak Hour	16:00	16:15	15:30	15:45	14:45	12:00	12:30	15:15	12:00	12:00	12:00	12:00	12:00	16:15	12:15	16:00	16:15	15:15	12:00	12:30	12:30	12:15	13:15	12:00	12:00	12:00	12:00	16:30	12:15	16:15	15:45	15:45	12:00	12:00	12:30	12:15	12:00	12:00	12:00	12:00	12:00	16:15
Peak Volume	3	479	52	28	10	1	2	1	1	0	0	0	0	550	3	485	56	22	9	2	1	3	1	0	0	0	0	555	4	959	101	49	16	2	3	3	1	0	0	0	0	1104
07:00 - 09:00	1	839	95	45	12	1	0	2	0	0	0	0	0	995	1	404	46	34	9	3	0	1	0	0	0	0	0	498	2	1243	141	79	21	4	0	3	0	0	0	0	0	1493
%	0%	11%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%
Peak Hour	7:00	7:45	7:30	7:45	7:45	7:30	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:45	8:00	7:00	7:15	7:00	7:00	7:30	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:45	7:30	7:00	7:30	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:45
Peak Volume	1	473	52	23	7	1	0	2	0	0	0	0	0	556	1	219	27	22	6	3	0	1	0	0	0	0	0	266	2	692	76	44	12	3	0	3	0	0	0	0	0	822
16:00 - 18:00	3	869	72	42	7	0	1	1	0	0	0	0	0	995	1	934	89	29	5	0	0	0	1	0	0	0	0	1059	4	1803	161	71	12	0	1	1	1	0	0	0	0	2054
%	0%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	16%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	14%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
Peak Hour	16:00	16:15	16:00	16:00	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:45	16:00	16:15	16:00	16:30	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:30	16:00	16:15	16:15	16:00	16:00	16:00	16:30	16:00	16:45	16:00	16:00	16:00	16:00	16:15
Peak Volume	3	479	44	27	5	0	1	1	0	0	0	0	0	550	1	485	56	18	5	0	0	0	1	0	0	0	0	555	3	959	94	45	8	0	1	1	1	0	0	0	0	1104

Prepared by National Data & Surveying Services

CLASSIFICATION

Maple Ave S/O Retreat Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_012

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00	0	19	0	1	0	0	0	0	0	0	0	0	0	**20**	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**	0	38	1	1	0	0	0	0	0	0	0	0	0	**40**
00:15	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	0	25	1	0	0	0	0	0	0	0	0	0	0	**26**	0	39	3	0	0	0	0	0	0	0	0	0	0	**42**
00:30	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	0	13	0	0	1	0	0	0	0	0	0	0	0	**14**	0	29	1	0	1	0	0	0	0	0	0	0	0	**31**
00:45	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	0	17	0	1	0	0	0	0	0	0	0	0	0	**18**	0	29	2	1	0	0	0	0	0	0	0	0	0	**32**
01:00	0	22	1	0	0	0	0	0	0	0	0	0	0	**23**	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	0	36	2	0	0	0	0	0	0	0	0	0	0	**38**
01:15	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**
01:30	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**
01:45	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**	0	9	1	0	0	1	0	0	0	0	0	0	0	**11**	0	29	2	0	0	1	0	0	0	0	0	0	0	**32**
02:00	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	0	18	0	0	0	1	0	0	0	0	0	0	0	**19**	0	28	1	0	0	1	0	0	0	0	0	0	0	**30**
02:15	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	15	0	0	1	0	0	0	0	0	0	0	0	**16**
02:30	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	13	1	0	0	0	0	0	1	0	0	0	0	**15**	0	22	2	0	0	0	0	0	1	0	0	0	0	**25**
02:45	0	14	1	0	0	1	0	0	0	0	0	0	0	**16**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	19	2	0	0	1	0	0	0	0	0	0	0	**22**
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
03:15	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
03:30	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
03:45	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
04:00	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**
04:15	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**
04:30	0	14	3	0	0	1	0	0	0	0	0	0	0	**18**	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	0	18	5	0	0	1	0	0	0	0	0	0	0	**24**
04:45	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	26	1	0	0	0	0	0	0	0	0	0	0	**27**
05:00	0	28	2	0	0	0	0	0	0	0	0	0	0	**30**	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	0	44	2	0	0	0	0	0	0	0	0	0	0	**46**
05:15	0	30	5	0	0	0	0	0	0	0	0	0	0	**35**	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	0	40	6	0	0	0	0	0	0	0	0	0	0	**46**
05:30	0	55	4	1	0	0	0	0	0	0	0	0	0	**60**	0	14	0	1	0	0	0	0	0	0	0	0	0	**15**	0	69	4	2	0	0	0	0	0	0	0	0	0	**75**
05:45	0	48	3	2	0	1	0	0	0	0	0	0	0	**54**	0	13	0	2	0	0	0	0	0	0	0	0	0	**15**	0	61	3	4	0	1	0	0	0	0	0	0	0	**69**
06:00	0	48	5	2	0	0	0	0	0	0	0	0	0	**55**	0	33	3	2	0	0	0	0	0	0	0	0	0	**38**	0	81	8	4	0	0	0	0	0	0	0	0	0	**93**
06:15	1	64	12	6	1	0	0	0	0	0	0	0	0	**84**	0	24	0	7	0	0	0	0	0	0	0	0	0	**31**	1	88	12	13	1	0	0	0	0	0	0	0	0	**115**
06:30	0	102	8	6	0	0	0	0	0	0	0	0	0	**116**	0	33	3	9	1	0	0	0	0	0	0	0	0	**46**	0	135	11	15	1	0	0	0	0	0	0	0	0	**162**
06:45	1	77	10	7	0	0	0	0	0	0	0	0	0	**95**	0	37	3	5	0	1	0	0	0	0	0	0	0	**46**	1	114	13	12	0	1	0	0	0	0	0	0	0	**141**
07:00	0	77	16	5	3	0	0	0	0	0	0	0	0	**101**	1	36	4	3	1	2	0	0	0	0	0	0	0	**47**	1	113	20	8	4	2	0	0	0	0	0	0	0	**148**
07:15	0	76	7	8	0	0	0	0	0	0	0	0	0	**91**	0	48	7	7	1	0	0	0	0	0	0	0	0	**63**	0	124	14	15	1	0	0	0	0	0	0	0	0	**154**
07:30	1	110	14	4	2	0	0	0	0	0	0	0	0	**131**	0	45	5	5	2	1	0	0	0	0	0	0	0	**58**	1	155	19	9	4	1	0	0	0	0	0	0	0	**189**
07:45	0	113	12	5	1	0	0	1	0	0	0	0	0	**132**	0	61	3	7	1	0	0	0	0	0	0	0	0	**72**	0	174	15	12	2	0	0	1	0	0	0	0	0	**204**
08:00	0	114	14	4	1	0	0	0	0	0	0	0	0	**133**	0	55	7	3	2	0	0	0	0	0	0	0	0	**67**	0	169	21	7	3	0	0	0	0	0	0	0	0	**200**
08:15	0	127	12	9	2	1	0	0	0	0	0	0	0	**151**	0	47	9	4	1	0	0	1	0	0	0	0	0	**62**	0	174	21	13	3	1	0	1	0	0	0	0	0	**213**
08:30	0	119	12	5	3	0	0	1	0	0	0	0	0	**140**	0	56	6	3	0	0	0	0	0	0	0	0	0	**65**	0	175	18	8	3	0	0	1	0	0	0	0	0	**205**
08:45	0	103	8	5	0	0	0	0	0	0	0	0	0	**116**	0	56	5	2	1	0	0	0	0	0	0	0	0	**64**	0	159	13	7	1	0	0	0	0	0	0	0	0	**180**
09:00	0	107	10	4	2	0	0	0	0	0	0	0	0	**123**	0	39	3	4	0	1	0	0	0	0	0	0	0	**47**	0	146	13	8	2	1	0	0	0	0	0	0	0	**170**
09:15	0	87	10	4	1	0	0	0	0	0	0	0	0	**102**	0	46	7	3	0	0	0	0	0	0	0	0	0	**56**	0	133	17	7	1	0	0	0	0	0	0	0	0	**158**
09:30	0	86	7	5	2	0	0	0	0	0	0	0	0	**100**	0	46	3	2	1	0	0	0	0	0	0	0	0	**52**	0	132	10	7	3	0	0	0	0	0	0	0	0	**152**
09:45	0	87	8	0	1	0	0	0	2	0	0	0	0	**98**	0	55	6	2	2	1	0	0	0	0	0	0	0	**66**	0	142	14	2	3	1	0	0	2	0	0	0	0	**164**
10:00	0	78	9	4	1	0	0	0	0	0	0	0	0	**92**	0	54	9	3	1	0	0	0	0	0	0	0	0	**67**	0	132	18	7	2	0	0	0	0	0	0	0	0	**159**
10:15	0	92	10	2	3	0	0	0	0	0	0	0	0	**107**	0	59	8	4	2	0	0	0	0	0	0	0	0	**73**	0	151	18	6	5	0	0	0	0	0	0	0	0	**180**
10:30	0	106	5	2	2	0	0	0	0	0	0	0	0	**115**	0	47	6	1	2	1	0	0	0	0	0	0	0	**57**	0	153	11	3	4	1	0	0	0	0	0	0	0	**172**
10:45	0	89	4	3	1	1	0	0	0	0	0	0	0	**98**	0	69	6	4	1	0	0	0	1	0	0	0	0	**81**	0	158	10	7	2	1	0	0	1	0	0	0	0	**179**
11:00	1	82	7	1	4	0	0	0	2	0	0	0	0	**97**	0	57	8	1	4	1	0	0	0	0	0	0	0	**71**	1	139	15	2	8	1	0	0	2	0	0	0	0	**168**
11:15	0	97	10	3	2	1	0	0	0	0	0	0	0	**113**	0	57	4	3	3	0	0	0	0	0	0	0	0	**67**	0	154	14	6	5	1	0	0	0	0	0	0	0	**180**
11:30	0	89	6	1	1	0	0	0	0	0	0	0	0	**97**	0	56	3	4	2	0	0	0	1	0	0	0	0	**66**	0	145	9	5	3	0	0	0	1	0	0	0	0	**163**
11:45	0	75	10	2	2	0	0	1	0	0	0	0	0	**90**	0	67	5	2	1	0	0	0	0	0	0	0	0	**75**	0	142	15	4	3	0	0	1	0	0	0	0	0	**165**

Prepared by National Data & Surveying Services

CLASSIFICATION

Maple Ave S/O Retreat Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_012

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS										Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	1	88	6	2	2	1	0	0	0	0	0	0	0	100	0	76	8	2	3	0	0	0	0	0	0	0	0	89	1	164	14	4	5	1	0	0	0	0	0	0	189
12:15	0	87	5	3	2	0	0	0	0	0	0	0	0	97	0	56	3	1	1	0	0	0	0	0	0	0	0	61	0	143	8	4	3	0	0	0	0	0	0	0	158
12:30	0	85	11	2	1	0	0	0	1	0	0	0	0	100	1	64	8	3	2	1	0	2	0	0	0	0	0	81	1	149	19	5	3	1	0	2	1	0	0	0	181
12:45	0	91	8	2	2	0	1	0	0	0	0	0	0	104	1	55	3	2	3	0	0	0	0	0	0	0	0	64	1	146	11	4	5	0	1	0	0	0	0	0	168
13:00	1	87	11	2	0	0	0	0	0	0	0	0	0	101	1	68	8	2	0	0	0	1	0	0	0	0	0	80	2	155	19	4	0	0	0	1	0	0	0	0	181
13:15	0	102	5	3	1	0	1	0	0	0	0	0	0	112	0	62	7	3	1	1	1	0	0	0	0	0	0	75	0	164	12	6	2	1	2	0	0	0	0	0	187
13:30	0	92	9	4	2	0	0	0	0	0	0	0	0	107	0	58	10	2	0	0	0	0	0	0	0	0	0	70	0	150	19	6	2	0	0	0	0	0	0	0	177
13:45	0	112	14	6	2	0	0	0	0	0	0	0	0	134	2	70	4	3	0	0	0	0	0	0	0	0	0	79	2	182	18	9	2	0	0	0	0	0	0	0	213
14:00	0	94	8	5	1	0	0	0	0	0	0	0	0	108	0	87	8	2	2	0	0	0	1	0	0	0	0	100	0	181	16	7	3	0	0	0	1	0	0	0	208
14:15	0	98	6	3	1	0	0	0	0	0	0	0	0	108	0	88	5	4	3	0	0	0	0	0	0	0	0	100	0	186	11	7	4	0	0	0	0	0	0	0	208
14:30	0	121	19	3	1	0	0	0	0	0	0	0	0	144	0	80	4	2	1	0	0	0	0	0	0	0	0	87	0	201	23	5	2	0	0	0	0	0	0	0	231
14:45	0	117	9	5	3	0	0	0	0	0	0	0	0	134	0	68	9	4	0	0	0	0	0	0	0	0	0	81	0	185	18	9	3	0	0	0	0	0	0	0	215
15:00	0	89	9	8	2	0	0	0	0	0	0	0	0	108	0	88	7	3	1	0	0	0	0	0	0	0	0	99	0	177	16	11	3	0	0	0	0	0	0	0	207
15:15	0	96	6	6	3	0	0	0	0	0	0	0	0	111	0	105	11	7	1	0	0	0	0	0	0	0	0	124	0	201	17	13	4	0	0	0	0	0	0	0	235
15:30	1	124	11	6	2	0	0	0	0	0	0	0	0	144	1	106	12	3	0	0	0	0	0	0	0	0	0	122	2	230	23	9	2	0	0	0	0	0	0	0	266
15:45	0	111	15	5	2	0	0	0	0	0	0	0	0	133	0	111	15	5	2	0	0	0	0	0	0	0	0	133	0	222	30	10	4	0	0	0	0	0	0	0	266
16:00	0	103	13	7	2	0	0	1	0	0	0	0	0	126	0	131	7	7	0	0	0	0	0	0	0	0	0	145	0	234	20	14	2	0	0	1	0	0	0	0	271
16:15	1	109	13	7	1	0	0	0	0	0	0	0	0	131	0	130	13	2	0	0	0	0	0	0	0	0	0	145	1	239	26	9	1	0	0	0	0	0	0	0	276
16:30	1	107	11	9	1	0	0	0	0	0	0	0	0	129	0	107	14	7	2	0	0	0	0	0	0	0	0	130	1	214	25	16	3	0	0	0	0	0	0	0	259
16:45	1	128	7	4	1	0	0	0	0	0	0	0	0	141	0	117	14	2	1	0	0	0	0	0	0	0	0	134	1	245	21	6	2	0	0	0	0	0	0	0	275
17:00	0	135	7	6	1	0	0	0	0	0	0	0	0	149	0	126	15	3	1	0	0	0	0	0	0	0	0	145	0	261	22	9	2	0	0	0	0	0	0	0	294
17:15	0	76	8	2	0	0	1	0	0	0	0	0	0	87	0	132	10	3	1	0	0	0	0	0	0	0	0	146	0	208	18	5	1	0	1	0	0	0	0	0	233
17:30	0	101	7	3	0	0	0	0	0	0	0	0	0	111	1	83	4	3	0	0	0	0	1	0	0	0	0	92	1	184	11	6	0	0	0	0	1	0	0	0	203
17:45	0	110	6	4	1	0	0	0	0	0	0	0	0	121	0	108	12	2	0	0	0	0	0	0	0	0	0	122	0	218	18	6	1	0	0	0	0	0	0	0	243
18:00	0	95	6	1	0	0	0	0	0	0	0	0	0	102	2	72	5	2	2	0	0	0	0	0	0	0	0	83	2	167	11	3	2	0	0	0	0	0	0	0	185
18:15	0	91	7	3	1	0	0	0	0	0	0	0	0	102	0	91	8	3	1	0	0	0	0	0	0	0	0	103	0	182	15	6	2	0	0	0	0	0	0	0	205
18:30	0	86	4	3	0	0	0	0	0	0	0	0	0	93	0	80	5	0	1	0	0	0	0	0	0	0	0	86	0	166	9	3	1	0	0	0	0	0	0	0	179
18:45	0	69	8	0	1	0	0	0	0	0	0	0	0	78	0	80	5	1	1	0	0	0	0	0	0	0	0	87	0	149	13	1	2	0	0	0	0	0	0	0	165
19:00	0	86	5	1	0	0	0	0	0	0	0	0	0	92	1	69	2	0	0	0	0	0	0	0	0	0	0	72	1	155	7	1	0	0	0	0	0	0	0	0	164
19:15	0	75	4	2	3	0	0	0	0	0	0	0	0	84	0	67	1	1	1	0	0	0	0	0	0	0	0	70	0	142	5	3	4	0	0	0	0	0	0	0	154
19:30	1	64	2	0	1	0	0	0	0	0	0	0	0	68	0	68	5	0	1	0	0	0	0	0	0	0	0	74	1	132	7	0	2	0	0	0	0	0	0	0	142
19:45	0	79	9	0	0	0	0	0	0	0	0	0	0	88	0	69	4	1	1	0	0	0	0	0	0	0	0	75	0	148	13	1	1	0	0	0	0	0	0	0	163
20:00	0	56	5	0	0	0	0	0	0	0	0	0	0	61	0	75	9	0	1	0	0	0	0	0	0	0	0	85	0	131	14	0	1	0	0	0	0	0	0	0	146
20:15	0	71	3	1	1	0	0	0	0	0	0	0	0	76	0	70	2	1	1	0	0	0	0	0	0	0	0	74	0	141	5	2	2	0	0	0	0	0	0	0	150
20:30	0	64	7	0	1	0	0	0	0	0	0	0	0	72	0	51	4	0	1	0	0	0	0	0	0	0	0	56	0	115	11	0	2	0	0	0	0	0	0	0	128
20:45	1	59	4	0	0	0	0	0	0	0	0	0	0	64	0	53	3	0	0	0	0	0	0	0	0	0	0	56	1	112	7	0	0	0	0	0	0	0	0	0	120
21:00	0	58	3	1	0	0	0	0	0	0	0	0	0	62	0	60	2	1	0	0	0	0	0	0	0	0	0	63	0	118	5	2	0	0	0	0	0	0	0	0	125
21:15	0	51	5	0	0	0	0	0	0	0	0	0	0	56	0	42	3	0	0	0	0	0	0	0	0	0	0	45	0	93	8	0	0	0	0	0	0	0	0	0	101
21:30	0	46	4	0	0	0	0	0	0	0	0	0	0	50	0	52	1	1	2	1	0	0	0	0	0	0	0	57	0	98	5	1	2	1	0	0	0	0	0	0	107
21:45	0	52	2	0	0	0	0	0	0	0	0	0	0	54	0	52	3	0	0	0	0	0	0	0	0	0	0	55	0	104	5	0	0	0	0	0	0	0	0	0	109
22:00	0	54	0	0	3	0	0	0	0	0	0	0	0	57	0	43	2	0	0	0	0	0	0	0	0	0	0	45	0	97	2	0	3	0	0	0	0	0	0	0	102
22:15	0	38	2	1	1	0	0	0	0	0	0	0	0	42	0	41	1	0	1	0	0	0	0	0	0	0	0	43	0	79	3	1	2	0	0	0	0	0	0	0	85
22:30	0	51	3	0	0	0	0	0	0	0	0	0	0	54	0	37	0	0	0	0	0	0	0	0	0	0	0	37	0	88	3	0	0	0	0	0	0	0	0	0	91
22:45	0	46	1	0	1	0	0	0	0	0	0	0	0	48	0	38	1	1	0	0	0	0	0	0	0	0	0	40	0	84	2	1	1	0	0	0	0	0	0	0	88
23:00	0	37	3	0	1	0	0	0	0	0	0	0	0	41	0	41	0	0	0	0	0	0	0	0	0	0	0	41	0	78	3	0	1	0	0	0	0	0	0	0	82
23:15	0	32	2	0	0	0	0	0	0	0	0	0	0	34	0	48	1	0	0	0	0	0	0	0	0	0	0	49	0	80	3	0	0	0	0	0	0	0	0	0	83
23:30	0	40	1	1	0	0	0	0	0	0	0	0	0	42	0	34	0	0	0	0	0	0	0	0	0	0	0	34	0	74	1	1	0	0	0	0	0	0	0	0	76
23:45	0	37	0	0	0	0	0	0	0	0	0	0	0	37	0	29	1	1	0	0	0	0	0	0	0	0	0	31	0	66	1	1	0	0	0	0	0	0	0	0	68
Totals	**12**	**6,514**	**575**	**222**	**84**	**7**	**3**	**4**	**5**	**0**	**0**	**0**	**0**	**7,426**	**11**	**4,980**	**412**	**184**	**69**	**13**	**1**	**4**	**5**	**0**	**0**	**0**	**0**	**5,679**	**23**	**11,494**	**987**	**406**	**153**	**20**	**4**	**8**	**10**	**0**	**0**	**0**	**0**	**13,105**
% of Totals	0%	88%	8%	3%	1%	0%	0%	0%	0%					100%	0%	88%	7%	3%	1%	0%	0%	0%	0%					100%	0%	88%	8%	3%	1%	0%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Maple Ave S/O Retreat Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_012

DAILY TOTALS	NB	SB	EB	WB	Total
	7,426	5,679	0	0	13,105

DAILY TOTALS

15-Minutes Interval

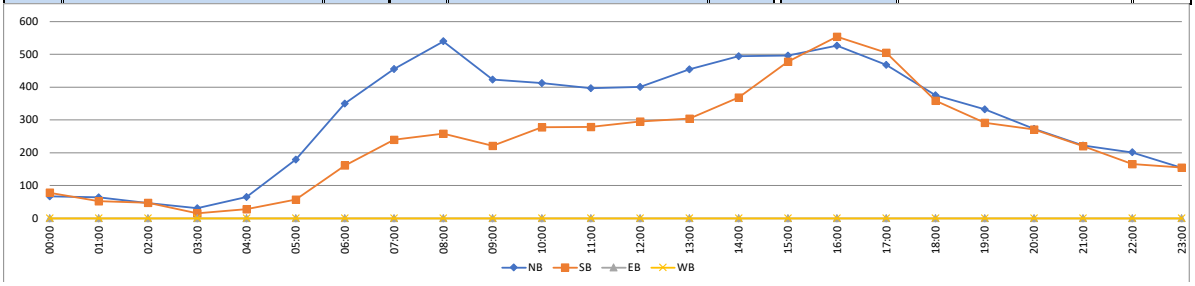
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	20	20			40	12:00	100	89			189
00:15	16	26			42	12:15	97	61			158
00:30	17	14			31	12:30	100	81			181
00:45	14	18			32	12:45	104	64			168
01:00	23	15			38	13:00	101	80			181
01:15	9	15			24	13:15	112	75			187
01:30	11	11			22	13:30	107	70			177
01:45	21	11			32	13:45	134	79			213
02:00	11	19			30	14:00	108	100			208
02:15	9	7			16	14:15	108	100			208
02:30	10	15			25	14:30	144	87			231
02:45	16	6			22	14:45	134	81			215
03:00	6	2			8	15:00	108	99			207
03:15	8	4			12	15:15	111	124			235
03:30	8	4			12	15:30	144	122			266
03:45	9	5			14	15:45	133	133			266
04:00	12	10			22	16:00	126	145			271
04:15	17	3			20	16:15	131	145			276
04:30	18	6			24	16:30	129	130			259
04:45	18	9			27	16:45	141	134			275
05:00	30	16			46	17:00	149	145			294
05:15	35	11			46	17:15	87	146			233
05:30	60	15			75	17:30	111	92			203
05:45	54	15			69	17:45	121	122			243
06:00	55	38			93	18:00	102	83			185
06:15	84	31			115	18:15	102	103			205
06:30	116	46			162	18:30	93	86			179
06:45	95	46			141	18:45	78	87			165
07:00	101	47			148	19:00	92	72			164
07:15	91	63			154	19:15	84	70			154
07:30	131	58			189	19:30	68	74			142
07:45	132	72			204	19:45	88	75			163
08:00	133	67			200	20:00	61	85			146
08:15	151	62			213	20:15	76	74			150
08:30	140	65			205	20:30	72	56			128
08:45	116	64			180	20:45	64	56			120
09:00	123	47			170	21:00	62	63			125
09:15	102	56			158	21:15	56	45			101
09:30	100	52			152	21:30	50	57			107
09:45	98	66			164	21:45	54	55			109
10:00	92	67			159	22:00	57	45			102
10:15	107	73			180	22:15	42	43			85
10:30	115	57			172	22:30	54	37			91
10:45	98	81			179	22:45	48	40			88
11:00	97	71			168	23:00	41	41			82
11:15	113	67			180	23:15	34	49			83
11:30	97	66			163	23:30	42	34			76
11:45	90	75			165	23:45	37	31			68
TOTALS	3029	1714	0	0	4743	TOTALS	4397	3965	0	0	8362
SPLIT %	64%	36%	0%	0%	36%	SPLIT %	53%	47%	0%	0%	64%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	67	78			145
01:00	02:00	64	52			116
02:00	03:00	46	47			93
03:00	04:00	31	15			46
04:00	05:00	65	28			93
05:00	06:00	179	57			236
06:00	07:00	350	161			511
07:00	08:00	455	240			695
08:00	09:00	540	258			798
09:00	10:00	423	221			644
10:00	11:00	412	278			690
11:00	12:00	397	279			676
12:00	13:00	401	295			696
13:00	14:00	454	304			758
14:00	15:00	494	368			862
15:00	16:00	496	478			974
16:00	17:00	527	554			1081
17:00	18:00	468	505			973
18:00	19:00	375	359			734
19:00	20:00	332	291			623
20:00	21:00	273	271			544
21:00	22:00	222	220			442
22:00	23:00	201	165			366
23:00	00:00	154	155			309

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	3029	1714			4743
Peak Hour	7:45	10:45			7:45
Peak Volume	556	285			822
Peak Hour Factor	0.921	0.880			0.965
Peak Period	12:00	to	00:00		
Volume	4397	3965			8362
Peak Hour	16:15	16:30			16:15
Peak Volume	550	555			1104
Peak Hour Factor	0.923	0.950			0.939
Peak Period	07:00	to	09:00		
Volume	995	498			1493
Peak Hour	7:45	7:45			7:45
Peak Volume	556	266			822
Peak Hour Factor	0.921	0.924			0.965
Peak Period	16:00	to	18:00		
Volume	995	1059			2054
Peak Hour	16:15	16:30			16:15
Peak Volume	550	555			1104
Peak Hour Factor	0.923	0.950			0.939



Main St N/O Wyllys St/Jefferson St

Averaged Counts

TIME		Tues			Wed			Ave		
		NB	SB	TOTAL	NB	SB	TOTAL	NB	SB	Total
00:00	01:00	57	59	**116**	60	50	**110**	58.5	54.5	**113**
01:00	02:00	42	40	**82**	49	28	**77**	45.5	34	**80**
02:00	03:00	22	31	**53**	31	30	**61**	26.5	30.5	**57**
03:00	04:00	37	22	**59**	33	29	**62**	35	25.5	**61**
04:00	05:00	45	35	**80**	56	21	**77**	50.5	28	**79**
05:00	06:00	122	106	**228**	112	104	**216**	117	105	**222**
06:00	07:00	240	349	**589**	243	367	**610**	241.5	358	**600**
07:00	08:00	398	400	**798**	401	414	**815**	399.5	407	**807**
08:00	09:00	388	329	**717**	469	322	**791**	428.5	325.5	**754**
09:00	10:00	382	270	**652**	413	258	**671**	397.5	264	**662**
10:00	11:00	362	237	**599**	376	232	**608**	369	234.5	**604**
11:00	12:00	357	234	**591**	343	216	**559**	350	225	**575**
12:00	13:00	379	308	**687**	412	258	**670**	395.5	283	**679**
13:00	14:00	401	317	**718**	402	267	**669**	401.5	292	**694**
14:00	15:00	421	348	**769**	481	287	**768**	451	317.5	**769**
15:00	16:00	609	334	**943**	556	351	**907**	582.5	342.5	**925**
16:00	17:00	620	304	**924**	668	319	**987**	644	311.5	**956**
17:00	18:00	526	313	**839**	503	307	**810**	514.5	310	**825**
18:00	19:00	308	307	**615**	324	303	**627**	316	305	**621**
19:00	20:00	322	190	**512**	279	244	**523**	300.5	217	**518**
20:00	21:00	206	164	**370**	268	210	**478**	237	187	**424**
21:00	22:00	182	114	**296**	191	167	**358**	186.5	140.5	**327**
22:00	23:00	145	131	**276**	149	136	**285**	147	133.5	**281**
23:00	00:00	131	107	**238**	155	112	**267**	143	109.5	**253**

Prepared by National Data & Surveying Services

CLASSIFICATION

Main St N/O Wyllys St/Jefferson St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_013

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	1	48	6	2	0	0	0	0	0	0	0	0	0	57	1	49	7	2	0	0	0	0	0	0	0	0	0	59	2	97	13	4	0	0	0	0	0	0	0	0	0	116
1:00	1	36	3	2	0	0	0	0	0	0	0	0	0	42	0	38	2	0	0	0	0	0	0	0	0	0	0	40	1	74	5	2	0	0	0	0	0	0	0	0	0	82
2:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	29	2	0	0	0	0	0	0	0	0	0	0	31	0	49	4	0	0	0	0	0	0	0	0	0	0	53
3:00	0	34	2	0	0	1	0	0	0	0	0	0	0	37	0	20	1	0	0	1	0	0	0	0	0	0	0	22	0	54	3	0	0	2	0	0	0	0	0	0	0	59
4:00	0	40	3	1	0	1	0	0	0	0	0	0	0	45	0	30	5	0	0	0	0	0	0	0	0	0	0	35	0	70	8	1	0	1	0	0	0	0	0	0	0	80
5:00	0	107	8	4	2	0	0	0	0	0	0	0	0	121	0	89	9	7	1	0	0	0	0	0	0	0	0	106	0	196	17	11	3	0	0	0	0	0	0	0	0	227
6:00	0	206	20	9	2	0	0	0	0	0	0	0	0	237	1	308	17	20	3	0	0	0	0	0	0	0	0	349	1	514	37	29	5	0	0	0	0	0	0	0	0	586
7:00	1	341	32	12	8	0	0	0	0	0	0	0	0	394	0	342	22	25	7	4	0	0	0	0	0	0	0	400	1	683	54	37	15	4	0	0	0	0	0	0	0	794
8:00	1	335	28	11	4	0	0	0	0	0	0	0	0	379	0	275	22	22	3	6	0	1	0	0	0	0	0	329	1	610	50	33	7	6	0	1	0	0	0	0	0	708
9:00	0	327	19	15	17	4	0	0	0	0	0	0	0	382	0	224	17	16	7	5	1	0	0	0	0	0	0	270	0	551	36	31	24	9	1	0	0	0	0	0	0	652
10:00	0	313	18	16	12	1	0	0	2	0	0	0	0	362	1	186	18	16	8	4	0	2	2	0	0	0	0	237	1	499	36	32	20	5	0	2	4	0	0	0	0	599
11:00	3	298	22	16	15	3	0	0	0	0	0	0	0	357	0	184	21	14	11	3	0	1	0	0	0	0	0	234	3	482	43	30	26	6	0	1	0	0	0	0	0	591
12:00	4	329	22	14	8	2	0	0	0	0	0	0	0	379	2	257	26	16	5	2	0	0	0	0	0	0	0	308	6	586	48	30	13	4	0	0	0	0	0	0	0	687
13:00	1	343	28	15	10	1	0	2	1	0	0	0	0	401	1	251	33	18	7	4	0	3	0	0	0	0	0	317	2	594	61	33	17	5	0	5	1	0	0	0	0	718
14:00	5	341	41	21	9	3	0	1	0	0	0	0	0	421	2	284	31	23	6	2	0	0	0	0	0	0	0	348	7	625	72	44	15	5	0	1	0	0	0	0	0	769
15:00	2	529	53	20	4	0	0	0	1	0	0	0	0	609	0	281	25	21	4	2	0	1	0	0	0	0	0	334	2	810	78	41	8	2	0	1	1	0	0	0	0	943
16:00	3	535	52	26	4	0	0	0	0	0	0	0	0	620	1	250	23	23	7	0	0	0	0	0	0	0	0	304	4	785	75	49	11	0	0	0	0	0	0	0	0	924
17:00	1	452	38	24	9	2	0	0	0	0	0	0	0	526	1	273	20	17	2	0	0	0	0	0	0	0	0	313	2	725	58	41	11	2	0	0	0	0	0	0	0	839
18:00	0	264	30	13	1	0	0	0	0	0	0	0	0	308	1	275	17	12	2	0	0	0	0	0	0	0	0	307	1	539	47	25	3	0	0	0	0	0	0	0	0	615
19:00	1	290	22	7	2	0	0	0	0	0	0	0	0	322	1	172	11	3	3	0	0	0	0	0	0	0	0	190	2	462	33	10	5	0	0	0	0	0	0	0	0	512
20:00	1	177	22	4	2	0	0	0	0	0	0	0	0	206	1	142	16	4	1	0	0	0	0	0	0	0	0	164	2	319	38	8	3	0	0	0	0	0	0	0	0	370
21:00	0	151	26	3	1	1	0	0	0	0	0	0	0	182	0	97	12	4	1	0	0	0	0	0	0	0	0	114	0	248	38	7	2	1	0	0	0	0	0	0	0	296
22:00	0	128	14	3	0	0	0	0	0	0	0	0	0	145	1	110	17	3	0	0	0	0	0	0	0	0	0	131	1	238	31	6	0	0	0	0	0	0	0	0	0	276
23:00	0	110	18	2	1	0	0	0	0	0	0	0	0	131	0	94	11	2	0	0	0	0	0	0	0	0	0	107	0	204	29	4	1	0	0	0	0	0	0	0	0	238
Totals	**25**	**5,754**	**529**	**240**	**111**	**19**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**6,685**	**14**	**4,260**	**385**	**268**	**78**	**33**	**1**	**8**	**2**	**0**	**0**	**0**	**0**	**5,049**	**39**	**10,014**	**914**	**508**	**189**	**52**	**1**	**11**	**6**	**0**	**0**	**0**	**0**	**11,734**
% of Totals	0%	86%	8%	4%	2%	0%		0%	0%					100%	0%	84%	8%	5%	2%	1%	0%	0%	0%					100%	0%	85%	8%	4%	2%	0%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

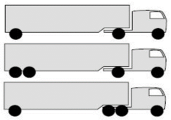
#3 2-Axle, 4-Tire Single Unit

#4 Buses

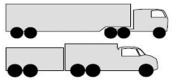
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	7	2105	163	88	60	10	0	0	2	0	0	0	0	2435	3	1774	143	122	40	23	1	4	2	0	0	0	0	2112	10	3879	306	210	100	33	1	4	4	0	0	0	0	4547
%	0%	31%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	36%	0%	35%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	42%	0%	33%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	39%
Peak Hour	11:00	7:30	7:30	9:15	9:15	8:45	0:00	0:00	9:30	0:00	0:00	0:00	0:00	7:30	11:45	6:30	7:15	6:45	10:30	8:15	8:15	10:15	9:30	0:00	0:00	0:00	0:00	7:15	11:45	7:15	7:15	6:45	11:00	8:30	8:15	10:15	9:30	0:00	0:00	0:00	0:00	7:15
Peak Volume	3	398	37	17	18	4	0	0	2	0	0	0	0	458	2	357	25	26	11	8	1	3	2	0	0	0	0	409	5	722	60	37	26	10	1	3	4	0	0	0	0	836
12:00 - 24:00	18	3649	366	152	51	9	0	3	2	0	0	0	0	4250	11	2486	242	146	38	10	0	4	0	0	0	0	0	2937	29	6135	608	298	89	19	0	7	2	0	0	0	0	7187
%	0%	55%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%	0%	49%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	58%	0%	52%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	61%
Peak Hour	14:00	15:30	15:30	16:15	12:45	13:45	12:00	13:00	12:15	12:00	12:00	12:00	12:00	15:30	12:30	14:30	13:30	14:30	13:15	12:45	12:00	12:45	12:00	12:00	12:00	12:00	12:00	13:30	14:00	15:15	15:15	15:45	13:15	12:45	12:00	13:00	12:15	12:00	12:00	12:00	12:00	15:15
Peak Volume	5	556	56	27	11	3	0	2	1	0	0	0	0	640	3	292	37	25	9	5	0	3	0	0	0	0	0	353	7	832	82	51	20	7	0	5	1	0	0	0	0	974
07:00 - 09:00	2	676	60	23	12	0	0	0	0	0	0	0	0	773	0	617	44	47	10	10	0	1	0	0	0	0	0	729	2	1293	104	70	22	10	0	1	0	0	0	0	0	1502
%	0%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	11%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:30	7:30	7:30	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:15	7:15	7:00	7:00	7:45	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:15	7:30	7:15	7:15	7:00	7:00	7:45	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:15
Peak Volume	2	398	37	15	8	0	0	0	0	0	0	0	0	458	0	351	25	25	7	7	0	1	0	0	0	0	0	409	2	722	60	37	15	7	0	1	0	0	0	0	0	836
16:00 - 18:00	4	987	90	50	13	2	0	0	0	0	0	0	0	1146	2	523	43	40	9	0	0	0	0	0	0	0	0	617	6	1510	133	90	22	2	0	0	0	0	0	0	0	1763
%	0%	15%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	10%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	13%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:15	16:00	16:00	16:15	17:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	16:30	16:00	16:00	16:15	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	4	535	52	27	9	2	0	0	0	0	0	0	0	620	1	274	23	23	7	0	0	0	0	0	0	0	0	319	5	786	75	49	14	2	0	0	0	0	0	0	0	924

Prepared by National Data & Surveying Services

CLASSIFICATION

Main St N/O Wyllys St/Jefferson St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_013

	Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
15-MINUTE BREAKDOWN	0:00	0	18	2	1	0	0	0	0	0	0	0	0	0	21	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	31	4	1	0	0	0	0	0	0	0	0	0	36
	0:15	0	12	1	1	0	0	0	0	0	0	0	0	0	14	1	14	3	0	0	0	0	0	0	0	0	0	0	18	1	26	4	1	0	0	0	0	0	0	0	0	0	32
	0:30	1	9	2	0	0	0	0	0	0	0	0	0	0	12	0	10	2	0	0	0	0	0	0	0	0	0	0	12	1	19	4	0	0	0	0	0	0	0	0	0	0	24
	0:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	12	0	2	0	0	0	0	0	0	0	0	0	14	0	21	1	2	0	0	0	0	0	0	0	0	0	24
	1:00	1	10	0	1	0	0	0	0	0	0	0	0	0	12	0	15	1	0	0	0	0	0	0	0	0	0	0	16	1	25	1	1	0	0	0	0	0	0	0	0	0	28
	1:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	19	1	0	0	0	0	0	0	0	0	0	0	20
	1:30	0	8	2	1	0	0	0	0	0	0	0	0	0	11	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	17	2	1	0	0	0	0	0	0	0	0	0	20
	1:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	13	1	0	0	0	0	0	0	0	0	0	0	14
	2:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	16	1	0	0	0	0	0	0	0	0	0	0	17
	2:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	11	1	0	0	0	0	0	0	0	0	0	0	12
	2:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	14	1	0	0	0	0	0	0	0	0	0	0	15
	2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	3:15	0	9	1	0	0	1	0	0	0	0	0	0	0	11	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	14	1	0	0	1	0	0	0	0	0	0	0	16
	3:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	5	1	0	0	1	0	0	0	0	0	0	0	7	0	12	2	0	0	1	0	0	0	0	0	0	0	15
	3:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	16	0	0	0	0	0	0	0	0	0	0	0	16
	4:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	17	1	0	0	0	0	0	0	0	0	0	0	18
	4:15	0	11	1	0	0	1	0	0	0	0	0	0	0	13	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	17	2	0	0	1	0	0	0	0	0	0	0	20
	4:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	19	2	0	0	0	0	0	0	0	0	0	0	21
	4:45	0	8	2	1	0	0	0	0	0	0	0	0	0	11	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	17	3	1	0	0	0	0	0	0	0	0	0	21
	5:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	10	1	2	0	0	0	0	0	0	0	0	0	13	0	26	1	2	0	0	0	0	0	0	0	0	0	29
	5:15	0	24	2	1	0	0	0	0	0	0	0	0	0	27	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	38	4	1	0	0	0	0	0	0	0	0	0	43
	5:30	0	27	2	1	1	0	0	0	0	0	0	0	0	31	0	19	4	3	0	0	0	0	0	0	0	0	0	26	0	46	6	4	1	0	0	0	0	0	0	0	0	57
	5:45	0	40	4	2	1	0	0	0	0	0	0	0	0	47	0	46	2	2	1	0	0	0	0	0	0	0	0	51	0	86	6	4	2	0	0	0	0	0	0	0	0	98
	6:00	0	31	3	1	0	0	0	0	0	0	0	0	0	35	0	52	5	3	1	0	0	0	0	0	0	0	0	61	0	83	8	4	1	0	0	0	0	0	0	0	0	96
	6:15	0	39	4	2	1	0	0	0	0	0	0	0	0	46	0	64	3	7	0	0	0	0	0	0	0	0	0	74	0	103	7	9	1	0	0	0	0	0	0	0	0	120
	6:30	0	64	6	3	0	0	0	0	0	0	0	0	0	73	0	97	6	4	1	0	0	0	0	0	0	0	0	108	0	161	12	7	1	0	0	0	0	0	0	0	0	181
	6:45	0	72	7	3	1	0	0	0	0	0	0	0	0	83	1	95	3	6	1	0	0	0	0	0	0	0	0	106	1	167	10	9	2	0	0	0	0	0	0	0	0	189
	7:00	0	52	5	2	1	0	0	0	0	0	0	0	0	60	0	72	3	7	0	0	0	0	0	0	0	0	0	82	0	124	8	9	1	0	0	0	0	0	0	0	0	142
	7:15	0	83	8	4	2	0	0	0	0	0	0	0	0	97	0	93	6	4	3	2	0	0	0	0	0	0	0	108	0	176	14	8	5	2	0	0	0	0	0	0	0	205
	7:30	1	105	10	2	3	0	0	0	0	0	0	0	0	121	0	87	9	9	3	1	0	0	0	0	0	0	0	109	1	192	19	11	6	1	0	0	0	0	0	0	0	230
	7:45	0	101	9	4	2	0	0	0	0	0	0	0	0	116	0	90	4	5	1	1	0	0	0	0	0	0	0	101	0	191	13	9	3	1	0	0	0	0	0	0	0	217
	8:00	0	82	8	3	0	0	0	0	0	0	0	0	0	93	0	81	6	3	0	1	0	0	0	0	0	0	0	91	0	163	14	6	0	1	0	0	0	0	0	0	0	184
	8:15	1	110	10	5	2	0	0	0	0	0	0	0	0	128	0	57	3	5	1	2	0	0	0	0	0	0	0	68	1	167	13	10	3	2	0	0	0	0	0	0	0	196
	8:30	0	70	6	3	1	0	0	0	0	0	0	0	0	80	0	65	5	8	2	3	0	0	0	0	0	0	0	83	0	135	11	11	3	3	0	0	0	0	0	0	0	163
	8:45	0	73	4	0	1	0	0	0	0	0	0	0	0	78	0	72	8	6	0	0	0	1	0	0	0	0	0	87	0	145	12	6	1	0	0	1	0	0	0	0	0	165
	9:00	0	85	5	3	3	1	0	0	0	0	0	0	0	97	0	55	3	4	2	3	1	0	0	0	0	0	0	68	0	140	8	7	5	4	1	0	0	0	0	0	0	165
	9:15	0	75	3	6	3	2	0	0	0	0	0	0	0	89	0	55	6	3	2	1	0	0	0	0	0	0	0	67	0	130	9	9	5	3	0	0	0	0	0	0	0	156
	9:30	0	89	6	4	8	1	0	0	0	0	0	0	0	108	0	52	4	4	0	0	0	0	0	0	0	0	0	60	0	141	10	8	8	1	0	0	0	0	0	0	0	168
	9:45	0	78	5	2	3	0	0	0	0	0	0	0	0	88	0	62	4	5	3	1	0	0	0	0	0	0	0	75	0	140	9	7	6	1	0	0	0	0	0	0	0	163
	10:00	0	72	3	5	4	0	0	0	0	0	0	0	0	84	0	53	5	5	1	1	0	0	0	0	0	0	0	65	0	125	8	10	5	1	0	0	0	0	0	0	0	149
	10:15	0	74	4	3	1	0	0	0	2	0	0	0	0	84	0	51	3	2	2	1	0	1	2	0	0	0	0	62	0	125	7	5	3	1	0	1	4	0	0	0	0	146
	10:30	0	80	6	5	3	1	0	0	0	0	0	0	0	95	0	36	5	4	2	1	0	1	0	0	0	0	0	49	0	116	11	9	5	2	0	1	0	0	0	0	0	144
	10:45	0	87	5	3	4	0	0	0	0	0	0	0	0	99	1	46	5	5	3	1	0	0	0	0	0	0	0	61	1	133	10	8	7	1	0	0	0	0	0	0	0	160
	11:00	2	72	9	3	1	1	0	0	0	0	0	0	0	88	0	39	6	4	3	1	0	1	0	0	0	0	0	54	2	111	15	7	4	2	0	1	0	0	0	0	0	142
	11:15	0	67	4	4	6	0	0	0	0	0	0	0	0	81	0	42	4	2	3	1	0	0	0	0	0	0	0	52	0	109	8	6	9	1	0	0	0	0	0	0	0	133
	11:30	0	84	6	3	4	1	0	0	0	0	0	0	0	98	0	51	8	3	1	1	0	0	0	0	0	0	0	64	0	135	14	6	5	2	0	0	0	0	0	0	0	162
	11:45	1	75	3	6	4	1	0	0	0	0	0	0	0	90	0	52	3	5	4	0	0	0	0	0	0	0	0	64	1	127	6	11	8	1	0	0	0	0	0	0	0	154

Prepared by National Data & Surveying Services

CLASSIFICATION

Main St N/O Wyllys St/Jefferson St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_013

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS										Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	89	7	2	1	1	0	0	0	0	0	0	0	100	0	59	6	3	1	1	0	0	0	0	0	0	0	70	0	148	13	5	2	2	0	0	0	0	0	0	0	170
12:15	2	63	5	6	2	0	0	0	0	0	0	0	0	78	0	59	7	4	0	0	0	0	0	0	0	0	0	70	2	122	12	10	2	0	0	0	0	0	0	0	0	148
12:30	0	73	6	2	2	0	0	0	0	0	0	0	0	83	2	70	6	5	1	0	0	0	0	0	0	0	0	84	2	143	12	7	3	0	0	0	0	0	0	0	0	167
12:45	2	104	4	4	3	1	0	0	0	0	0	0	0	118	0	69	7	4	3	1	0	0	0	0	0	0	0	84	2	173	11	8	6	2	0	0	0	0	0	0	0	202
13:00	0	75	2	2	0	0	0	1	1	0	0	0	0	81	0	61	6	5	1	0	0	1	0	0	0	0	0	74	0	136	8	7	1	0	0	2	1	0	0	0	0	155
13:15	1	82	5	5	1	1	0	0	0	0	0	0	0	95	1	49	7	3	2	2	0	0	0	0	0	0	0	64	2	131	12	8	3	3	0	0	0	0	0	0	0	159
13:30	0	94	12	4	7	0	0	0	0	0	0	0	0	117	0	70	8	5	2	2	0	2	0	0	0	0	0	89	0	164	20	9	9	2	0	2	0	0	0	0	0	206
13:45	0	92	9	4	2	0	0	1	0	0	0	0	0	108	0	71	12	5	2	0	0	0	0	0	0	0	0	90	0	163	21	9	4	0	0	1	0	0	0	0	0	198
14:00	0	77	10	5	1	0	0	0	0	0	0	0	0	93	0	76	9	6	3	0	0	0	0	0	0	0	0	94	0	153	19	11	4	0	0	0	0	0	0	0	0	187
14:15	2	85	12	2	1	2	0	0	0	0	0	0	0	104	1	64	8	4	2	1	0	0	0	0	0	0	0	80	3	149	20	6	3	3	0	0	0	0	0	0	0	184
14:30	1	89	11	4	4	1	0	1	0	0	0	0	0	111	1	77	5	5	0	1	0	0	0	0	0	0	0	89	2	166	16	9	4	2	0	1	0	0	0	0	0	200
14:45	2	90	8	10	3	0	0	0	0	0	0	0	0	113	0	67	9	8	1	0	0	0	0	0	0	0	0	85	2	157	17	18	4	0	0	0	0	0	0	0	0	198
15:00	0	119	15	5	1	0	0	0	0	0	0	0	0	140	0	61	4	5	1	1	0	1	0	0	0	0	0	73	0	180	19	10	2	1	0	1	0	0	0	0	0	213
15:15	1	113	11	6	0	0	0	0	0	0	0	0	0	131	0	87	6	7	2	0	0	0	0	0	0	0	0	102	1	200	17	13	2	0	0	0	0	0	0	0	0	233
15:30	1	158	13	4	2	0	0	0	1	0	0	0	0	179	0	62	8	5	0	1	0	0	0	0	0	0	0	76	1	220	21	9	2	1	0	0	1	0	0	0	0	255
15:45	0	139	14	5	1	0	0	0	0	0	0	0	0	159	0	71	7	4	1	0	0	0	0	0	0	0	0	83	0	210	21	9	2	0	0	0	0	0	0	0	0	242
16:00	0	143	17	7	1	0	0	0	0	0	0	0	0	168	0	59	6	9	2	0	0	0	0	0	0	0	0	76	0	202	23	16	3	0	0	0	0	0	0	0	0	244
16:15	1	116	12	3	2	0	0	0	0	0	0	0	0	134	0	56	5	4	3	0	0	0	0	0	0	0	0	68	1	172	17	7	5	0	0	0	0	0	0	0	0	202
16:30	2	150	9	11	1	0	0	0	0	0	0	0	0	173	1	71	6	8	2	0	0	0	0	0	0	0	0	88	3	221	15	19	3	0	0	0	0	0	0	0	0	261
16:45	0	126	14	5	0	0	0	0	0	0	0	0	0	145	0	64	6	2	0	0	0	0	0	0	0	0	0	72	0	190	20	7	0	0	0	0	0	0	0	0	0	217
17:00	1	125	10	8	5	1	0	0	0	0	0	0	0	150	0	68	5	6	1	0	0	0	0	0	0	0	0	80	1	193	15	14	6	1	0	0	0	0	0	0	0	230
17:15	0	111	7	3	1	0	0	0	0	0	0	0	0	122	0	71	4	3	1	0	0	0	0	0	0	0	0	79	0	182	11	6	2	0	0	0	0	0	0	0	0	201
17:30	0	119	12	7	1	1	0	0	0	0	0	0	0	140	0	64	6	4	0	0	0	0	0	0	0	0	0	74	0	183	18	11	1	1	0	0	0	0	0	0	0	214
17:45	0	97	9	6	2	0	0	0	0	0	0	0	0	114	1	70	5	4	0	0	0	0	0	0	0	0	0	80	1	167	14	10	2	0	0	0	0	0	0	0	0	194
18:00	0	79	10	4	1	0	0	0	0	0	0	0	0	94	0	64	4	4	0	0	0	0	0	0	0	0	0	72	0	143	14	8	1	0	0	0	0	0	0	0	0	166
18:15	0	68	7	5	0	0	0	0	0	0	0	0	0	80	0	55	2	4	1	0	0	0	0	0	0	0	0	62	0	123	9	9	1	0	0	0	0	0	0	0	0	142
18:30	0	59	8	2	0	0	0	0	0	0	0	0	0	69	0	91	6	2	1	0	0	0	0	0	0	0	0	100	0	150	14	4	1	0	0	0	0	0	0	0	0	169
18:45	0	58	5	2	0	0	0	0	0	0	0	0	0	65	1	65	5	2	0	0	0	0	0	0	0	0	0	73	1	123	10	4	0	0	0	0	0	0	0	0	0	138
19:00	1	74	2	3	1	0	0	0	0	0	0	0	0	81	1	52	3	0	1	0	0	0	0	0	0	0	0	57	2	126	5	3	2	0	0	0	0	0	0	0	0	138
19:15	0	79	4	2	0	0	0	0	0	0	0	0	0	85	0	47	2	3	0	0	0	0	0	0	0	0	0	52	0	126	6	5	0	0	0	0	0	0	0	0	0	137
19:30	0	74	9	2	0	0	0	0	0	0	0	0	0	85	0	34	4	0	1	0	0	0	0	0	0	0	0	39	0	108	13	2	1	0	0	0	0	0	0	0	0	124
19:45	0	63	7	0	1	0	0	0	0	0	0	0	0	71	0	39	2	0	1	0	0	0	0	0	0	0	0	42	0	102	9	0	2	0	0	0	0	0	0	0	0	113
20:00	1	51	2	2	0	0	0	0	0	0	0	0	0	56	0	40	3	1	1	0	0	0	0	0	0	0	0	45	1	91	5	3	1	0	0	0	0	0	0	0	0	101
20:15	0	49	6	1	1	0	0	0	0	0	0	0	0	57	0	38	6	3	0	0	0	0	0	0	0	0	0	47	0	87	12	4	1	0	0	0	0	0	0	0	0	104
20:30	0	37	9	1	0	0	0	0	0	0	0	0	0	47	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	64	11	1	0	0	0	0	0	0	0	0	0	76
20:45	0	40	5	0	1	0	0	0	0	0	0	0	0	46	1	37	5	0	0	0	0	0	0	0	0	0	0	43	1	77	10	0	1	0	0	0	0	0	0	0	0	89
21:00	0	44	4	2	0	0	0	0	0	0	0	0	0	50	0	32	1	0	1	0	0	0	0	0	0	0	0	34	0	76	5	2	1	0	0	0	0	0	0	0	0	84
21:15	0	31	7	0	0	1	0	0	0	0	0	0	0	39	0	22	5	0	0	0	0	0	0	0	0	0	0	27	0	53	12	0	0	1	0	0	0	0	0	0	0	66
21:30	0	37	10	1	1	0	0	0	0	0	0	0	0	49	0	25	2	4	0	0	0	0	0	0	0	0	0	31	0	62	12	5	1	0	0	0	0	0	0	0	0	80
21:45	0	39	5	0	0	0	0	0	0	0	0	0	0	44	0	18	4	0	0	0	0	0	0	0	0	0	0	22	0	57	9	0	0	0	0	0	0	0	0	0	0	66
22:00	0	45	3	1	0	0	0	0	0	0	0	0	0	49	0	29	2	0	0	0	0	0	0	0	0	0	0	31	0	74	5	1	0	0	0	0	0	0	0	0	0	80
22:15	0	31	2	0	0	0	0	0	0	0	0	0	0	33	0	31	7	0	0	0	0	0	0	0	0	0	0	38	0	62	9	0	0	0	0	0	0	0	0	0	0	71
22:30	0	23	5	2	0	0	0	0	0	0	0	0	0	30	0	25	5	0	0	0	0	0	0	0	0	0	0	30	0	48	10	2	0	0	0	0	0	0	0	0	0	60
22:45	0	29	4	0	0	0	0	0	0	0	0	0	0	33	1	25	3	3	0	0	0	0	0	0	0	0	0	32	1	54	7	3	0	0	0	0	0	0	0	0	0	65
23:00	0	26	2	0	1	0	0	0	0	0	0	0	0	29	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	50	4	0	1	0	0	0	0	0	0	0	0	55
23:15	0	31	4	0	0	0	0	0	0	0	0	0	0	35	0	31	8	0	0	0	0	0	0	0	0	0	0	39	0	62	12	0	0	0	0	0	0	0	0	0	0	74
23:30	0	32	7	2	0	0	0	0	0	0	0	0	0	41	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	55	7	2	0	0	0	0	0	0	0	0	0	64
23:45	0	21	5	0	0	0	0	0	0	0	0	0	0	26	0	16	1	2	0	0	0	0	0	0	0	0	0	19	0	37	6	2	0	0	0	0	0	0	0	0	0	45
Totals	**25**	**5,754**	**529**	**240**	**111**	**19**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**6,685**	**14**	**4,260**	**385**	**268**	**78**	**33**	**1**	**8**	**2**	**0**	**0**	**0**	**0**	**5,049**	**39**	**10,014**	**914**	**508**	**189**	**52**	**1**	**11**	**6**	**0**	**0**	**0**	**0**	**11,734**
% of Totals	0%	86%	8%	4%	2%	0%		0%	0%					100%	0%	84%	8%	5%	2%	1%	0%	0%	0%					100%	0%	85%	8%	4%	2%	0%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Main St N/O Wyllys St/Jefferson St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_013

DAILY TOTALS	NB	SB	EB	WB	Total
	6,702	5,049	0	0	11,751

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	21	15			36	12:00	100	70			170
0:15	14	18			32	12:15	78	70			148
0:30	12	12			24	12:30	83	84			167
0:45	10	14			24	12:45	118	84			202
1:00	12	16			28	13:00	81	74			155
1:15	12	8			20	13:15	95	64			159
1:30	11	9			20	13:30	117	89			206
1:45	7	7			14	13:45	108	90			198
2:00	6	11			17	14:00	93	94			187
2:15	6	6			12	14:15	104	80			184
2:30	9	6			15	14:30	111	89			200
2:45	1	8			9	14:45	113	85			198
3:00	5	7			12	15:00	140	73			213
3:15	11	5			16	15:15	131	102			233
3:30	8	7			15	15:30	179	76			255
3:45	13	3			16	15:45	159	83			242
4:00	8	10			18	16:00	168	76			244
4:15	13	7			20	16:15	134	68			202
4:30	13	8			21	16:30	173	88			261
4:45	11	10			21	16:45	145	72			217
5:00	16	13			29	17:00	150	80			230
5:15	28	16			44	17:15	122	79			201
5:30	31	26			57	17:30	140	74			214
5:45	47	51			98	17:45	114	80			194
6:00	36	61			97	18:00	94	72			166
6:15	46	74			120	18:15	80	62			142
6:30	74	108			182	18:30	69	100			169
6:45	84	106			190	18:45	65	73			138
7:00	61	82			143	19:00	81	57			138
7:15	97	108			205	19:15	85	52			137
7:30	122	109			231	19:30	85	39			124
7:45	118	101			219	19:45	71	42			113
8:00	95	91			186	20:00	56	45			101
8:15	128	68			196	20:15	57	47			104
8:30	81	83			164	20:30	47	29			76
8:45	84	87			171	20:45	46	43			89
9:00	97	68			165	21:00	50	34			84
9:15	89	67			156	21:15	39	27			66
9:30	108	60			168	21:30	49	31			80
9:45	88	75			163	21:45	44	22			66
10:00	84	65			149	22:00	49	31			80
10:15	84	62			146	22:15	33	38			71
10:30	95	49			144	22:30	30	30			60
10:45	99	61			160	22:45	33	32			65
11:00	88	54			142	23:00	29	26			55
11:15	81	52			133	23:15	35	39			74
11:30	98	64			162	23:30	41	23			64
11:45	90	64			154	23:45	26	19			45
TOTALS	2452	2112	0	0	4564	TOTALS	4250	2937	0	0	7187
SPLIT %	54%	46%	0%	0%	39%	SPLIT %	59%	41%	0%	0%	61%

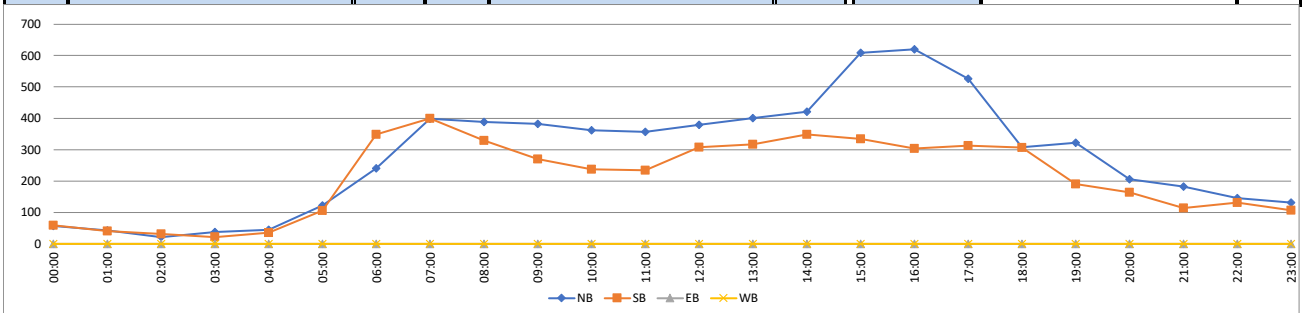
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	57	59			116
01:00	02:00	42	40			82
02:00	03:00	22	31			53
03:00	04:00	37	22			59
04:00	05:00	45	35			80
05:00	06:00	122	106			228
06:00	07:00	240	349			589
07:00	08:00	398	400			798
08:00	09:00	388	329			717
09:00	10:00	382	270			652
10:00	11:00	362	237			599
11:00	12:00	357	234			591
12:00	13:00	379	308			687
13:00	14:00	401	317			718
14:00	15:00	421	348			769
15:00	16:00	609	334			943
16:00	17:00	620	304			924
17:00	18:00	526	313			839
18:00	19:00	308	307			615
19:00	20:00	322	190			512
20:00	21:00	206	164			370
21:00	22:00	182	114			296
22:00	23:00	145	131			276
23:00	00:00	131	107			238

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2452	2112			4564
Peak Hour	7:30	7:15			7:15
Peak Volume	463	409			841
Peak Hour Factor	0.904	0.938			0.910
Peak Period	12:00	to	00:00		
Volume	4250	2937			7187
Peak Hour	15:30	13:30			15:15
Peak Volume	640	353			974
Peak Hour Factor	0.894	0.939			0.955
Peak Period	07:00	to	09:00		
Volume	786	729			1515
Peak Hour	7:30	7:15			7:15
Peak Volume	463	409			841
Peak Hour Factor	0.904	0.938			0.910
Peak Period	16:00	to	18:00		
Volume	1146	617			1763
Peak Hour	16:00	16:30			16:00
Peak Volume	620	319			924
Peak Hour Factor	0.896	0.906			0.885



Prepared by National Data & Surveying Services

CLASSIFICATION

Main St N/O Wyllys St/Jefferson St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_013

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	49	9	1	1	0	0	0	0	0	0	0	0	60	0	39	7	2	2	0	0	0	0	0	0	0	0	50	0	88	16	3	3	0	0	0	0	0	0	0	0	110
1:00	0	41	6	2	0	0	0	0	0	0	0	0	0	49	0	23	5	0	0	0	0	0	0	0	0	0	0	28	0	64	11	2	0	0	0	0	0	0	0	0	0	77
2:00	0	26	2	0	3	0	0	0	0	0	0	0	0	31	0	27	2	0	1	0	0	0	0	0	0	0	0	30	0	53	4	0	4	0	0	0	0	0	0	0	0	61
3:00	0	28	4	0	0	1	0	0	0	0	0	0	0	33	0	21	6	0	1	1	0	0	0	0	0	0	0	29	0	49	10	0	1	2	0	0	0	0	0	0	0	62
4:00	1	49	5	1	0	0	0	0	0	0	0	0	0	56	0	19	2	0	0	0	0	0	0	0	0	0	0	21	1	68	7	1	0	0	0	0	0	0	0	0	0	77
5:00	0	91	12	8	0	1	0	0	0	0	0	0	0	112	0	83	9	8	2	1	0	1	0	0	0	0	0	104	0	174	21	16	2	2	0	1	0	0	0	0	0	216
6:00	1	198	23	16	4	1	0	0	0	0	0	0	0	243	1	320	22	19	3	1	0	0	0	1	0	0	0	367	2	518	45	35	7	2	0	0	0	1	0	0	0	610
7:00	0	332	33	21	13	1	0	1	0	0	0	0	0	401	0	349	19	29	8	8	0	0	1	0	0	0	0	414	0	681	52	50	21	9	0	1	1	0	0	0	0	815
8:00	1	397	34	27	6	3	0	1	0	0	0	0	0	469	0	272	18	18	6	4	0	3	1	0	0	0	0	322	1	669	52	45	12	7	0	4	1	0	0	0	0	791
9:00	2	331	46	22	7	4	1	0	0	0	0	0	0	413	0	209	20	17	8	3	0	1	0	0	0	0	0	258	2	540	66	39	15	7	1	1	0	0	0	0	0	671
10:00	0	311	32	15	15	2	0	0	1	0	0	0	0	376	0	188	21	16	4	2	0	1	0	0	0	0	0	232	0	499	53	31	19	4	0	1	1	0	0	0	0	608
11:00	4	279	33	16	9	1	0	1	0	0	0	0	0	343	3	168	20	15	4	4	0	2	0	0	0	0	0	216	7	447	53	31	13	5	0	3	0	0	0	0	0	559
12:00	1	352	31	16	8	3	0	1	0	0	0	0	0	412	1	204	23	18	7	5	0	0	0	0	0	0	0	258	2	556	54	34	15	8	0	1	0	0	0	0	0	670
13:00	11	335	33	13	8	1	0	1	0	0	0	0	0	402	4	217	18	13	8	5	0	1	0	1	0	0	0	267	15	552	51	26	16	6	0	2	0	1	0	0	0	669
14:00	4	392	44	25	12	2	0	2	0	0	0	0	0	481	0	240	22	17	5	2	0	1	0	0	0	0	0	287	4	632	66	42	17	4	0	3	0	0	0	0	0	768
15:00	2	476	52	20	6	0	0	0	0	0	0	0	0	556	3	293	25	26	4	0	0	0	0	0	0	0	0	351	5	769	77	46	10	0	0	0	0	0	0	0	0	907
16:00	5	592	40	27	3	0	0	1	0	0	0	0	0	668	3	268	20	23	4	1	0	0	0	0	0	0	0	319	8	860	60	50	7	1	0	1	0	0	0	0	0	987
17:00	5	442	29	20	5	2	0	0	0	0	0	0	0	503	1	273	11	16	6	0	0	0	0	0	0	0	0	307	6	715	40	36	11	2	0	0	0	0	0	0	0	810
18:00	3	289	17	12	2	0	0	1	0	0	0	0	0	324	2	255	30	10	6	0	0	0	0	0	0	0	0	303	5	544	47	22	8	0	0	1	0	0	0	0	0	627
19:00	3	258	10	7	1	0	0	0	0	0	0	0	0	279	3	217	18	4	2	0	0	0	0	0	0	0	0	244	6	475	28	11	3	0	0	0	0	0	0	0	0	523
20:00	16	231	14	4	2	0	0	1	0	0	0	0	0	268	3	181	23	3	0	0	0	0	0	0	0	0	0	210	19	412	37	7	2	0	0	1	0	0	0	0	0	478
21:00	2	172	14	2	1	0	0	0	0	0	0	0	0	191	2	148	12	3	1	1	0	0	0	0	0	0	0	167	4	320	26	5	2	1	0	0	0	0	0	0	0	358
22:00	2	135	7	3	2	0	0	0	0	0	0	0	0	149	6	116	9	3	2	0	0	0	0	0	0	0	0	136	8	251	16	6	4	0	0	0	0	0	0	0	0	285
23:00	2	139	9	3	2	0	0	0	0	0	0	0	0	155	1	99	9	3	0	0	0	0	0	0	0	0	0	112	3	238	18	6	2	0	0	0	0	0	0	0	0	267
Totals	**65**	**5,945**	**539**	**281**	**110**	**22**	**1**	**10**	**1**	**0**	**0**	**0**	**0**	**6,974**	**33**	**4,229**	**371**	**263**	**84**	**38**	**0**	**10**	**2**	**2**	**0**	**0**	**0**	**5,032**	**98**	**10,174**	**910**	**544**	**194**	**60**	**1**	**20**	**3**	**2**	**0**	**0**	**0**	**12,006**
% of Totals	1%	85%	8%	4%	2%	0%	0%	0%	0%					100%	1%	84%	7%	5%	2%	1%		0%	0%	0%				100%	1%	85%	8%	5%	2%	0%	0%	0%	0%	0%				100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

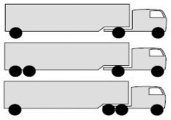
#3 2-Axle, 4-Tire Single Unit

#4 Buses

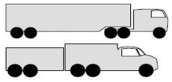
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00	12:00 - 24:00	07:00 - 09:00	16:00 - 18:00
NORTHBOUND #1	9	56	1	10
	0%	1%	0%	0%
	11:00	19:15	7:45	16:00
	4	18	1	5
#2	2132	3813	729	1034
	31%	55%	10%	15%
	7:45	16:00	7:45	16:00
	421	592	421	592
#3	239	300	67	69
	3%	4%	1%	1%
	9:15	15:15	7:30	16:00
	51	62	34	40
#4	129	152	48	47
	2%	2%	1%	1%
	8:00	15:45	8:00	16:00
	27	29	27	27
#5	58	52	19	8
	1%	1%	0%	0%
	9:15	14:00	7:00	17:00
	16	12	13	5
#6	14	8	4	2
	0%	0%	0%	0%
	7:30	12:00	7:30	16:45
	4	3	4	2
#7	1	0	0	0
	0%	0%	0%	0%
	8:15	12:00	7:00	16:00
	1	0	0	0
#8	3	7	2	1
	0%	0%	0%	0%
	11:15	13:45	7:00	16:00
	2	3	1	1
#9	1	0	0	0
	0%	0%	0%	0%
	9:15	12:00	7:00	16:00
	1	0	0	0
#10	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#11	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#12	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#13	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
Total	2586	4388	870	1171
	37%	63%	12%	17%
	7:45	16:00	7:45	16:00
	487	668	487	668
SOUTHBOUND #1	4	29	0	4
	0%	1%	0%	0%
	10:45	22:00	7:00	16:00
	3	6	0	3
#2	1718	2511	621	541
	34%	50%	12%	11%
	6:15	15:00	7:00	16:30
	366	293	349	274
#3	151	220	37	31
	3%	4%	1%	1%
	6:15	18:00	7:30	16:00
	25	30	20	20
#4	124	139	47	39
	2%	3%	1%	1%
	7:00	14:45	7:00	16:00
	29	30	29	23
#5	39	45	14	10
	1%	1%	0%	0%
	7:15	12:15	7:15	16:45
	10	9	10	8
#6	24	14	12	1
	0%	0%	0%	0%
	6:45	12:30	7:00	16:00
	8	7	7	1
#7	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#8	8	2	3	1
	0%	0%	0%	0%
	7:15	12:15	7:15	16:00
	3	1	3	0
#9	2	0	2	0
	0%	0%	0%	0%
	7:15	12:00	7:15	16:00
	2	1	2	0
#10	1	1	0	0
	0%	0%	0%	0%
	5:30	12:30	7:00	16:00
	1	0	0	0
#11	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#12	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#13	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
Total	2071	2961	736	626
	41%	59%	15%	12%
	6:30	15:00	7:00	16:30
	424	351	414	322
TOTALS #1	13	85	1	14
	0%	1%	0%	0%
	11:00	19:15	7:45	16:00
	7	22	1	5
#2	3850	6324	1350	1575
	32%	53%	11%	13%
	7:30	16:00	7:30	16:00
	740	860	740	860
#3	390	520	104	100
	3%	4%	1%	1%
	9:15	15:15	7:30	16:00
	69	89	54	60
#4	253	291	95	86
	2%	2%	1%	1%
	7:00	15:45	7:00	16:00
	50	52	50	50
#5	97	97	33	18
	1%	1%	0%	0%
	9:15	12:30	7:00	17:00
	22	17	21	11
#6	38	22	16	3
	0%	0%	0%	0%
	7:15	12:30	7:15	16:15
	10	9	10	2
#7	1	0	0	0
	0%	0%	0%	0%
	8:15	12:00	7:00	16:00
	1	0	0	0
#8	11	9	5	1
	0%	0%	0%	0%
	7:15	13:45	7:15	16:00
	4	4	4	1
#9	3	0	2	0
	0%	0%	0%	0%
	7:15	12:00	7:15	16:00
	2	1	2	0
#10	1	1	0	0
	0%	0%	0%	0%
	5:30	12:30	7:00	16:00
	1	0	0	0
#11	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#12	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#13	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
Total	4657	7349	1606	1797
	39%	61%	13%	15%
	7:30	15:45	7:30	16:00
	871	1001	871	987

Prepared by National Data & Surveying Services

CLASSIFICATION

Main St N/O Wyllys St/Jefferson St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_013

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS										Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	12	4	1	1	0	0	0	0	0	0	0	0	18	0	9	3	0	1	0	0	0	0	0	0	0	0	13	0	21	7	1	2	0	0	0	0	0	0	0	31
0:15	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	11	1	0	1	0	0	0	0	0	0	0	0	13	0	26	3	0	1	0	0	0	0	0	0	0	30
0:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	21	3	0	0	0	0	0	0	0	0	0	24
0:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	8	1	2	0	0	0	0	0	0	0	0	0	11	0	20	3	2	0	0	0	0	0	0	0	0	25
1:00	0	14	1	1	0	0	0	0	0	0	0	0	0	16	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	25	1	1	0	0	0	0	0	0	0	0	27
1:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	12	3	0	0	0	0	0	0	0	0	0	15
1:30	0	15	1	1	0	0	0	0	0	0	0	0	0	17	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	20	3	1	0	0	0	0	0	0	0	0	24
1:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	7	4	0	0	0	0	0	0	0	0	0	11
2:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11	0	14	1	0	1	0	0	0	0	0	0	0	0	16	0	23	2	0	2	0	0	0	0	0	0	0	27
2:15	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	0	0	1	0	0	0	0	0	0	0	9
2:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	11	2	0	0	0	0	0	0	0	0	0	13
2:45	0	6	0	0	1	0	0	0	0	0	0	0	0	7	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	0	0	1	0	0	0	0	0	0	0	12
3:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	11	3	0	0	0	0	0	0	0	0	0	14
3:15	0	4	2	0	0	1	0	0	0	0	0	0	0	7	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	8	3	0	0	1	0	0	0	0	0	0	12
3:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	5	1	0	0	1	0	0	0	0	0	0	0	7	0	11	1	0	0	1	0	0	0	0	0	0	13
3:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	7	2	0	1	0	0	0	0	0	0	0	0	10	0	19	3	0	1	0	0	0	0	0	0	0	23
4:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	12	2	0	0	0	0	0	0	0	0	0	14
4:15	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	20	1	0	0	0	0	0	0	0	0	0	21
4:30	1	13	1	0	0	0	0	0	0	0	0	0	0	15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	1	17	1	0	0	0	0	0	0	0	0	0	19
4:45	0	13	2	1	0	0	0	0	0	0	0	0	0	16	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	19	3	1	0	0	0	0	0	0	0	0	23
5:00	0	12	2	1	0	0	0	0	0	0	0	0	0	15	0	9	2	2	1	0	0	0	0	0	0	0	0	14	0	21	4	3	1	0	0	0	0	0	0	0	29
5:15	0	16	4	2	0	0	0	0	0	0	0	0	0	22	0	17	1	1	0	0	0	0	0	0	0	0	0	19	0	33	5	3	0	0	0	0	0	0	0	0	41
5:30	0	33	1	2	0	0	0	0	0	0	0	0	0	36	0	24	2	3	0	0	0	0	0	0	0	0	0	29	0	57	3	5	0	0	0	0	0	0	0	0	65
5:45	0	30	5	3	0	1	0	0	0	0	0	0	0	39	0	33	4	2	1	1	0	1	0	0	0	0	0	42	0	63	9	5	1	2	0	1	0	0	0	0	81
6:00	0	32	2	4	0	0	0	0	0	0	0	0	0	38	1	47	3	4	0	0	0	0	0	0	0	0	0	55	1	79	5	8	0	0	0	0	0	0	0	0	93
6:15	0	41	7	4	2	1	0	0	0	0	0	0	0	55	0	67	5	6	1	1	0	0	0	1	0	0	0	81	0	108	12	10	3	2	0	0	0	1	0	0	136
6:30	0	59	5	6	1	0	0	0	0	0	0	0	0	71	0	108	6	4	1	0	0	0	0	0	0	0	0	119	0	167	11	10	2	0	0	0	0	0	0	0	190
6:45	1	66	9	2	1	0	0	0	0	0	0	0	0	79	0	98	8	5	1	0	0	0	0	0	0	0	0	112	1	164	17	7	2	0	0	0	0	0	0	0	191
7:00	0	56	6	7	5	0	0	0	0	0	0	0	0	74	0	93	6	9	2	1	0	0	0	0	0	0	0	111	0	149	12	16	7	1	0	0	0	0	0	0	185
7:15	0	72	8	7	2	0	0	0	0	0	0	0	0	89	0	66	4	5	2	4	0	0	1	0	0	0	0	82	0	138	12	12	4	4	0	0	1	0	0	0	171
7:30	0	95	11	4	4	1	0	1	0	0	0	0	0	116	0	93	6	8	3	3	0	0	0	0	0	0	0	113	0	188	17	12	7	4	0	1	0	0	0	0	229
7:45	0	109	8	3	2	0	0	0	0	0	0	0	0	122	0	97	3	7	1	0	0	0	0	0	0	0	0	108	0	206	11	10	3	0	0	0	0	0	0	0	230
8:00	0	89	6	6	2	1	0	0	0	0	0	0	0	104	0	71	5	1	4	1	0	3	1	0	0	0	0	86	0	160	11	7	6	2	0	3	1	0	0	0	190
8:15	0	122	9	8	3	2	0	0	0	0	0	0	0	144	0	64	6	6	1	1	0	0	0	0	0	0	0	78	0	186	15	14	4	3	0	0	0	0	0	0	222
8:30	1	101	8	5	1	0	0	1	0	0	0	0	0	117	0	63	4	6	1	1	0	0	0	0	0	0	0	75	1	164	12	11	2	1	0	1	0	0	0	0	192
8:45	0	85	11	8	0	0	0	0	0	0	0	0	0	104	0	74	3	5	0	1	0	0	0	0	0	0	0	83	0	159	14	13	0	1	0	0	0	0	0	0	187
9:00	1	95	9	5	0	0	1	0	0	0	0	0	0	111	0	62	8	4	3	0	0	0	0	0	0	0	0	77	1	157	17	9	3	0	1	0	0	0	0	0	188
9:15	0	63	11	7	1	3	0	0	0	0	0	0	0	85	0	50	2	4	2	1	0	1	0	0	0	0	0	60	0	113	13	11	3	4	0	1	0	0	0	0	145
9:30	0	87	17	4	1	0	0	0	0	0	0	0	0	109	0	52	7	4	2	1	0	0	0	0	0	0	0	66	0	139	24	8	3	1	0	0	0	0	0	0	175
9:45	1	86	9	6	5	1	0	0	0	0	0	0	0	108	0	45	3	5	1	1	0	0	0	0	0	0	0	55	1	131	12	11	6	2	0	0	0	0	0	0	163
10:00	0	87	14	4	9	0	0	0	1	0	0	0	0	115	0	52	6	5	1	0	0	0	0	0	0	0	0	64	0	139	20	9	10	0	0	0	1	0	0	0	179
10:15	0	65	7	5	1	2	0	0	0	0	0	0	0	80	0	59	5	2	0	1	0	1	0	0	0	0	0	68	0	124	12	7	1	3	0	1	0	0	0	0	148
10:30	0	73	5	2	0	0	0	0	0	0	0	0	0	80	0	37	7	4	1	0	0	0	0	0	0	0	0	49	0	110	12	6	1	0	0	0	0	0	0	0	129
10:45	0	86	6	4	5	0	0	0	0	0	0	0	0	101	0	40	3	5	2	1	0	0	0	0	0	0	0	51	0	126	9	9	7	1	0	0	0	0	0	0	152
11:00	1	65	10	2	3	0	0	0	0	0	0	0	0	81	0	49	5	5	2	0	0	1	0	0	0	0	0	62	1	114	15	7	5	0	0	1	0	0	0	0	143
11:15	0	61	9	6	2	1	0	0	0	0	0	0	0	79	0	45	3	3	1	2	0	0	0	0	0	0	0	54	0	106	12	9	3	3	0	0	0	0	0	0	133
11:30	2	56	7	4	2	0	0	1	0	0	0	0	0	72	3	30	6	3	1	0	0	1	0	0	0	0	0	44	5	86	13	7	3	0	0	2	0	0	0	0	116
11:45	1	97	7	4	2	0	0	0	0	0	0	0	0	111	0	44	6	4	0	2	0	0	0	0	0	0	0	56	1	141	13	8	2	2	0	0	0	0	0	0	167

Prepared by National Data & Surveying Services

CLASSIFICATION

Main St N/O Wyllys St/Jefferson St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_013

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS										Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	94	7	3	3	0	0	1	0	0	0	0	0	108	0	49	5	3	1	1	0	0	0	0	0	0	0	59	0	143	12	6	4	1	0	1	0	0	0	0	0	167
12:15	1	85	9	5	1	2	0	0	0	0	0	0	0	103	0	61	3	4	1	1	0	0	0	0	0	0	0	70	1	146	12	9	2	3	0	0	0	0	0	0	0	173
12:30	0	92	10	3	2	0	0	0	0	0	0	0	0	107	1	52	7	5	3	2	0	0	0	0	0	0	0	70	1	144	17	8	5	2	0	0	0	0	0	0	0	177
12:45	0	81	5	5	2	1	0	0	0	0	0	0	0	94	0	42	8	6	2	1	0	0	0	0	0	0	0	59	0	123	13	11	4	2	0	0	0	0	0	0	0	153
13:00	3	92	6	3	2	0	0	0	0	0	0	0	0	106	1	44	4	4	3	1	0	1	0	0	0	0	0	58	4	136	10	7	5	1	0	1	0	0	0	0	0	164
13:15	3	79	11	5	3	1	0	0	0	0	0	0	0	102	2	48	1	2	0	3	0	0	0	1	0	0	0	57	5	127	12	7	3	4	0	0	0	1	0	0	0	159
13:30	3	85	7	2	1	0	0	0	0	0	0	0	0	98	0	56	7	4	2	1	0	0	0	0	0	0	0	70	3	141	14	6	3	1	0	0	0	0	0	0	0	168
13:45	2	79	9	3	2	0	0	1	0	0	0	0	0	96	1	69	6	3	3	0	0	0	0	0	0	0	0	82	3	148	15	6	5	0	0	1	0	0	0	0	0	178
14:00	2	74	14	6	1	0	0	1	0	0	0	0	0	98	0	67	4	3	0	0	0	0	0	0	0	0	0	74	2	141	18	9	1	0	0	1	0	0	0	0	0	172
14:15	0	74	8	4	3	0	0	0	0	0	0	0	0	89	0	68	5	3	4	1	0	0	0	0	0	0	0	81	0	142	13	7	7	1	0	0	0	0	0	0	0	170
14:30	1	123	9	6	4	2	0	1	0	0	0	0	0	146	0	53	8	3	0	0	0	1	0	0	0	0	0	65	1	176	17	9	4	2	0	2	0	0	0	0	0	211
14:45	1	121	13	9	4	0	0	0	0	0	0	0	0	148	0	52	5	8	1	1	0	0	0	0	0	0	0	67	1	173	18	17	5	1	0	0	0	0	0	0	0	215
15:00	0	109	5	5	1	0	0	0	0	0	0	0	0	120	0	80	4	9	0	0	0	0	0	0	0	0	0	93	0	189	9	14	1	0	0	0	0	0	0	0	0	213
15:15	0	102	14	5	2	0	0	0	0	0	0	0	0	123	0	75	7	6	1	0	0	0	0	0	0	0	0	89	0	177	21	11	3	0	0	0	0	0	0	0	0	212
15:30	1	137	15	2	2	0	0	0	0	0	0	0	0	157	1	66	6	7	2	0	0	0	0	0	0	0	0	82	2	203	21	9	4	0	0	0	0	0	0	0	0	239
15:45	1	128	18	8	1	0	0	0	0	0	0	0	0	156	2	72	8	4	1	0	0	0	0	0	0	0	0	87	3	200	26	12	2	0	0	0	0	0	0	0	0	243
16:00	1	156	15	7	3	0	0	0	0	0	0	0	0	182	0	66	6	7	1	0	0	0	0	0	0	0	0	80	1	222	21	14	4	0	0	0	0	0	0	0	0	262
16:15	3	113	13	4	0	0	0	1	0	0	0	0	0	134	1	77	2	4	0	1	0	0	0	0	0	0	0	85	4	190	15	8	0	1	0	1	0	0	0	0	0	219
16:30	1	175	9	10	0	0	0	0	0	0	0	0	0	195	1	66	6	8	1	0	0	0	0	0	0	0	0	82	2	241	15	18	1	0	0	0	0	0	0	0	0	277
16:45	0	148	3	6	0	0	0	0	0	0	0	0	0	157	1	59	6	4	2	0	0	0	0	0	0	0	0	72	1	207	9	10	2	0	0	0	0	0	0	0	0	229
17:00	1	107	9	5	0	1	0	0	0	0	0	0	0	123	0	66	4	5	1	0	0	0	0	0	0	0	0	76	1	173	13	10	1	1	0	0	0	0	0	0	0	199
17:15	1	121	8	4	0	0	0	0	0	0	0	0	0	134	0	83	2	4	3	0	0	0	0	0	0	0	0	92	1	204	10	8	3	0	0	0	0	0	0	0	0	226
17:30	3	113	5	6	2	1	0	0	0	0	0	0	0	130	1	57	2	3	2	0	0	0	0	0	0	0	0	65	4	170	7	9	4	1	0	0	0	0	0	0	0	195
17:45	0	101	7	5	3	0	0	0	0	0	0	0	0	116	0	67	3	4	0	0	0	0	0	0	0	0	0	74	0	168	10	9	3	0	0	0	0	0	0	0	0	190
18:00	2	69	3	3	0	0	0	0	0	0	0	0	0	77	0	58	7	4	1	0	0	0	0	0	0	0	0	70	2	127	10	7	1	0	0	0	0	0	0	0	0	147
18:15	1	71	4	5	0	0	0	0	0	0	0	0	0	81	0	61	6	3	4	0	0	0	0	0	0	0	0	74	1	132	10	8	4	0	0	0	0	0	0	0	0	155
18:30	0	68	7	4	0	0	0	1	0	0	0	0	0	80	1	81	8	1	0	0	0	0	0	0	0	0	0	91	1	149	15	5	0	0	0	1	0	0	0	0	0	171
18:45	0	81	3	0	2	0	0	0	0	0	0	0	0	86	1	55	9	2	1	0	0	0	0	0	0	0	0	68	1	136	12	2	3	0	0	0	0	0	0	0	0	154
19:00	1	89	4	2	0	0	0	0	0	0	0	0	0	96	0	62	4	0	0	0	0	0	0	0	0	0	0	66	1	151	8	2	0	0	0	0	0	0	0	0	0	162
19:15	1	76	1	2	0	0	0	0	0	0	0	0	0	80	1	47	5	3	1	0	0	0	0	0	0	0	0	57	2	123	6	5	1	0	0	0	0	0	0	0	0	137
19:30	1	69	3	0	1	0	0	0	0	0	0	0	0	74	1	56	2	1	1	0	0	0	0	0	0	0	0	61	2	125	5	1	2	0	0	0	0	0	0	0	0	135
19:45	0	24	2	3	0	0	0	0	0	0	0	0	0	29	1	52	7	0	0	0	0	0	0	0	0	0	0	60	1	76	9	3	0	0	0	0	0	0	0	0	0	89
20:00	16	65	0	3	1	0	0	0	0	0	0	0	0	85	1	56	9	0	0	0	0	0	0	0	0	0	0	66	17	121	9	3	1	0	0	0	0	0	0	0	0	151
20:15	0	62	7	0	1	0	0	0	0	0	0	0	0	70	0	44	5	3	0	0	0	0	0	0	0	0	0	52	0	106	12	3	1	0	0	0	0	0	0	0	0	122
20:30	0	58	4	1	0	0	0	0	0	0	0	0	0	63	0	48	3	0	0	0	0	0	0	0	0	0	0	51	0	106	7	1	0	0	0	0	0	0	0	0	0	114
20:45	0	46	3	0	0	0	0	1	0	0	0	0	0	50	2	33	6	0	0	0	0	0	0	0	0	0	0	41	2	79	9	0	0	0	0	1	0	0	0	0	0	91
21:00	1	47	2	1	0	0	0	0	0	0	0	0	0	51	2	53	1	0	0	1	0	0	0	0	0	0	0	57	3	100	3	1	0	1	0	0	0	0	0	0	0	108
21:15	1	50	4	1	0	0	0	0	0	0	0	0	0	56	0	32	4	2	0	0	0	0	0	0	0	0	0	38	1	82	8	3	0	0	0	0	0	0	0	0	0	94
21:30	0	42	3	0	0	0	0	0	0	0	0	0	0	45	0	37	2	1	1	0	0	0	0	0	0	0	0	41	0	79	5	1	1	0	0	0	0	0	0	0	0	86
21:45	0	33	5	0	1	0	0	0	0	0	0	0	0	39	0	26	5	0	0	0	0	0	0	0	0	0	0	31	0	59	10	0	1	0	0	0	0	0	0	0	0	70
22:00	0	37	0	0	0	0	0	0	0	0	0	0	0	37	1	31	4	0	0	0	0	0	0	0	0	0	0	36	1	68	4	0	0	0	0	0	0	0	0	0	0	73
22:15	1	36	4	1	0	0	0	0	0	0	0	0	0	42	1	27	2	0	0	0	0	0	0	0	0	0	0	30	2	63	6	1	0	0	0	0	0	0	0	0	0	72
22:30	1	29	3	2	1	0	0	0	0	0	0	0	0	36	1	31	1	0	2	0	0	0	0	0	0	0	0	35	2	60	4	2	3	0	0	0	0	0	0	0	0	71
22:45	0	33	0	0	1	0	0	0	0	0	0	0	0	34	3	27	2	3	0	0	0	0	0	0	0	0	0	35	3	60	2	3	1	0	0	0	0	0	0	0	0	69
23:00	1	34	1	0	0	0	0	0	0	0	0	0	0	36	1	29	1	0	0	0	0	0	0	0	0	0	0	31	2	63	2	0	0	0	0	0	0	0	0	0	0	67
23:15	1	39	3	0	1	0	0	0	0	0	0	0	0	44	0	29	5	0	0	0	0	0	0	0	0	0	0	34	1	68	8	0	1	0	0	0	0	0	0	0	0	78
23:30	0	41	1	3	0	0	0	0	0	0	0	0	0	45	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	57	2	3	0	0	0	0	0	0	0	0	0	62
23:45	0	25	4	0	1	0	0	0	0	0	0	0	0	30	0	25	2	3	0	0	0	0	0	0	0	0	0	30	0	50	6	3	1	0	0	0	0	0	0	0	0	60
Totals	65	5,945	539	281	110	22	1	10	1	0	0	0	0	6,974	33	4,229	371	263	84	38	0	10	2	2	0	0	0	5,032	98	10,174	910	544	194	60	1	20	3	2	0	0	0	12,006
% of Totals	1%	85%	8%	4%	2%	0%	0%	0%	0%					100%	1%	84%	7%	5%	2%	1%		0%	0%	0%				100%	1%	85%	8%	5%	2%	0%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

VOLUME

Main St N/O Wyllys St/Jefferson St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_013

DAILY TOTALS	NB	SB	EB	WB	Total
	6,974	5,032	0	0	12,006

DAILY TOTALS

15-Minutes Interval

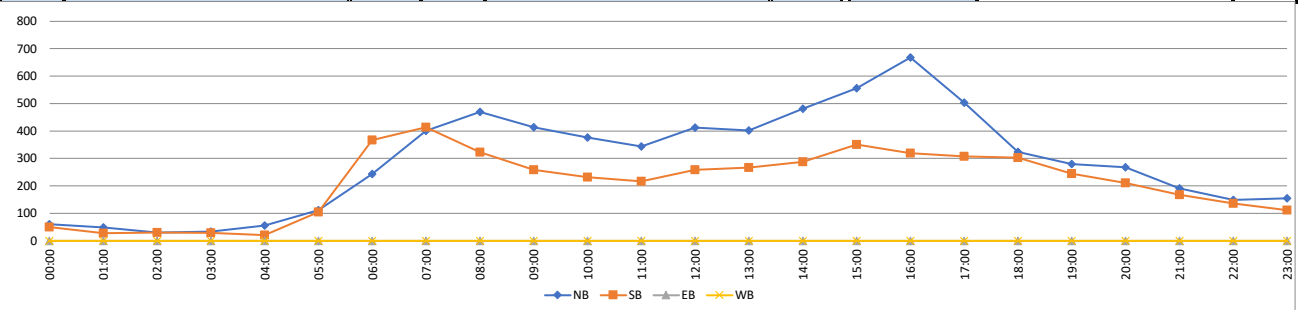
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	18	13			31	12:00	108	59			167
0:15	17	13			30	12:15	103	70			173
0:30	11	13			24	12:30	107	70			177
0:45	14	11			25	12:45	94	59			153
1:00	16	11			27	13:00	106	58			164
1:15	8	7			15	13:15	102	57			159
1:30	17	7			24	13:30	98	70			168
1:45	8	3			11	13:45	96	82			178
2:00	11	16			27	14:00	98	74			172
2:15	5	4			9	14:15	89	81			170
2:30	8	5			13	14:30	146	65			211
2:45	7	5			12	14:45	148	67			215
3:00	7	7			14	15:00	120	93			213
3:15	7	5			12	15:15	123	89			212
3:30	6	7			13	15:30	157	82			239
3:45	13	10			23	15:45	156	87			243
4:00	9	5			14	16:00	182	80			262
4:15	16	5			21	16:15	134	85			219
4:30	15	4			19	16:30	195	82			277
4:45	16	7			23	16:45	157	72			229
5:00	15	14			29	17:00	123	76			199
5:15	22	19			41	17:15	134	92			226
5:30	36	29			65	17:30	130	65			195
5:45	39	42			81	17:45	116	74			190
6:00	38	55			93	18:00	77	70			147
6:15	55	81			136	18:15	81	74			155
6:30	71	119			190	18:30	80	91			171
6:45	79	112			191	18:45	86	68			154
7:00	74	111			185	19:00	96	66			162
7:15	89	82			171	19:15	80	57			137
7:30	116	113			229	19:30	74	61			135
7:45	122	108			230	19:45	29	60			89
8:00	104	86			190	20:00	85	66			151
8:15	144	78			222	20:15	70	52			122
8:30	117	75			192	20:30	63	51			114
8:45	104	83			187	20:45	50	41			91
9:00	111	77			188	21:00	51	57			108
9:15	85	60			145	21:15	56	38			94
9:30	109	66			175	21:30	45	41			86
9:45	108	55			163	21:45	39	31			70
10:00	115	64			179	22:00	37	36			73
10:15	80	68			148	22:15	42	30			72
10:30	80	49			129	22:30	36	35			71
10:45	101	51			152	22:45	34	35			69
11:00	81	62			143	23:00	36	31			67
11:15	79	54			133	23:15	44	34			78
11:30	72	44			116	23:30	45	17			62
11:45	111	56			167	23:45	30	30			60
TOTALS	2586	2071	0	0	4657	TOTALS	4388	2961	0	0	7349
SPLIT %	56%	44%	0%	0%	39%	SPLIT %	60%	40%	0%	0%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	60	50			110
01:00	02:00	49	28			77
02:00	03:00	31	30			61
03:00	04:00	33	29			62
04:00	05:00	56	21			77
05:00	06:00	112	104			216
06:00	07:00	243	367			610
07:00	08:00	401	414			815
08:00	09:00	469	322			791
09:00	10:00	413	258			671
10:00	11:00	376	232			608
11:00	12:00	343	216			559
12:00	13:00	412	258			670
13:00	14:00	402	267			669
14:00	15:00	481	287			768
15:00	16:00	556	351			907
16:00	17:00	668	319			987
17:00	18:00	503	307			810
18:00	19:00	324	303			627
19:00	20:00	279	244			523
20:00	21:00	268	210			478
21:00	22:00	191	167			358
22:00	23:00	149	136			285
23:00	00:00	155	112			267

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2586	2071			4657
Peak Hour	7:45	6:30			7:30
Peak Volume	487	424			871
Peak Hour Factor	0.845	0.891			0.947
Peak Period	12:00	to	00:00		
Volume	4388	2961			7349
Peak Hour	16:00	15:00			15:45
Peak Volume	668	351			1001
Peak Hour Factor	0.856	0.944			0.903
Peak Period	07:00	to	09:00		
Volume	870	736			1606
Peak Hour	7:45	7:00			7:30
Peak Volume	487	414			871
Peak Hour Factor	0.845	0.916			0.947
Peak Period	16:00	to	18:00		
Volume	1171	626			1797
Peak Hour	16:00	16:30			16:00
Peak Volume	668	322			987
Peak Hour Factor	0.856	0.875			0.891



Jefferson St W/O Main St/Maple Ave

Averaged Counts

TIME		Tues			Wed			Ave		
		EB	WB	TOTAL	EB	WB	TOTAL	EB	WB	Total
00:00	01:00	43	31	**74**	45	30	**75**	44	30.5	**75**
01:00	02:00	32	27	**59**	24	17	**41**	28	22	**50**
02:00	03:00	25	32	**57**	20	23	**43**	22.5	27.5	**50**
03:00	04:00	23	23	**46**	17	15	**32**	20	19	**39**
04:00	05:00	34	34	**68**	28	29	**57**	31	31.5	**63**
05:00	06:00	85	110	**195**	76	111	**187**	80.5	110.5	**191**
06:00	07:00	218	347	**565**	183	359	**542**	200.5	353	**554**
07:00	08:00	249	335	**584**	288	352	**640**	268.5	343.5	**612**
08:00	09:00	232	354	**586**	248	268	**516**	240	311	**551**
09:00	10:00	213	291	**504**	241	267	**508**	227	279	**506**
10:00	11:00	242	304	**546**	249	205	**454**	245.5	254.5	**500**
11:00	12:00	243	248	**491**	246	208	**454**	244.5	228	**473**
12:00	13:00	71	317	**388**	254	219	**473**	254	219	**473**
13:00	14:00	9	294	**303**	302	226	**528**	302	226	**528**
14:00	15:00	117	263	**380**	304	228	**532**	304	228	**532**
15:00	16:00	431	312	**743**	450	288	**738**	440.5	300	**741**
16:00	17:00	444	270	**714**	492	278	**770**	468	274	**742**
17:00	18:00	364	283	**647**	389	317	**706**	376.5	300	**677**
18:00	19:00	319	213	**532**	277	261	**538**	298	237	**535**
19:00	20:00	262	149	**411**	231	170	**401**	246.5	159.5	**406**
20:00	21:00	181	98	**279**	198	106	**304**	189.5	102	**292**
21:00	22:00	113	96	**209**	119	91	**210**	116	93.5	**210**
22:00	23:00	102	77	**179**	113	91	**204**	107.5	84	**192**
23:00	00:00	102	64	**166**	114	63	**177**	108	63.5	**172**

Prepared by National Data & Surveying Services

CLASSIFICATION

Jefferson St W/O Main St/Maple Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_014

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	39	1	0	1	2	0	0	0	0	0	0	0	**43**	0	26	2	1	1	0	1	0	0	0	0	0	0	**31**	0	65	3	1	2	2	1	0	0	0	0	0	0	**74**
1:00	0	29	1	1	0	0	0	1	0	0	0	0	0	**32**	0	25	2	0	0	0	0	0	0	0	0	0	0	**27**	0	54	3	1	0	0	0	1	0	0	0	0	0	**59**
2:00	0	22	1	0	1	1	0	0	0	0	0	0	0	**25**	0	29	2	0	1	0	0	0	0	0	0	0	0	**32**	0	51	3	0	2	1	0	0	0	0	0	0	0	**57**
3:00	0	20	2	0	0	1	0	0	0	0	0	0	0	**23**	0	21	0	0	1	1	0	0	0	0	0	0	0	**23**	0	41	2	0	1	2	0	0	0	0	0	0	0	**46**
4:00	0	27	2	1	1	3	0	0	0	0	0	0	0	**34**	0	26	4	0	1	3	0	0	0	0	0	0	0	**34**	0	53	6	1	2	6	0	0	0	0	0	0	0	**68**
5:00	0	73	9	2	0	0	0	0	0	0	0	0	0	**84**	0	66	6	3	2	1	0	1	0	0	0	0	0	**79**	0	139	15	5	2	1	0	1	0	0	0	0	0	**163**
6:00	0	184	22	5	3	2	0	0	0	0	0	0	0	**216**	0	194	14	5	2	0	0	0	0	0	0	0	0	**215**	0	378	36	10	5	2	0	0	0	0	0	0	0	**431**
7:00	0	211	24	4	5	3	0	0	0	0	0	0	0	**247**	0	228	12	7	5	0	0	0	0	0	0	0	0	**252**	0	439	36	11	10	3	0	0	0	0	0	0	0	**499**
8:00	0	196	23	4	2	1	0	0	0	0	0	0	0	**226**	0	318	19	5	7	3	0	2	0	0	0	0	0	**354**	0	514	42	9	9	4	0	2	0	0	0	0	0	**580**
9:00	0	178	17	11	6	1	0	0	0	0	0	0	0	**213**	0	255	23	4	8	1	0	0	0	0	0	0	0	**291**	0	433	40	15	14	2	0	0	0	0	0	0	0	**504**
10:00	0	205	18	8	6	1	0	1	3	0	0	0	0	**242**	1	271	13	3	12	2	0	1	1	0	0	0	0	**304**	1	476	31	11	18	3	0	2	4	0	0	0	0	**546**
11:00	0	196	25	6	13	1	0	0	2	0	0	0	0	**243**	0	209	23	5	8	1	0	0	2	0	0	0	0	**248**	0	405	48	11	21	2	0	0	4	0	0	0	0	**491**
12:00	0	59	10	1	1	0	0	0	0	0	0	0	0	**71**	0	285	18	4	8	1	0	1	0	0	0	0	0	**317**	0	344	28	5	9	1	0	1	0	0	0	0	0	**388**
13:00	0	6	1	0	2	0	0	0	0	0	0	0	0	**9**	1	262	17	5	4	1	0	3	1	0	0	0	0	**294**	1	268	18	5	6	1	0	3	1	0	0	0	0	**303**
14:00	0	97	12	2	2	2	0	0	0	0	0	0	0	**115**	1	227	17	10	6	2	0	0	0	0	0	0	0	**263**	1	324	29	12	8	4	0	0	0	0	0	0	0	**378**
15:00	0	371	36	6	5	3	0	0	0	0	0	0	0	**421**	0	277	21	7	6	1	0	0	0	0	0	0	0	**312**	0	648	57	13	11	4	0	0	0	0	0	0	0	**733**
16:00	0	383	35	1	7	3	0	0	0	0	0	0	0	**429**	0	237	18	12	3	0	0	0	0	0	0	0	0	**270**	0	620	53	13	10	3	0	0	0	0	0	0	0	**699**
17:00	0	314	26	8	5	5	0	0	0	0	0	0	0	**358**	0	257	22	2	2	0	0	0	0	0	0	0	0	**283**	0	571	48	10	7	5	0	0	0	0	0	0	0	**641**
18:00	0	289	17	6	6	1	0	0	0	0	0	0	0	**319**	0	199	9	2	2	0	0	0	1	0	0	0	0	**213**	0	488	26	8	8	1	0	0	1	0	0	0	0	**532**
19:00	0	231	21	4	4	2	0	0	0	0	0	0	0	**262**	0	133	15	1	0	0	0	0	0	0	0	0	0	**149**	0	364	36	5	4	2	0	0	0	0	0	0	0	**411**
20:00	0	160	15	4	0	2	0	0	0	0	0	0	0	**181**	0	90	7	1	0	0	0	0	0	0	0	0	0	**98**	0	250	22	5	0	2	0	0	0	0	0	0	0	**279**
21:00	0	98	10	1	1	3	0	0	0	0	0	0	0	**113**	1	82	10	0	2	1	0	0	0	0	0	0	0	**96**	1	180	20	1	3	4	0	0	0	0	0	0	0	**209**
22:00	1	89	9	0	1	2	0	0	0	0	0	0	0	**102**	0	71	4	1	1	0	0	0	0	0	0	0	0	**77**	1	160	13	1	2	2	0	0	0	0	0	0	0	**179**
23:00	1	92	7	1	0	1	0	0	0	0	0	0	0	**102**	0	61	3	0	0	0	0	0	0	0	0	0	0	**64**	1	153	10	1	0	1	0	0	0	0	0	0	0	**166**
Totals	**2**	**3,569**	**344**	**76**	**72**	**40**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**4,110**	**4**	**3,849**	**281**	**78**	**82**	**18**	**1**	**8**	**5**	**0**	**0**	**0**	**0**	**4,326**	**6**	**7,418**	**625**	**154**	**154**	**58**	**1**	**10**	**10**	**0**	**0**	**0**	**0**	**8,436**
% of Totals	0%	87%	8%	2%	2%	1%		0%	0%					**100%**	0%	89%	6%	2%	2%	0%	0%	0%	0%					**100%**	0%	88%	7%	2%	2%	1%	0%	0%	0%					**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

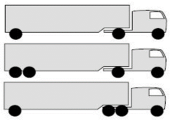
#3 2-Axle, 4-Tire Single Unit

#4 Buses

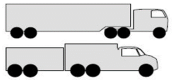
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	1380	145	42	38	16	0	2	5	0	0	0	0	**1628**	1	1668	120	33	48	12	1	4	3	0	0	0	0	**1890**	1	3048	265	75	86	28	1	6	8	0	0	0	0	**3518**
%	0%	34%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**40%**	0%	39%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**44%**	0%	36%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**42%**
Peak Hour	0:00	7:15	11:15	9:00	10:30	3:30	0:00	0:15	10:15	0:00	0:00	0:00	0:00	**11:15**	10:00	8:00	9:00	6:45	10:30	4:00	0:00	8:00	10:30	0:00	0:00	0:00	0:00	**8:00**	10:00	7:45	11:15	9:15	10:30	4:00	0:00	8:00	10:15	0:00	0:00	0:00	0:00	**7:45**
Peak Volume	0	222	29	11	14	3	0	1	4	0	0	0	0	**267**	1	318	23	7	13	3	1	2	2	0	0	0	0	**354**	1	521	50	16	27	6	1	2	5	0	0	0	0	**589**
12:00 - 24:00	2	2189	199	34	34	24	0	0	0	0	0	0	0	**2482**	3	2181	161	45	34	6	0	4	2	0	0	0	0	**2436**	5	4370	360	79	68	30	0	4	2	0	0	0	0	**4918**
%	0%	53%	5%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	**60%**	0%	50%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**56%**	0%	52%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**58%**
Peak Hour	22:15	16:00	15:15	17:15	16:15	17:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**16:00**	12:45	12:00	15:30	15:45	14:30	12:30	12:00	13:00	12:45	12:00	12:00	12:00	12:00	**12:00**	22:15	15:00	15:15	15:15	14:30	14:45	12:00	13:00	12:45	12:00	12:00	12:00	12:00	**15:00**
Peak Volume	2	383	38	9	9	5	0	0	0	0	0	0	0	**429**	1	285	23	13	9	2	0	3	1	0	0	0	0	**317**	2	648	59	17	14	5	0	3	1	0	0	0	0	**733**
07:00 - 09:00	0	407	47	8	7	4	0	0	0	0	0	0	0	**473**	0	546	31	12	12	3	0	2	0	0	0	0	0	**606**	0	953	78	20	19	7	0	2	0	0	0	0	0	**1079**
%	0%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**12%**	0%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**14%**	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**
Peak Hour	7:00	7:15	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:15**	7:00	8:00	8:00	7:00	7:15	7:30	7:00	8:00	7:00	7:00	7:00	7:00	7:00	**8:00**	7:00	7:45	8:00	7:15	7:15	7:30	7:00	8:00	7:00	7:00	7:00	7:00	7:00	**7:45**
Peak Volume	0	222	25	5	5	3	0	0	0	0	0	0	0	**259**	0	318	19	7	9	3	0	2	0	0	0	0	0	**354**	0	521	42	12	13	6	0	2	0	0	0	0	0	**589**
16:00 - 18:00	0	697	61	9	12	8	0	0	0	0	0	0	0	**787**	0	494	40	14	5	0	0	0	0	0	0	0	0	**553**	0	1191	101	23	17	8	0	0	0	0	0	0	0	**1340**
%	0%	17%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**19%**	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**	0%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**16%**
Peak Hour	16:00	16:00	16:00	17:00	16:15	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**	16:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**17:00**	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**
Peak Volume	0	383	35	8	9	5	0	0	0	0	0	0	0	**429**	0	257	22	12	3	0	0	0	0	0	0	0	0	**283**	0	620	53	13	10	5	0	0	0	0	0	0	0	**699**

Prepared by National Data & Surveying Services

CLASSIFICATION

Jefferson St W/O Main St/Maple Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_014

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	11	0	0	1	1	0	0	0	0	0	0	0	13	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	24	1	0	1	1	0	0	0	0	0	0	0	27
0:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	12	1	0	0	0	0	0	0	0	0	0	0	13
0:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	14	1	0	0	0	0	0	0	0	0	0	0	15
0:45	0	9	0	0	0	1	0	0	0	0	0	0	0	10	0	6	0	1	1	0	1	0	0	0	0	0	0	9	0	15	0	1	1	1	1	0	0	0	0	0	0	19
1:00	0	11	0	0	0	0	0	1	0	0	0	0	0	12	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	21	1	0	0	0	0	1	0	0	0	0	0	23
1:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	11	0	0	0	0	0	0	0	0	0	0	0	11
1:30	0	8	1	1	0	0	0	0	0	0	0	0	0	10	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	12	2	1	0	0	0	0	0	0	0	0	0	15
1:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	10	0	0	0	0	0	0	0	0	0	0	0	10
2:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	12	0	0	0	0	0	0	0	0	0	0	0	12
2:15	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	11	0	0	1	0	0	0	0	0	0	0	0	12
2:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	11	1	0	1	0	0	0	0	0	0	0	0	13	0	16	2	0	1	0	0	0	0	0	0	0	0	19
2:45	0	8	0	0	0	1	0	0	0	0	0	0	0	9	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	12	1	0	0	1	0	0	0	0	0	0	0	14
3:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	11	1	0	0	0	0	0	0	0	0	0	0	12
3:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	11	0	0	1	0	0	0	0	0	0	0	0	12
3:30	0	5	1	0	0	1	0	0	0	0	0	0	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	9	1	0	0	1	0	0	0	0	0	0	0	11
3:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	4	0	0	0	1	0	0	0	0	0	0	0	5	0	10	0	0	0	1	0	0	0	0	0	0	0	11
4:00	0	5	1	0	0	1	0	0	0	0	0	0	0	7	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	12	2	0	0	1	0	0	0	0	0	0	0	15
4:15	0	5	0	0	0	1	0	0	0	0	0	0	0	6	0	2	0	0	1	1	0	0	0	0	0	0	0	4	0	7	0	0	1	2	0	0	0	0	0	0	0	10
4:30	0	6	1	0	1	0	0	0	0	0	0	0	0	8	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	15	2	0	1	0	0	0	0	0	0	0	0	18
4:45	0	11	0	1	0	1	0	0	0	0	0	0	0	13	0	8	2	0	0	2	0	0	0	0	0	0	0	12	0	19	2	1	0	3	0	0	0	0	0	0	0	25
5:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	8	1	2	0	0	0	0	0	0	0	0	0	11	0	20	2	2	0	0	0	0	0	0	0	0	0	24
5:15	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	11	1	0	0	1	0	1	0	0	0	0	0	14	0	27	3	0	0	1	0	1	0	0	0	0	0	32
5:30	0	23	3	1	0	0	0	0	0	0	0	0	0	27	0	24	2	1	1	0	0	0	0	0	0	0	0	28	0	47	5	2	1	0	0	0	0	0	0	0	0	55
5:45	0	22	3	1	0	0	0	0	0	0	0	0	0	26	0	23	2	0	1	0	0	0	0	0	0	0	0	26	0	45	5	1	1	0	0	0	0	0	0	0	0	52
6:00	0	39	5	0	1	0	0	0	0	0	0	0	0	45	0	41	3	0	0	0	0	0	0	0	0	0	0	44	0	80	8	0	1	0	0	0	0	0	0	0	0	89
6:15	0	32	4	1	1	0	0	0	0	0	0	0	0	38	0	34	2	2	2	0	0	0	0	0	0	0	0	40	0	66	6	3	3	0	0	0	0	0	0	0	0	78
6:30	0	53	6	2	0	1	0	0	0	0	0	0	0	62	0	56	4	1	0	0	0	0	0	0	0	0	0	61	0	109	10	3	0	1	0	0	0	0	0	0	0	123
6:45	0	60	7	2	1	1	0	0	0	0	0	0	0	71	0	63	5	2	0	0	0	0	0	0	0	0	0	70	0	123	12	4	1	1	0	0	0	0	0	0	0	141
7:00	0	48	6	1	1	1	0	0	0	0	0	0	0	57	0	51	4	1	0	0	0	0	0	0	0	0	0	56	0	99	10	2	1	1	0	0	0	0	0	0	0	113
7:15	0	45	5	0	2	0	0	0	0	0	0	0	0	52	0	47	3	2	1	0	0	0	0	0	0	0	0	53	0	92	8	2	3	0	0	0	0	0	0	0	0	105
7:30	0	54	6	1	1	1	0	0	0	0	0	0	0	63	0	57	4	2	2	0	0	0	0	0	0	0	0	65	0	111	10	3	3	1	0	0	0	0	0	0	0	128
7:45	0	64	7	2	1	1	0	0	0	0	0	0	0	75	0	73	1	2	2	0	0	0	0	0	0	0	0	78	0	137	8	4	3	1	0	0	0	0	0	0	0	153
8:00	0	59	7	2	0	1	0	0	0	0	0	0	0	69	0	81	5	1	4	1	0	0	0	0	0	0	0	92	0	140	12	3	4	2	0	0	0	0	0	0	0	161
8:15	0	43	5	0	1	0	0	0	0	0	0	0	0	49	0	86	5	2	1	2	0	0	0	0	0	0	0	96	0	129	10	2	2	2	0	0	0	0	0	0	0	145
8:30	0	47	5	1	0	0	0	0	0	0	0	0	0	53	0	68	6	1	2	0	0	0	0	0	0	0	0	77	0	115	11	2	2	0	0	0	0	0	0	0	0	130
8:45	0	47	6	1	1	0	0	0	0	0	0	0	0	55	0	83	3	1	0	0	0	2	0	0	0	0	0	89	0	130	9	2	1	0	0	2	0	0	0	0	0	144
9:00	0	44	3	2	2	0	0	0	0	0	0	0	0	51	0	65	7	0	2	1	0	0	0	0	0	0	0	75	0	109	10	2	4	1	0	0	0	0	0	0	0	126
9:15	0	52	3	5	1	0	0	0	0	0	0	0	0	61	0	59	6	0	2	0	0	0	0	0	0	0	0	67	0	111	9	5	3	0	0	0	0	0	0	0	0	128
9:30	0	28	5	1	1	0	0	0	0	0	0	0	0	35	0	63	4	2	4	0	0	0	0	0	0	0	0	73	0	91	9	3	5	0	0	0	0	0	0	0	0	108
9:45	0	54	6	3	2	1	0	0	0	0	0	0	0	66	0	68	6	2	0	0	0	0	0	0	0	0	0	76	0	122	12	5	2	1	0	0	0	0	0	0	0	142
10:00	0	48	5	2	2	0	0	0	0	0	0	0	0	57	0	74	2	1	3	0	0	0	0	0	0	0	0	80	0	122	7	3	5	0	0	0	0	0	0	0	0	137
10:15	0	52	3	0	2	0	0	1	2	0	0	0	0	60	0	67	4	1	2	1	0	0	1	0	0	0	0	76	0	119	7	1	4	1	0	1	3	0	0	0	0	136
10:30	0	50	4	4	2	0	0	0	1	0	0	0	0	61	0	63	2	0	3	0	0	1	0	0	0	0	0	69	0	113	6	4	5	0	0	1	1	0	0	0	0	130
10:45	0	55	6	2	0	1	0	0	0	0	0	0	0	64	1	67	5	1	4	1	0	0	0	0	0	0	0	79	1	122	11	3	4	2	0	0	0	0	0	0	0	143
11:00	0	35	5	1	1	0	0	0	1	0	0	0	0	43	0	43	7	0	3	0	0	0	0	0	0	0	0	53	0	78	12	1	4	0	0	0	1	0	0	0	0	96
11:15	0	52	6	2	11	0	0	0	0	0	0	0	0	71	0	51	6	1	3	1	0	0	2	0	0	0	0	64	0	103	12	3	14	1	0	0	2	0	0	0	0	135
11:30	0	53	5	0	0	1	0	0	1	0	0	0	0	60	0	53	4	1	0	0	0	0	0	0	0	0	0	58	0	106	9	1	0	1	0	0	1	0	0	0	0	118
11:45	0	56	9	3	1	0	0	0	0	0	0	0	0	69	0	62	6	3	2	0	0	0	0	0	0	0	0	73	0	118	15	6	3	0	0	0	0	0	0	0	0	142

Prepared by National Data & Surveying Services

CLASSIFICATION

Jefferson St W/O Main St/Maple Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_014

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	56	9	1	1	0	0	0	0	0	0	0	0	67	0	74	5	0	2	0	0	0	0	0	0	0	0	81	0	130	14	1	3	0	0	0	0	0	0	0	148
12:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	79	4	1	2	0	0	0	0	0	0	0	0	86	0	81	4	1	2	0	0	0	0	0	0	0	88
12:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	63	3	1	3	1	0	1	0	0	0	0	0	72	0	64	4	1	3	1	0	1	0	0	0	0	74
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	6	2	1	0	0	0	0	0	0	0	0	78	0	69	6	2	1	0	0	0	0	0	0	0	78
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	4	0	0	0	0	0	0	0	0	0	0	71	0	67	4	0	0	0	0	0	0	0	0	0	71
13:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	63	7	2	0	1	0	0	0	0	0	0	0	73	0	64	7	2	0	1	0	0	0	0	0	0	74
13:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3	1	66	4	3	2	0	0	2	1	0	0	0	0	79	1	68	4	3	3	0	0	2	1	0	0	0	82
13:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5	0	66	2	0	2	0	0	1	0	0	0	0	0	71	0	69	3	0	3	0	0	1	0	0	0	0	76
14:00	0	1	1	0	0	1	0	0	0	0	0	0	0	3	0	56	6	2	0	0	0	0	0	0	0	0	0	64	0	57	7	2	0	1	0	0	0	0	0	0	67
14:15	0	6	4	0	0	0	0	0	0	0	0	0	0	10	0	47	4	2	1	2	0	0	0	0	0	0	0	56	0	53	8	2	1	2	0	0	0	0	0	0	66
14:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	57	3	2	4	0	0	0	0	0	0	0	0	66	0	65	4	2	4	0	0	0	0	0	0	0	75
14:45	0	82	6	2	2	1	0	0	0	0	0	0	0	93	1	67	4	4	1	0	0	0	0	0	0	0	0	77	1	149	10	6	3	1	0	0	0	0	0	0	170
15:00	0	97	8	2	2	1	0	0	0	0	0	0	0	110	0	71	4	1	1	0	0	0	0	0	0	0	0	77	0	168	12	3	3	1	0	0	0	0	0	0	187
15:15	0	95	12	0	1	1	0	0	0	0	0	0	0	109	0	57	5	2	3	1	0	0	0	0	0	0	0	68	0	152	17	2	4	2	0	0	0	0	0	0	177
15:30	0	91	11	1	2	1	0	0	0	0	0	0	0	106	0	81	7	1	2	0	0	0	0	0	0	0	0	91	0	172	18	2	4	1	0	0	0	0	0	0	197
15:45	0	88	5	3	0	0	0	0	0	0	0	0	0	96	0	68	5	3	0	0	0	0	0	0	0	0	0	76	0	156	10	6	0	0	0	0	0	0	0	0	172
16:00	0	90	10	1	0	1	0	0	0	0	0	0	0	102	0	69	4	6	2	0	0	0	0	0	0	0	0	81	0	159	14	7	2	1	0	0	0	0	0	0	183
16:15	0	93	6	0	2	1	0	0	0	0	0	0	0	102	0	61	7	1	0	0	0	0	0	0	0	0	0	69	0	154	13	1	2	1	0	0	0	0	0	0	171
16:30	0	103	10	0	4	0	0	0	0	0	0	0	0	117	0	48	5	3	1	0	0	0	0	0	0	0	0	57	0	151	15	3	5	0	0	0	0	0	0	0	174
16:45	0	97	9	0	1	1	0	0	0	0	0	0	0	108	0	59	2	2	0	0	0	0	0	0	0	0	0	63	0	156	11	2	1	1	0	0	0	0	0	0	171
17:00	0	83	8	3	2	2	0	0	0	0	0	0	0	98	0	59	6	1	0	0	0	0	0	0	0	0	0	66	0	142	14	4	2	2	0	0	0	0	0	0	164
17:15	0	87	5	3	1	1	0	0	0	0	0	0	0	97	0	65	3	0	0	0	0	0	0	0	0	0	0	68	0	152	8	3	1	1	0	0	0	0	0	0	165
17:30	0	87	8	0	0	0	0	0	0	0	0	0	0	95	0	61	5	1	0	0	0	0	0	0	0	0	0	67	0	148	13	1	0	0	0	0	0	0	0	0	162
17:45	0	57	5	2	2	2	0	0	0	0	0	0	0	68	0	72	8	0	2	0	0	0	0	0	0	0	0	82	0	129	13	2	4	2	0	0	0	0	0	0	150
18:00	0	68	6	4	0	0	0	0	0	0	0	0	0	78	0	52	4	1	0	0	0	0	1	0	0	0	0	58	0	120	10	5	0	0	0	0	1	0	0	0	136
18:15	0	75	3	0	4	1	0	0	0	0	0	0	0	83	0	45	2	0	2	0	0	0	0	0	0	0	0	49	0	120	5	0	6	1	0	0	0	0	0	0	132
18:30	0	69	5	0	2	0	0	0	0	0	0	0	0	76	0	51	3	0	0	0	0	0	0	0	0	0	0	54	0	120	8	0	2	0	0	0	0	0	0	0	130
18:45	0	77	3	2	0	0	0	0	0	0	0	0	0	82	0	51	0	1	0	0	0	0	0	0	0	0	0	52	0	128	3	3	0	0	0	0	0	0	0	0	134
19:00	0	57	4	3	1	0	0	0	0	0	0	0	0	65	0	40	2	0	0	0	0	0	0	0	0	0	0	42	0	97	6	3	1	0	0	0	0	0	0	0	107
19:15	0	53	3	0	2	1	0	0	0	0	0	0	0	59	0	39	6	0	0	0	0	0	0	0	0	0	0	45	0	92	9	0	2	1	0	0	0	0	0	0	104
19:30	0	63	9	1	0	0	0	0	0	0	0	0	0	73	0	35	3	1	0	0	0	0	0	0	0	0	0	39	0	98	12	2	0	0	0	0	0	0	0	0	112
19:45	0	58	5	0	1	1	0	0	0	0	0	0	0	65	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	77	9	0	1	1	0	0	0	0	0	0	88
20:00	0	42	2	3	0	0	0	0	0	0	0	0	0	47	0	25	2	0	0	0	0	0	0	0	0	0	0	27	0	67	4	3	0	0	0	0	0	0	0	0	74
20:15	0	53	7	0	0	1	0	0	0	0	0	0	0	61	0	19	3	1	0	0	0	0	0	0	0	0	0	23	0	72	10	1	0	1	0	0	0	0	0	0	84
20:30	0	37	2	1	0	0	0	0	0	0	0	0	0	40	0	25	0	0	0	0	0	0	0	0	0	0	0	25	0	62	2	1	0	0	0	0	0	0	0	0	65
20:45	0	28	4	0	0	1	0	0	0	0	0	0	0	33	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	49	6	0	0	1	0	0	0	0	0	0	56
21:00	0	33	1	1	0	0	0	0	0	0	0	0	0	35	1	26	0	0	0	0	0	0	0	0	0	0	0	27	1	59	1	1	0	0	0	0	0	0	0	0	62
21:15	0	29	3	0	0	1	0	0	0	0	0	0	0	33	0	21	2	0	0	1	0	0	0	0	0	0	0	24	0	50	5	0	0	2	0	0	0	0	0	0	57
21:30	0	17	2	0	1	2	0	0	0	0	0	0	0	22	0	21	5	0	1	0	0	0	0	0	0	0	0	27	0	38	7	0	2	2	0	0	0	0	0	0	49
21:45	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	14	3	0	1	0	0	0	0	0	0	0	0	18	0	33	7	0	1	0	0	0	0	0	0	0	41
22:00	0	31	2	0	0	0	0	0	0	0	0	0	0	33	0	15	1	0	1	0	0	0	0	0	0	0	0	17	0	46	3	0	1	0	0	0	0	0	0	0	50
22:15	1	21	4	0	1	1	0	0	0	0	0	0	0	28	0	16	2	0	0	0	0	0	0	0	0	0	0	18	1	37	6	0	1	1	0	0	0	0	0	0	46
22:30	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	39	2	0	0	0	0	0	0	0	0	0	41
22:45	0	21	1	0	0	1	0	0	0	0	0	0	0	23	0	17	1	1	0	0	0	0	0	0	0	0	0	19	0	38	2	1	0	1	0	0	0	0	0	0	42
23:00	1	27	0	0	0	0	0	0	0	0	0	0	0	28	0	23	0	0	0	0	0	0	0	0	0	0	0	23	1	50	0	0	0	0	0	0	0	0	0	0	51
23:15	0	25	4	0	0	0	0	0	0	0	0	0	0	29	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	40	4	0	0	0	0	0	0	0	0	0	44
23:30	0	22	1	1	0	1	0	0	0	0	0	0	0	25	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	36	2	1	0	1	0	0	0	0	0	0	40
23:45	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	27	4	0	0	0	0	0	0	0	0	0	31
Totals	**2**	**3,569**	**344**	**76**	**72**	**40**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**4,110**	**4**	**3,849**	**281**	**78**	**82**	**18**	**1**	**8**	**5**	**0**	**0**	**0**	**0**	**4,326**	**6**	**7,418**	**625**	**154**	**154**	**58**	**1**	**10**	**10**	**0**	**0**	**0**	**0**	**8,436**
% of Totals	0%	87%	8%	2%	2%	1%		0%	0%					100%	0%	89%	6%	2%	2%	0%	0%	0%	0%					100%	0%	88%	7%	2%	2%	1%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Jefferson St W/O Main St/Maple Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_014

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,154	4,572	8,726

DAILY TOTALS

15-Minutes Interval

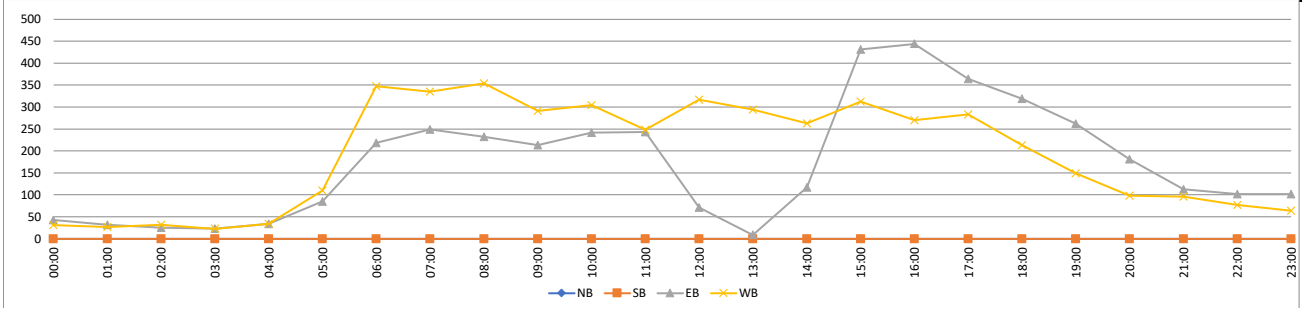
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			13	14	27	12:00			67	81	148
0:15			11	2	13	12:15			2	86	88
0:30			9	6	15	12:30			2	72	74
0:45			10	9	19	12:45			0	78	78
1:00			12	11	23	13:00			0	71	71
1:15			5	6	11	13:15			1	73	74
1:30			10	5	15	13:30			3	79	82
1:45			5	5	10	13:45			5	71	76
2:00			6	6	12	14:00			3	64	67
2:15			4	8	12	14:15			10	56	66
2:30			6	13	19	14:30			9	66	75
2:45			9	5	14	14:45			95	77	172
3:00			4	8	12	15:00			113	77	190
3:15			6	6	12	15:15			110	68	178
3:30			7	4	11	15:30			106	91	197
3:45			6	5	11	15:45			102	76	178
4:00			7	8	15	16:00			104	81	185
4:15			6	4	10	16:15			108	69	177
4:30			8	10	18	16:30			120	57	177
4:45			13	12	25	16:45			112	63	175
5:00			13	11	24	17:00			96	66	162
5:15			19	14	33	17:15			101	68	169
5:30			27	35	62	17:30			101	67	168
5:45			26	50	76	17:45			66	82	148
6:00			46	55	101	18:00			78	58	136
6:15			38	60	98	18:15			83	49	132
6:30			63	103	166	18:30			76	54	130
6:45			71	129	200	18:45			82	52	134
7:00			57	81	138	19:00			65	42	107
7:15			53	94	147	19:15			59	45	104
7:30			64	82	146	19:30			73	39	112
7:45			75	78	153	19:45			65	23	88
8:00			70	92	162	20:00			47	27	74
8:15			51	96	147	20:15			61	23	84
8:30			55	77	132	20:30			40	25	65
8:45			56	89	145	20:45			33	23	56
9:00			51	75	126	21:00			35	27	62
9:15			61	67	128	21:15			33	24	57
9:30			35	73	108	21:30			22	27	49
9:45			66	76	142	21:45			23	18	41
10:00			57	80	137	22:00			33	17	50
10:15			60	76	136	22:15			28	18	46
10:30			61	69	130	22:30			18	23	41
10:45			64	79	143	22:45			23	19	42
11:00			43	53	96	23:00			28	23	51
11:15			71	64	135	23:15			29	15	44
11:30			60	58	118	23:30			25	15	40
11:45			69	73	142	23:45			20	11	31
TOTALS	0	0	1639	2136	3775	TOTALS	0	0	2515	2436	4951
SPLIT %	0%	0%	43%	57%	43%	SPLIT %	0%	0%	51%	49%	57%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			43	31	74
01:00	02:00			32	27	59
02:00	03:00			25	32	57
03:00	04:00			23	23	46
04:00	05:00			34	34	68
05:00	06:00			85	110	195
06:00	07:00			218	347	565
07:00	08:00			249	335	584
08:00	09:00			232	354	586
09:00	10:00			213	291	504
10:00	11:00			242	304	546
11:00	12:00			243	248	491
12:00	13:00			71	317	388
13:00	14:00			9	294	303
14:00	15:00			117	263	380
15:00	16:00			431	312	743
16:00	17:00			444	270	714
17:00	18:00			364	283	647
18:00	19:00			319	213	532
19:00	20:00			262	149	411
20:00	21:00			181	98	279
21:00	22:00			113	96	209
22:00	23:00			102	77	179
23:00	00:00			102	64	166

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1639	2136	3775
Peak Hour			7:15	6:30	6:30
Peak Volume			262	407	651
Peak Hour Factor			0.873	0.789	0.814
Peak Period	12:00	to	00:00		
Volume			2515	2436	4951
Peak Hour			16:00	12:00	15:00
Peak Volume			444	317	743
Peak Hour Factor			0.925	0.922	0.943
Peak Period	07:00	to	09:00		
Volume			481	689	1170
Peak Hour			7:15	8:00	7:15
Peak Volume			262	354	608
Peak Hour Factor			0.873	0.922	0.938
Peak Period	16:00	to	18:00		
Volume			808	553	1361
Peak Hour			16:00	17:00	16:00
Peak Volume			444	283	714
Peak Hour Factor			0.925	0.863	0.965



Prepared by National Data & Surveying Services

CLASSIFICATION

Jefferson St W/O Main St/Maple Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_014

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	1	35	5	1	1	2	0	0	0	0	0	0	0	**45**	0	25	3	1	1	0	0	0	0	0	0	0	0	**30**	1	60	8	2	2	2	0	0	0	0	0	0	0	**75**
1:00	0	20	3	1	0	0	0	0	0	0	0	0	0	**24**	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**	0	41	4	1	0	0	0	0	0	0	0	0	0	**46**
2:00	0	18	1	0	1	0	0	0	0	0	0	0	0	**20**	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**	0	36	2	0	1	0	0	0	0	0	0	0	0	**39**
3:00	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	0	30	2	0	0	0	0	0	0	0	0	0	0	**32**
4:00	0	24	2	1	1	0	0	0	0	0	0	0	0	**28**	0	26	1	0	0	0	0	0	0	0	0	0	0	**27**	0	50	3	1	1	0	0	0	0	0	0	0	0	**55**
5:00	0	63	8	2	5	0	0	0	0	0	0	0	0	**78**	0	67	6	0	3	0	0	0	0	0	0	0	0	**76**	0	130	14	2	8	0	0	0	0	0	0	0	0	**154**
6:00	0	152	16	4	1	0	0	0	0	0	0	0	0	**173**	0	222	11	5	4	0	0	0	0	0	0	0	0	**242**	0	374	27	9	5	0	0	0	0	0	0	0	0	**415**
7:00	0	236	33	10	3	3	0	2	3	0	0	0	0	**290**	0	304	20	11	15	0	0	1	1	0	0	0	0	**352**	0	540	53	21	18	3	0	3	4	0	0	0	0	**642**
8:00	1	202	23	10	9	3	0	0	0	0	0	0	0	**248**	0	243	7	4	12	2	0	0	0	0	0	0	0	**268**	1	445	30	14	21	5	0	0	0	0	0	0	0	**516**
9:00	1	194	26	6	9	4	0	0	1	0	0	0	0	**241**	0	226	20	4	12	4	0	1	0	0	0	0	0	**267**	1	420	46	10	21	8	0	1	1	0	0	0	0	**508**
10:00	1	206	26	3	11	2	0	0	0	0	0	0	0	**249**	0	176	19	4	6	0	0	0	0	0	0	0	0	**205**	1	382	45	7	17	2	0	0	0	0	0	0	0	**454**
11:00	1	205	23	5	8	4	0	0	0	0	0	0	0	**246**	0	179	15	3	6	2	0	3	0	0	0	0	0	**208**	1	384	38	8	14	6	0	3	0	0	0	0	0	**454**
12:00	0	215	20	8	7	4	0	0	0	0	0	0	0	**254**	1	188	19	5	5	1	0	0	0	0	0	0	0	**219**	1	403	39	13	12	5	0	0	0	0	0	0	0	**473**
13:00	0	255	30	2	5	2	0	0	0	0	0	0	0	**294**	1	192	24	2	4	1	0	1	1	0	0	0	0	**226**	1	447	54	4	9	3	0	1	1	0	0	0	0	**520**
14:00	0	257	26	4	5	2	0	0	0	0	0	0	0	**294**	0	201	11	5	10	0	0	0	1	0	0	0	0	**228**	0	458	37	9	15	2	0	0	1	0	0	0	0	**522**
15:00	3	380	37	7	3	5	0	0	0	0	0	0	0	**435**	1	249	20	8	6	3	0	1	0	0	0	0	0	**288**	4	629	57	15	9	8	0	1	0	0	0	0	0	**723**
16:00	4	417	43	15	13	6	0	0	0	0	0	0	0	**498**	0	240	23	11	4	0	0	0	0	0	0	0	0	**278**	4	657	66	26	17	6	0	0	0	0	0	0	0	**776**
17:00	1	328	36	5	13	4	0	0	0	0	0	0	0	**387**	1	283	25	4	3	1	0	0	0	0	0	0	0	**317**	2	611	61	9	16	5	0	0	0	0	0	0	0	**704**
18:00	3	242	21	4	7	0	0	0	0	0	0	0	0	**277**	0	243	14	2	1	0	0	0	1	0	0	0	0	**261**	3	485	35	6	8	0	0	0	1	0	0	0	0	**538**
19:00	1	200	21	4	4	1	0	0	0	0	0	0	0	**231**	0	150	18	1	1	0	0	0	0	0	0	0	0	**170**	1	350	39	5	5	1	0	0	0	0	0	0	0	**401**
20:00	0	171	21	4	1	1	0	0	0	0	0	0	0	**198**	0	96	8	1	1	0	0	0	0	0	0	0	0	**106**	0	267	29	5	2	1	0	0	0	0	0	0	0	**304**
21:00	0	108	8	2	0	1	0	0	0	0	0	0	0	**119**	0	84	5	0	1	0	0	1	0	0	0	0	0	**91**	0	192	13	2	1	1	0	1	0	0	0	0	0	**210**
22:00	0	102	7	2	2	0	0	0	0	0	0	0	0	**113**	0	80	8	1	2	0	0	0	0	0	0	0	0	**91**	0	182	15	3	4	0	0	0	0	0	0	0	0	**204**
23:00	3	99	8	2	2	0	0	0	0	0	0	0	0	**114**	0	57	4	0	2	0	0	0	0	0	0	0	0	**63**	3	156	12	2	4	0	0	0	0	0	0	0	0	**177**
Totals	**20**	**4,144**	**446**	**102**	**111**	**44**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**4,873**	**4**	**3,585**	**283**	**72**	**99**	**14**	**0**	**8**	**4**	**0**	**0**	**0**	**0**	**4,069**	**24**	**7,729**	**729**	**174**	**210**	**58**	**0**	**10**	**8**	**0**	**0**	**0**	**0**	**8,942**
% of Totals	0%	85%	9%	2%	2%	1%		0%	0%					**100%**	0%	88%	7%	2%	2%	0%		0%	0%					**100%**	0%	86%	8%	2%	2%	1%		0%	0%					**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

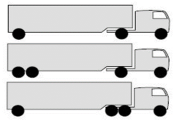
#3 2-Axle, 4-Tire Single Unit

#4 Buses

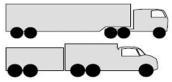
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	5	1370	168	43	49	18	0	2	4	0	0	0	0	**1659**	0	1522	104	32	59	8	0	5	1	0	0	0	0	**1731**	5	2892	272	75	108	26	0	7	5	0	0	0	0	**3390**
%	0%	28%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**34%**	0%	37%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**43%**	0%	32%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**38%**
Peak Hour	8:15	7:15	6:45	7:45	9:15	11:15	0:00	7:00	7:00	0:00	0:00	0:00	0:00	**7:15**	11:15	6:45	6:45	6:30	7:00	9:00	0:00	10:30	6:30	0:00	0:00	0:00	0:00	**6:45**	8:15	6:45	6:45	7:00	9:15	9:00	0:00	7:00	7:00	0:00	0:00	0:00	0:00	**6:45**
Peak Volume	2	237	36	12	13	5	0	2	3	0	0	0	0	**294**	1	341	23	11	15	4	0	3	1	0	0	0	0	**391**	2	564	59	21	24	8	0	3	4	0	0	0	0	**667**
12:00 - 24:00	15	2774	278	59	62	26	0	0	0	0	0	0	0	**3214**	4	2063	179	40	40	6	0	3	3	0	0	0	0	**2338**	19	4837	457	99	102	32	0	3	3	0	0	0	0	**5552**
%	0%	57%	6%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	**66%**	0%	51%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**57%**	0%	54%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**62%**
Peak Hour	15:15	15:45	16:15	15:45	16:45	16:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**15:45**	12:00	17:00	16:30	15:45	14:15	15:00	12:00	12:45	12:15	12:00	12:00	12:00	12:00	**15:30**	15:15	15:30	16:15	15:45	14:15	15:00	12:00	12:45	12:15	12:00	12:00	12:00	12:00	**15:30**
Peak Volume	4	418	45	20	16	6	0	0	0	0	0	0	0	**498**	1	283	25	15	13	3	0	1	1	0	0	0	0	**317**	5	686	69	35	18	8	0	1	1	0	0	0	0	**794**
07:00 - 09:00	1	438	56	20	12	6	0	2	3	0	0	0	0	**538**	0	547	27	15	27	2	0	1	1	0	0	0	0	**620**	1	985	83	35	39	8	0	3	4	0	0	0	0	**1158**
%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**11%**	0%	13%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**
Peak Hour	7:45	7:15	7:00	7:45	7:45	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:15**	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:00**	7:45	7:00	7:00	7:00	7:45	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:00**
Peak Volume	1	237	33	12	10	4	0	2	3	0	0	0	0	**294**	0	304	20	11	15	2	0	1	1	0	0	0	0	**352**	1	540	53	21	22	5	0	3	4	0	0	0	0	**642**
16:00 - 18:00	5	745	79	20	26	10	0	0	0	0	0	0	0	**885**	1	523	48	15	7	1	0	0	0	0	0	0	0	**595**	6	1268	127	35	33	11	0	0	0	0	0	0	0	**1480**
%	0%	15%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**18%**	0%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**	0%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**17%**
Peak Hour	16:00	16:00	16:15	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**	17:00	17:00	16:30	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**17:00**	16:00	16:15	16:15	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:15**
Peak Volume	4	417	45	15	16	6	0	0	0	0	0	0	0	**498**	1	283	25	11	4	1	0	0	0	0	0	0	0	**317**	4	664	69	26	18	6	0	0	0	0	0	0	0	**780**

Prepared by National Data & Surveying Services

CLASSIFICATION

Jefferson St W/O Main St/Maple Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_014

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	8	3	0	0	1	0	0	0	0	0	0	0	12	0	9	0	0	1	0	0	0	0	0	0	0	0	10	0	17	3	0	1	1	0	0	0	0	0	0	0	22
0:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	13	0	0	0	0	0	0	0	0	0	0	0	13
0:30	0	11	1	0	1	0	0	0	0	0	0	0	0	13	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	18	2	0	1	0	0	0	0	0	0	0	0	21
0:45	1	7	1	1	0	1	0	0	0	0	0	0	0	11	0	5	2	1	0	0	0	0	0	0	0	0	0	8	1	12	3	2	0	1	0	0	0	0	0	0	0	19
1:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	15	3	0	0	0	0	0	0	0	0	0	0	18
1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:30	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	0	1	0	0	0	0	0	0	0	0	0	9
1:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	12	1	0	0	0	0	0	0	0	0	0	0	13
2:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	13	0	0	0	0	0	0	0	0	0	0	0	13
2:15	0	6	1	0	1	0	0	0	0	0	0	0	0	8	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	13	2	0	1	0	0	0	0	0	0	0	0	16
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	8
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	1	0	0	0	0	0	0	0	0	0	0	8
3:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	0	0	0	0	0	0	0	0	0	0	0	11
3:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	1	0	0	0	0	0	0	0	0	0	0	9
4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	1	0	0	0	0	0	0	0	0	0	0	8
4:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4:45	0	13	1	1	1	0	0	0	0	0	0	0	0	16	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	27	2	1	1	0	0	0	0	0	0	0	0	31
5:00	0	7	2	0	1	0	0	0	0	0	0	0	0	10	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	16	4	0	1	0	0	0	0	0	0	0	0	21
5:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	22	3	0	0	0	0	0	0	0	0	0	0	25
5:30	0	22	0	1	2	0	0	0	0	0	0	0	0	25	0	23	2	0	1	0	0	0	0	0	0	0	0	26	0	45	2	1	3	0	0	0	0	0	0	0	0	51
5:45	0	23	5	1	2	0	0	0	0	0	0	0	0	31	0	24	0	0	2	0	0	0	0	0	0	0	0	26	0	47	5	1	4	0	0	0	0	0	0	0	0	57
6:00	0	23	1	1	0	0	0	0	0	0	0	0	0	25	0	25	0	1	0	0	0	0	0	0	0	0	0	26	0	48	1	2	0	0	0	0	0	0	0	0	0	51
6:15	0	29	2	1	0	0	0	0	0	0	0	0	0	32	0	31	1	0	1	0	0	0	0	0	0	0	0	33	0	60	3	1	1	0	0	0	0	0	0	0	0	65
6:30	0	47	4	0	0	0	0	0	0	0	0	0	0	51	0	49	4	1	2	0	0	0	0	0	0	0	0	56	0	96	8	1	2	0	0	0	0	0	0	0	0	107
6:45	0	53	9	2	1	0	0	0	0	0	0	0	0	65	0	117	6	3	1	0	0	0	0	0	0	0	0	127	0	170	15	5	2	0	0	0	0	0	0	0	0	192
7:00	0	55	8	1	1	1	0	0	0	0	0	0	0	66	0	77	4	2	4	0	0	0	0	0	0	0	0	87	0	132	12	3	5	1	0	0	0	0	0	0	0	153
7:15	0	59	11	2	0	1	0	0	0	0	0	0	0	73	0	69	8	5	5	0	0	1	1	0	0	0	0	89	0	128	19	7	5	1	0	1	1	0	0	0	0	162
7:30	0	56	8	3	1	1	0	1	2	0	0	0	0	72	0	78	5	1	4	0	0	0	0	0	0	0	0	88	0	134	13	4	5	1	0	1	2	0	0	0	0	160
7:45	0	66	6	4	1	0	0	1	1	0	0	0	0	79	0	80	3	3	2	0	0	0	0	0	0	0	0	88	0	146	9	7	3	0	0	1	1	0	0	0	0	167
8:00	0	56	7	2	3	2	0	0	0	0	0	0	0	70	0	50	1	1	3	1	0	0	0	0	0	0	0	56	0	106	8	3	6	3	0	0	0	0	0	0	0	126
8:15	0	45	6	1	3	1	0	0	0	0	0	0	0	56	0	60	2	2	3	0	0	0	0	0	0	0	0	67	0	105	8	3	6	1	0	0	0	0	0	0	0	123
8:30	1	51	6	5	3	0	0	0	0	0	0	0	0	66	0	67	3	0	4	1	0	0	0	0	0	0	0	75	1	118	9	5	7	1	0	0	0	0	0	0	0	141
8:45	0	50	4	2	0	0	0	0	0	0	0	0	0	56	0	66	1	1	2	0	0	0	0	0	0	0	0	70	0	116	5	3	2	0	0	0	0	0	0	0	0	126
9:00	1	59	8	2	3	0	0	0	0	0	0	0	0	73	0	54	5	0	2	1	0	0	0	0	0	0	0	62	1	113	13	2	5	1	0	0	0	0	0	0	0	135
9:15	0	45	7	3	2	2	0	0	0	0	0	0	0	59	0	60	4	0	0	0	0	1	0	0	0	0	0	65	0	105	11	3	2	2	0	1	0	0	0	0	0	124
9:30	0	41	7	1	1	1	0	0	1	0	0	0	0	52	0	54	6	2	6	1	0	0	0	0	0	0	0	69	0	95	13	3	7	2	0	0	1	0	0	0	0	121
9:45	0	49	4	0	3	1	0	0	0	0	0	0	0	57	0	58	5	2	4	2	0	0	0	0	0	0	0	71	0	107	9	2	7	3	0	0	0	0	0	0	0	128
10:00	0	34	7	1	7	0	0	0	0	0	0	0	0	49	0	29	6	1	1	0	0	0	0	0	0	0	0	37	0	63	13	2	8	0	0	0	0	0	0	0	0	86
10:15	1	50	6	1	1	0	0	0	0	0	0	0	0	59	0	53	5	0	1	0	0	0	0	0	0	0	0	59	1	103	11	1	2	0	0	0	0	0	0	0	0	118
10:30	0	61	6	1	2	1	0	0	0	0	0	0	0	71	0	51	4	2	2	0	0	0	0	0	0	0	0	59	0	112	10	3	4	1	0	0	0	0	0	0	0	130
10:45	0	61	7	0	1	1	0	0	0	0	0	0	0	70	0	43	4	1	2	0	0	0	0	0	0	0	0	50	0	104	11	1	3	1	0	0	0	0	0	0	0	120
11:00	0	44	9	0	3	0	0	0	0	0	0	0	0	56	0	44	1	1	1	0	0	1	0	0	0	0	0	48	0	88	10	1	4	0	0	1	0	0	0	0	0	104
11:15	0	58	6	3	3	1	0	0	0	0	0	0	0	71	0	49	6	0	3	2	0	2	0	0	0	0	0	62	0	107	12	3	6	3	0	2	0	0	0	0	0	133
11:30	0	52	3	0	2	2	0	0	0	0	0	0	0	59	0	42	5	2	2	0	0	0	0	0	0	0	0	51	0	94	8	2	4	2	0	0	0	0	0	0	0	110
11:45	1	51	5	2	0	1	0	0	0	0	0	0	0	60	0	44	3	0	0	0	0	0	0	0	0	0	0	47	1	95	8	2	0	1	0	0	0	0	0	0	0	107

Prepared by National Data & Surveying Services

CLASSIFICATION

Jefferson St W/O Main St/Maple Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_014

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	62	6	3	1	1	0	0	0	0	0	0	0	73	1	37	6	0	2	0	0	0	0	0	0	0	0	46	1	99	12	3	3	1	0	0	0	0	0	0	0	119
12:15	0	47	2	3	2	1	0	0	0	0	0	0	0	55	0	49	4	1	0	0	0	0	0	0	0	0	0	54	0	96	6	4	2	1	0	0	0	0	0	0	0	109
12:30	0	54	6	1	2	1	0	0	0	0	0	0	0	64	0	46	6	1	2	1	0	0	0	0	0	0	0	56	0	100	12	2	4	2	0	0	0	0	0	0	0	120
12:45	0	52	6	1	2	1	0	0	0	0	0	0	0	62	0	56	3	3	1	0	0	0	0	0	0	0	0	63	0	108	9	4	3	1	0	0	0	0	0	0	0	125
13:00	0	60	9	2	1	0	0	0	0	0	0	0	0	72	1	48	5	0	1	1	0	0	1	0	0	0	0	57	1	108	14	2	2	1	0	0	1	0	0	0	0	129
13:15	0	58	6	0	0	0	0	0	0	0	0	0	0	64	0	42	4	0	0	0	0	0	0	0	0	0	0	46	0	100	10	0	0	0	0	0	0	0	0	0	0	110
13:30	0	72	8	0	3	2	0	0	0	0	0	0	0	85	0	48	9	2	2	0	0	1	0	0	0	0	0	62	0	120	17	2	5	2	0	1	0	0	0	0	0	147
13:45	0	65	7	0	1	0	0	0	0	0	0	0	0	73	0	54	6	0	1	0	0	0	0	0	0	0	0	61	0	119	13	0	2	0	0	0	0	0	0	0	0	134
14:00	0	57	6	1	1	1	0	0	0	0	0	0	0	66	0	50	2	1	1	0	0	0	0	0	0	0	0	54	0	107	8	2	2	1	0	0	0	0	0	0	0	120
14:15	0	71	8	2	3	1	0	0	0	0	0	0	0	85	0	48	5	2	4	0	0	0	1	0	0	0	0	60	0	119	13	4	7	1	0	0	1	0	0	0	0	145
14:30	0	66	7	0	1	0	0	0	0	0	0	0	0	74	0	52	1	1	4	0	0	0	0	0	0	0	0	58	0	118	8	1	5	0	0	0	0	0	0	0	0	132
14:45	0	63	5	1	0	0	0	0	0	0	0	0	0	69	0	51	3	1	1	0	0	0	0	0	0	0	0	56	0	114	8	2	1	0	0	0	0	0	0	0	0	125
15:00	0	77	8	0	1	2	0	0	0	0	0	0	0	88	0	36	4	3	4	2	0	0	0	0	0	0	0	49	0	113	12	3	5	4	0	0	0	0	0	0	0	137
15:15	1	102	12	1	0	2	0	0	0	0	0	0	0	118	0	68	5	1	1	0	0	0	0	0	0	0	0	75	1	170	17	2	1	2	0	0	0	0	0	0	0	193
15:30	1	100	8	1	1	0	0	0	0	0	0	0	0	111	0	81	6	0	1	0	0	1	0	0	0	0	0	89	1	181	14	1	2	0	0	1	0	0	0	0	0	200
15:45	1	101	9	5	1	1	0	0	0	0	0	0	0	118	1	64	5	4	0	1	0	0	0	0	0	0	0	75	2	165	14	9	1	2	0	0	0	0	0	0	0	193
16:00	1	100	10	5	0	1	0	0	0	0	0	0	0	117	0	63	7	5	1	0	0	0	0	0	0	0	0	76	1	163	17	10	1	1	0	0	0	0	0	0	0	193
16:15	1	107	13	4	5	1	0	0	0	0	0	0	0	131	0	70	5	1	1	0	0	0	0	0	0	0	0	77	1	177	18	5	6	1	0	0	0	0	0	0	0	208
16:30	1	110	11	6	2	2	0	0	0	0	0	0	0	132	0	54	5	5	1	0	0	0	0	0	0	0	0	65	1	164	16	11	3	2	0	0	0	0	0	0	0	197
16:45	1	100	9	0	6	2	0	0	0	0	0	0	0	118	0	53	6	0	1	0	0	0	0	0	0	0	0	60	1	153	15	0	7	2	0	0	0	0	0	0	0	178
17:00	1	99	12	4	1	0	0	0	0	0	0	0	0	117	0	71	8	1	0	0	0	0	0	0	0	0	0	80	1	170	20	5	1	0	0	0	0	0	0	0	0	197
17:15	0	86	9	0	6	1	0	0	0	0	0	0	0	102	0	80	6	1	0	0	0	0	0	0	0	0	0	87	0	166	15	1	6	1	0	0	0	0	0	0	0	189
17:30	0	75	8	1	3	2	0	0	0	0	0	0	0	89	0	64	4	2	1	0	0	0	0	0	0	0	0	71	0	139	12	3	4	2	0	0	0	0	0	0	0	160
17:45	0	68	7	0	3	1	0	0	0	0	0	0	0	79	1	68	7	0	2	1	0	0	0	0	0	0	0	79	1	136	14	0	5	2	0	0	0	0	0	0	0	158
18:00	2	58	6	2	1	0	0	0	0	0	0	0	0	69	0	49	5	0	0	0	0	0	1	0	0	0	0	55	2	107	11	2	1	0	0	0	1	0	0	0	0	124
18:15	1	53	4	1	2	0	0	0	0	0	0	0	0	61	0	58	2	1	1	0	0	0	0	0	0	0	0	62	1	111	6	2	3	0	0	0	0	0	0	0	0	123
18:30	0	66	7	1	2	0	0	0	0	0	0	0	0	76	0	81	1	0	0	0	0	0	0	0	0	0	0	82	0	147	8	1	2	0	0	0	0	0	0	0	0	158
18:45	0	65	4	0	2	0	0	0	0	0	0	0	0	71	0	55	6	1	0	0	0	0	0	0	0	0	0	62	0	120	10	1	2	0	0	0	0	0	0	0	0	133
19:00	1	58	3	2	1	0	0	0	0	0	0	0	0	65	0	53	7	0	0	0	0	0	0	0	0	0	0	60	1	111	10	2	1	0	0	0	0	0	0	0	0	125
19:15	0	47	8	1	0	0	0	0	0	0	0	0	0	56	0	21	3	0	0	0	0	0	0	0	0	0	0	24	0	68	11	1	0	0	0	0	0	0	0	0	0	80
19:30	0	53	6	0	2	0	0	0	0	0	0	0	0	61	0	39	6	1	1	0	0	0	0	0	0	0	0	47	0	92	12	1	3	0	0	0	0	0	0	0	0	108
19:45	0	42	4	1	1	1	0	0	0	0	0	0	0	49	0	37	2	0	0	0	0	0	0	0	0	0	0	39	0	79	6	1	1	1	0	0	0	0	0	0	0	88
20:00	0	60	2	1	0	0	0	0	0	0	0	0	0	63	0	26	3	0	1	0	0	0	0	0	0	0	0	30	0	86	5	1	1	0	0	0	0	0	0	0	0	93
20:15	0	44	6	1	0	0	0	0	0	0	0	0	0	51	0	14	4	1	0	0	0	0	0	0	0	0	0	19	0	58	10	2	0	0	0	0	0	0	0	0	0	70
20:30	0	34	8	2	0	0	0	0	0	0	0	0	0	44	0	32	1	0	0	0	0	0	0	0	0	0	0	33	0	66	9	2	0	0	0	0	0	0	0	0	0	77
20:45	0	33	5	0	1	1	0	0	0	0	0	0	0	40	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	57	5	0	1	1	0	0	0	0	0	0	0	64
21:00	0	29	2	1	0	0	0	0	0	0	0	0	0	32	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	45	2	1	0	0	0	0	0	0	0	0	0	48
21:15	0	29	3	1	0	0	0	0	0	0	0	0	0	33	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	49	5	1	0	0	0	0	0	0	0	0	0	55
21:30	0	31	1	0	0	1	0	0	0	0	0	0	0	33	0	21	3	0	0	0	0	0	0	0	0	0	0	24	0	52	4	0	0	1	0	0	0	0	0	0	0	57
21:45	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	27	0	0	1	0	0	1	0	0	0	0	0	29	0	46	2	0	1	0	0	1	0	0	0	0	0	50
22:00	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	32	1	0	0	0	0	0	0	0	0	0	0	33
22:15	0	25	3	1	2	0	0	0	0	0	0	0	0	31	0	20	4	0	1	0	0	0	0	0	0	0	0	25	0	45	7	1	3	0	0	0	0	0	0	0	0	56
22:30	0	32	1	0	0	0	0	0	0	0	0	0	0	33	0	21	3	0	0	0	0	0	0	0	0	0	0	24	0	53	4	0	0	0	0	0	0	0	0	0	0	57
22:45	0	25	3	1	0	0	0	0	0	0	0	0	0	29	0	27	0	1	1	0	0	0	0	0	0	0	0	29	0	52	3	2	1	0	0	0	0	0	0	0	0	58
23:00	1	32	2	0	0	0	0	0	0	0	0	0	0	35	0	19	1	0	1	0	0	0	0	0	0	0	0	21	1	51	3	0	1	0	0	0	0	0	0	0	0	56
23:15	1	25	4	0	0	0	0	0	0	0	0	0	0	30	0	15	2	0	1	0	0	0	0	0	0	0	0	18	1	40	6	0	1	0	0	0	0	0	0	0	0	48
23:30	1	21	2	2	2	0	0	0	0	0	0	0	0	28	0	17	0	0	0	0	0	0	0	0	0	0	0	17	1	38	2	2	2	0	0	0	0	0	0	0	0	45
23:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	27	1	0	0	0	0	0	0	0	0	0	0	28
Totals	**20**	**4,144**	**446**	**102**	**111**	**44**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**4,873**	**4**	**3,585**	**283**	**72**	**99**	**14**	**0**	**8**	**4**	**0**	**0**	**0**	**0**	**4,069**	**24**	**7,729**	**729**	**174**	**210**	**58**	**0**	**10**	**8**	**0**	**0**	**0**	**0**	**8,942**
% of Totals	0%	85%	9%	2%	2%	1%		0%	0%					100%	0%	88%	7%	2%	2%	0%		0%	0%					100%	0%	86%	8%	2%	2%	1%		0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Jefferson St W/O Main St/Maple Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_014

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,908	4,222	9,130

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			12	10	22	12:00			73	46	119
0:15			9	4	13	12:15			55	54	109
0:30			13	8	21	12:30			64	56	120
0:45			11	8	19	12:45			62	63	125
1:00			9	7	16	13:00			71	57	128
1:15			3	1	4	13:15			69	46	115
1:30			5	5	10	13:30			85	62	147
1:45			7	4	11	13:45			77	61	138
2:00			7	7	14	14:00			67	54	121
2:15			8	8	16	14:15			84	60	144
2:30			1	4	5	14:30			78	58	136
2:45			4	4	8	14:45			75	56	131
3:00			2	1	3	15:00			91	49	140
3:15			4	7	11	15:15			121	75	196
3:30			6	2	8	15:30			118	89	207
3:45			5	5	10	15:45			120	75	195
4:00			4	7	11	16:00			118	76	194
4:15			4	10	14	16:15			126	77	203
4:30			4	3	7	16:30			130	65	195
4:45			16	9	25	16:45			118	60	178
5:00			10	14	24	17:00			117	80	197
5:15			13	26	39	17:15			102	87	189
5:30			26	29	55	17:30			89	71	160
5:45			27	42	69	17:45			81	79	160
6:00			28	49	77	18:00			69	55	124
6:15			35	74	109	18:15			61	62	123
6:30			56	109	165	18:30			76	82	158
6:45			64	127	191	18:45			71	62	133
7:00			66	87	153	19:00			65	60	125
7:15			71	89	160	19:15			56	24	80
7:30			72	88	160	19:30			61	47	108
7:45			79	88	167	19:45			49	39	88
8:00			70	56	126	20:00			63	30	93
8:15			56	67	123	20:15			51	19	70
8:30			66	75	141	20:30			44	33	77
8:45			56	70	126	20:45			40	24	64
9:00			73	62	135	21:00			32	16	48
9:15			59	65	124	21:15			33	22	55
9:30			52	69	121	21:30			33	24	57
9:45			57	71	128	21:45			21	29	50
10:00			49	37	86	22:00			20	13	33
10:15			59	59	118	22:15			31	25	56
10:30			71	59	130	22:30			33	24	57
10:45			70	50	120	22:45			29	29	58
11:00			56	48	104	23:00			35	21	56
11:15			71	62	133	23:15			30	18	48
11:30			59	51	110	23:30			28	17	45
11:45			60	47	107	23:45			21	7	28
TOTALS	0	0	1665	1884	3549	TOTALS	0	0	3243	2338	5581
SPLIT %	0%	0%	47%	53%	39%	SPLIT %	0%	0%	58%	42%	61%

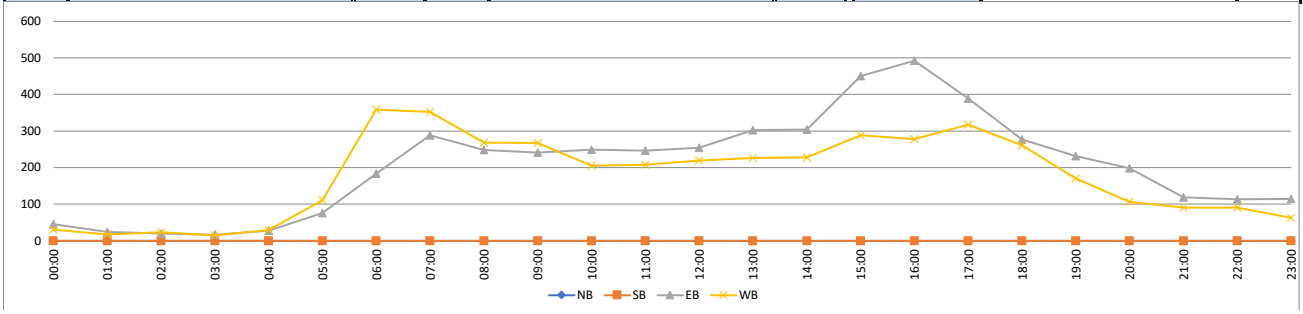
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			45	30	75
01:00	02:00			24	17	41
02:00	03:00			20	23	43
03:00	04:00			17	15	32
04:00	05:00			28	29	57
05:00	06:00			76	111	187
06:00	07:00			183	359	542
07:00	08:00			288	352	640
08:00	09:00			248	268	516
09:00	10:00			241	267	508
10:00	11:00			249	205	454
11:00	12:00			246	208	454
12:00	13:00			254	219	473
13:00	14:00			302	226	528
14:00	15:00			304	228	532
15:00	16:00			450	288	738
16:00	17:00			492	278	770
17:00	18:00			389	317	706
18:00	19:00			277	261	538
19:00	20:00			231	170	401
20:00	21:00			198	106	304
21:00	22:00			119	91	210
22:00	23:00			113	91	204
23:00	00:00			114	63	177

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1665	1884	3549
Peak Hour			7:15	6:30	6:30
Peak Volume			292	412	669
Peak Hour Factor			0.924	0.811	0.876
Peak Period	12:00	to	00:00		
Volume			3243	2338	5581
Peak Hour			15:45	15:30	15:30
Peak Volume			494	317	799
Peak Hour Factor			0.950	0.890	0.965
Peak Period	07:00	to	09:00		
Volume			536	620	1156
Peak Hour			7:15	7:00	7:00
Peak Volume			292	352	640
Peak Hour Factor			0.924	0.989	0.958
Peak Period	16:00	to	18:00		
Volume			881	595	1476
Peak Hour			16:00	17:00	16:15
Peak Volume			492	317	773
Peak Hour Factor			0.946	0.911	0.952



Wyllys St E/O Main St/Maple Ave

Averaged Counts

TIME		Tues			Wed			Ave		
		EB	WB	TOTAL	EB	WB	TOTAL	EB	WB	Total
00:00	01:00	85	61	**146**	86	55	**141**	85.5	58	**144**
01:00	02:00	50	43	**93**	45	57	**102**	47.5	50	**98**
02:00	03:00	29	50	**79**	44	46	**90**	36.5	48	**85**
03:00	04:00	39	33	**72**	32	36	**68**	35.5	34.5	**70**
04:00	05:00	67	58	**125**	61	55	**116**	64	56.5	**121**
05:00	06:00	109	247	**356**	104	217	**321**	106.5	232	**339**
06:00	07:00	213	557	**770**	211	553	**764**	212	555	**767**
07:00	08:00	356	568	**924**	347	594	**941**	351.5	581	**933**
08:00	09:00	315	618	**933**	306	555	**861**	310.5	586.5	**897**
09:00	10:00	240	477	**717**	246	477	**723**	243	477	**720**
10:00	11:00	264	426	**690**	277	399	**676**	270.5	412.5	**683**
11:00	12:00	279	388	**667**	292	332	**624**	285.5	360	**646**
12:00	13:00	251	465	**716**	327	394	**721**	289	429.5	**719**
13:00	14:00	230	412	**642**	358	434	**792**	294	423	**717**
14:00	15:00	361	451	**812**	420	509	**929**	390.5	480	**871**
15:00	16:00	559	534	**1093**	590	511	**1101**	574.5	522.5	**1097**
16:00	17:00	602	474	**1076**	619	481	**1100**	610.5	477.5	**1088**
17:00	18:00	520	534	**1054**	486	534	**1020**	503	534	**1037**
18:00	19:00	435	456	**891**	383	504	**887**	409	480	**889**
19:00	20:00	377	261	**638**	329	277	**606**	353	269	**622**
20:00	21:00	273	187	**460**	296	178	**474**	284.5	182.5	**467**
21:00	22:00	180	173	**353**	144	166	**310**	162	169.5	**332**
22:00	23:00	138	157	**295**	189	157	**346**	163.5	157	**321**
23:00	00:00	184	114	**298**	205	111	**316**	194.5	112.5	**307**

Prepared by National Data & Surveying Services

CLASSIFICATION

Wyllys St E/O Main St/Maple Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_015

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	71	13	1	0	0	0	0	0	0	0	0	0	85	1	54	4	0	1	1	0	0	0	0	0	0	0	61	1	125	17	1	1	1	0	0	0	0	0	0	0	146
01:00	0	41	6	0	2	0	0	1	0	0	0	0	0	50	1	38	3	0	1	0	0	0	0	0	0	0	0	43	1	79	9	0	3	0	0	1	0	0	0	0	0	93
02:00	0	24	3	0	1	1	0	0	0	0	0	0	0	29	0	45	3	0	1	0	0	0	1	0	0	0	0	50	0	69	6	0	2	1	0	0	1	0	0	0	0	79
03:00	0	34	2	0	3	0	0	0	0	0	0	0	0	39	0	24	4	0	3	2	0	0	0	0	0	0	0	33	0	58	6	0	6	2	0	0	0	0	0	0	0	72
04:00	0	56	7	0	2	2	0	0	0	0	0	0	0	67	0	48	7	1	1	1	0	0	0	0	0	0	0	58	0	104	14	1	3	3	0	0	0	0	0	0	0	125
05:00	0	91	13	1	2	1	0	1	0	0	0	0	0	109	0	218	22	3	2	1	0	1	0	0	0	0	0	247	0	309	35	4	4	2	0	2	0	0	0	0	0	356
06:00	0	183	19	8	1	1	0	0	1	0	0	0	0	213	0	486	45	16	6	2	2	0	0	0	0	0	0	557	0	669	64	24	7	3	2	0	1	0	0	0	0	770
07:00	0	301	40	11	4	0	0	0	0	0	0	0	0	356	0	504	37	15	8	2	0	2	0	0	0	0	0	568	0	805	77	26	12	2	0	2	0	0	0	0	0	924
08:00	0	263	33	14	1	1	0	3	0	0	0	0	0	315	0	545	44	10	13	0	2	4	0	0	0	0	0	618	0	808	77	24	14	1	2	7	0	0	0	0	0	933
09:00	0	199	26	5	8	1	0	1	0	0	0	0	0	240	0	413	52	5	7	0	0	0	0	0	0	0	0	477	0	612	78	10	15	1	0	1	0	0	0	0	0	717
10:00	0	216	37	6	2	1	0	2	0	0	0	0	0	264	0	382	34	6	4	0	0	0	0	0	0	0	0	426	0	598	71	12	6	1	0	2	0	0	0	0	0	690
11:00	0	235	32	6	6	0	0	0	0	0	0	0	0	279	1	331	44	7	4	1	0	0	0	0	0	0	0	388	1	566	76	13	10	1	0	0	0	0	0	0	0	667
12:00	0	202	36	7	5	1	0	0	0	0	0	0	0	251	1	389	54	10	10	0	0	1	0	0	0	0	0	465	1	591	90	17	15	1	0	1	0	0	0	0	0	716
13:00	0	198	21	6	3	2	0	0	0	0	0	0	0	230	2	362	38	6	2	0	0	1	1	0	0	0	0	412	2	560	59	12	5	2	0	1	1	0	0	0	0	642
14:00	0	312	32	10	6	1	0	0	0	0	0	0	0	361	4	393	37	12	4	1	0	0	0	0	0	0	0	451	4	705	69	22	10	2	0	0	0	0	0	0	0	812
15:00	0	488	47	16	5	2	0	1	0	0	0	0	0	559	0	487	33	11	2	1	0	0	0	0	0	0	0	534	0	975	80	27	7	3	0	1	0	0	0	0	0	1093
16:00	1	545	41	9	4	1	0	0	1	0	0	0	0	602	2	419	37	14	1	0	0	0	1	0	0	0	0	474	3	964	78	23	5	1	0	0	2	0	0	0	0	1076
17:00	1	483	27	6	3	0	0	0	0	0	0	0	0	520	1	483	45	0	4	1	0	0	0	0	0	0	0	534	2	966	72	6	7	1	0	0	0	0	0	0	0	1054
18:00	0	394	35	4	2	0	0	0	0	0	0	0	0	435	0	410	40	1	3	1	0	1	0	0	0	0	0	456	0	804	75	5	5	1	0	1	0	0	0	0	0	891
19:00	0	347	26	0	4	0	0	0	0	0	0	0	0	377	0	236	19	1	5	0	0	0	0	0	0	0	0	261	0	583	45	1	9	0	0	0	0	0	0	0	0	638
20:00	0	260	9	2	2	0	0	0	0	0	0	0	0	273	0	171	15	0	1	0	0	0	0	0	0	0	0	187	0	431	24	2	3	0	0	0	0	0	0	0	0	460
21:00	0	161	15	0	3	0	0	0	1	0	0	0	0	180	2	148	19	0	3	0	0	0	1	0	0	0	0	173	2	309	34	0	6	0	0	0	2	0	0	0	0	353
22:00	0	122	16	0	0	0	0	0	0	0	0	0	0	138	0	143	13	0	1	0	0	0	0	0	0	0	0	157	0	265	29	0	1	0	0	0	0	0	0	0	0	295
23:00	1	170	13	0	0	0	0	0	0	0	0	0	0	184	0	99	14	0	1	0	0	0	0	0	0	0	0	114	1	269	27	0	1	0	0	0	0	0	0	0	0	298
Totals	**3**	**5,396**	**549**	**112**	**69**	**15**	**0**	**9**	**3**	**0**	**0**	**0**	**0**	**6,156**	**15**	**6,828**	**663**	**118**	**88**	**14**	**4**	**10**	**4**	**0**	**0**	**0**	**0**	**7,744**	**18**	**12,224**	**1,212**	**230**	**157**	**29**	**4**	**19**	**7**	**0**	**0**	**0**	**0**	**13,900**
% of Totals	0%	88%	9%	2%	1%	0%		0%	0%					100%	0%	88%	9%	2%	1%	0%	0%	0%	0%					100%	0%	88%	9%	2%	1%	0%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

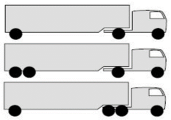
#3 2-Axle, 4-Tire Single Unit

#4 Buses

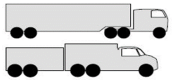
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00	12:00 - 24:00	07:00 - 09:00	16:00 - 18:00
EASTBOUND	0	3	0	2
	0%	0%	0%	0%
	0:00	16:00	7:00	16:00
	0	1	0	1
EASTBOUND	1714	3682	564	1028
	28%	60%	9%	17%
	7:30	16:00	7:30	16:00
	318	545	318	545
EASTBOUND	231	318	73	68
	4%	5%	1%	1%
	7:00	14:45	7:00	16:00
	40	52	40	41
EASTBOUND	52	60	25	15
	1%	1%	0%	0%
	7:45	14:45	7:45	16:15
	15	16	15	10
EASTBOUND	32	37	5	7
	1%	1%	0%	0%
	11:15	14:45	7:00	16:00
	9	7	4	4
EASTBOUND	8	7	1	1
	0%	0%	0%	0%
	4:00	14:30	7:30	16:00
	2	3	1	1
EASTBOUND	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
EASTBOUND	8	1	3	0
	0%	0%	0%	0%
	8:00	14:30	8:00	16:00
	3	1	3	0
EASTBOUND	1	2	0	1
	0%	0%	0%	0%
	5:45	16:00	7:00	16:00
	1	0	0	1
EASTBOUND	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
EASTBOUND	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
EASTBOUND	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
EASTBOUND	**2046**	**4110**	**671**	**1122**
	33%	67%	11%	18%
	7:30	16:00	7:30	16:00
	370	602	370	602
WESTBOUND	3	12	0	3
	0%	0%	0%	0%
	0:15	14:00	7:00	16:00
	2	4	0	2
WESTBOUND	3088	3740	1049	902
	40%	48%	14%	12%
	7:30	15:00	7:30	17:00
	574	487	574	483
WESTBOUND	299	364	81	82
	4%	5%	1%	1%
	6:45	12:00	8:00	17:00
	53	54	44	45
WESTBOUND	63	55	25	14
	1%	1%	0%	0%
	6:15	14:15	7:00	16:00
	21	16	15	14
WESTBOUND	51	37	21	5
	1%	0%	0%	0%
	7:45	12:00	7:45	16:45
	14	10	14	4
WESTBOUND	10	4	2	1
	0%	0%	0%	0%
	6:15	14:30	7:00	17:00
	3	0	2	1
WESTBOUND	4	0	2	0
	0%	0%	0%	0%
	5:45	12:00	7:30	16:00
	2	0	2	0
WESTBOUND	7	3	6	0
	0%	0%	0%	0%
	8:00	12:15	8:00	16:00
	4	2	4	0
WESTBOUND	1	3	0	1
	0%	0%	0%	0%
	1:45	12:45	7:00	16:00
	1	1	0	1
WESTBOUND	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
WESTBOUND	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
WESTBOUND	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
WESTBOUND	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
WESTBOUND	**3526**	**4218**	**1186**	**1008**
	46%	54%	15%	13%
	7:30	15:00	7:30	17:00
	639	534	639	534
TOTALS	3	15	0	5
	0%	0%	0%	0%
	0:15	14:00	7:00	16:00
	2	4	0	3
TOTALS	4802	7422	1613	1930
	35%	53%	12%	14%
	7:30	16:45	7:30	16:45
	892	1013	892	1013
TOTALS	530	682	154	150
	4%	5%	1%	1%
	11:45	17:30	7:00	16:00
	88	93	77	78
TOTALS	115	115	50	29
	1%	1%	0%	0%
	6:15	15:45	7:00	16:00
	33	31	26	23
TOTALS	83	74	26	12
	1%	1%	0%	0%
	7:45	12:00	7:45	16:15
	18	15	18	7
TOTALS	18	11	3	2
	0%	0%	0%	0%
	4:45	14:30	7:00	16:00
	4	5	2	1
TOTALS	4	7	2	0
	0%	0%	0%	0%
	5:45	12:00	7:30	16:00
	2	2	2	0
TOTALS	15	4	9	0
	0%	0%	0%	0%
	8:00	12:15	8:00	16:00
	7	2	7	0
TOTALS	2	5	0	2
	0%	0%	0%	0%
	1:45	16:00	7:00	16:00
	1	2	0	2
TOTALS	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
TOTALS	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
TOTALS	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
TOTALS	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
TOTALS	**5572**	**8328**	**1857**	**2130**
	40%	60%	13%	15%
	7:30	16:45	7:30	16:45
	1009	1104	1009	1104

Prepared by National Data & Surveying Services

CLASSIFICATION

Wyllys St E/O Main St/Maple Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_015

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND												TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	22	5	0	0	0	0	0	0	0	0	0	0	27	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	40	6	0	0	0	0	0	0	0	0	0	0	46
00:15	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	32	4	0	0	0	0	0	0	0	0	0	0	36
00:30	0	14	3	0	0	0	0	0	0	0	0	0	0	17	1	10	2	0	0	0	0	0	0	0	0	0	0	13	1	24	5	0	0	0	0	0	0	0	0	0	0	30
00:45	0	19	2	1	0	0	0	0	0	0	0	0	0	22	0	10	0	0	1	1	0	0	0	0	0	0	0	12	0	29	2	1	1	1	0	0	0	0	0	0	0	34
01:00	0	13	2	0	0	0	0	1	0	0	0	0	0	16	1	15	1	0	0	0	0	0	0	0	0	0	0	17	1	28	3	0	0	0	0	1	0	0	0	0	0	33
01:15	0	8	1	0	1	0	0	0	0	0	0	0	0	10	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	17	1	0	1	0	0	0	0	0	0	0	0	19
01:30	0	15	0	0	1	0	0	0	0	0	0	0	0	16	0	6	2	0	1	0	0	0	0	0	0	0	0	9	0	21	2	0	2	0	0	0	0	0	0	0	0	25
01:45	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	13	3	0	0	0	0	0	0	0	0	0	0	16
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	21	1	0	0	0	0	0	0	0	0	0	0	22
02:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	16	0	0	0	0	0	0	0	0	0	0	0	16
02:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	12	1	0	1	0	0	0	1	0	0	0	0	15	0	17	2	0	1	0	0	0	1	0	0	0	0	21
02:45	0	7	2	0	1	1	0	0	0	0	0	0	0	11	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	15	3	0	1	1	0	0	0	0	0	0	0	20
03:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9	0	7	1	0	1	1	0	0	0	0	0	0	0	10	0	14	2	0	2	1	0	0	0	0	0	0	0	19
03:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	6	2	0	1	1	0	0	0	0	0	0	0	10	0	16	2	0	1	1	0	0	0	0	0	0	0	20
03:30	0	9	1	0	2	0	0	0	0	0	0	0	0	12	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	14	1	0	2	0	0	0	0	0	0	0	0	17
03:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	6	1	0	1	0	0	0	0	0	0	0	0	8	0	14	1	0	1	0	0	0	0	0	0	0	0	16
04:00	0	13	0	0	0	1	0	0	0	0	0	0	0	14	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	20	1	0	0	1	0	0	0	0	0	0	0	22
04:15	0	11	3	0	1	0	0	0	0	0	0	0	0	15	0	7	1	0	1	0	0	0	0	0	0	0	0	9	0	18	4	0	2	0	0	0	0	0	0	0	0	24
04:30	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	35	6	0	0	0	0	0	0	0	0	0	0	41
04:45	0	13	1	0	1	1	0	0	0	0	0	0	0	16	0	18	2	1	0	1	0	0	0	0	0	0	0	22	0	31	3	1	1	2	0	0	0	0	0	0	0	38
05:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	25	1	2	0	0	0	0	0	0	0	0	0	28	0	38	4	2	0	0	0	0	0	0	0	0	0	44
05:15	0	15	4	0	0	0	0	0	0	0	0	0	0	19	0	35	2	0	0	1	0	1	0	0	0	0	0	39	0	50	6	0	0	1	0	1	0	0	0	0	0	58
05:30	0	37	4	1	1	1	0	0	0	0	0	0	0	44	0	64	9	0	2	0	0	0	0	0	0	0	0	75	0	101	13	1	3	1	0	0	0	0	0	0	0	119
05:45	0	26	2	0	1	0	0	1	0	0	0	0	0	30	0	94	10	1	0	0	0	0	0	0	0	0	0	105	0	120	12	1	1	0	0	1	0	0	0	0	0	135
06:00	0	38	6	0	1	0	0	0	0	0	0	0	0	45	0	77	10	1	0	0	0	0	0	0	0	0	0	88	0	115	16	1	1	0	0	0	0	0	0	0	0	133
06:15	0	30	6	0	0	0	0	0	0	0	0	0	0	36	0	111	9	4	2	1	0	0	0	0	0	0	0	127	0	141	15	4	2	1	0	0	0	0	0	0	0	163
06:30	0	56	5	5	0	1	0	0	1	0	0	0	0	68	0	149	6	6	2	0	2	0	0	0	0	0	0	165	0	205	11	11	2	1	2	0	1	0	0	0	0	233
06:45	0	59	2	3	0	0	0	0	0	0	0	0	0	64	0	149	20	5	2	1	0	0	0	0	0	0	0	177	0	208	22	8	2	1	0	0	0	0	0	0	0	241
07:00	0	51	11	4	0	0	0	0	0	0	0	0	0	66	0	105	13	6	2	1	0	0	0	0	0	0	0	127	0	156	24	10	2	1	0	0	0	0	0	0	0	193
07:15	0	64	9	2	0	0	0	0	0	0	0	0	0	75	0	122	11	2	3	0	0	1	0	0	0	0	0	139	0	186	20	4	3	0	0	1	0	0	0	0	0	214
07:30	0	104	9	2	1	0	0	0	0	0	0	0	0	116	0	144	9	4	1	1	0	0	0	0	0	0	0	159	0	248	18	6	2	1	0	0	0	0	0	0	0	275
07:45	0	82	11	3	3	0	0	0	0	0	0	0	0	99	0	133	4	3	2	0	0	1	0	0	0	0	0	143	0	215	15	6	5	0	0	1	0	0	0	0	0	242
08:00	0	65	9	2	0	0	0	0	0	0	0	0	0	76	0	149	12	1	7	0	0	1	0	0	0	0	0	170	0	214	21	3	7	0	0	1	0	0	0	0	0	246
08:15	0	67	5	4	0	1	0	2	0	0	0	0	0	79	0	148	11	3	3	0	2	0	0	0	0	0	0	167	0	215	16	7	3	1	2	2	0	0	0	0	0	246
08:30	0	65	11	6	1	0	0	0	0	0	0	0	0	83	0	102	9	3	2	0	0	1	0	0	0	0	0	117	0	167	20	9	3	0	0	1	0	0	0	0	0	200
08:45	0	66	8	2	0	0	0	1	0	0	0	0	0	77	0	146	12	3	1	0	0	2	0	0	0	0	0	164	0	212	20	5	1	0	0	3	0	0	0	0	0	241
09:00	0	51	5	2	4	0	0	0	0	0	0	0	0	62	0	128	13	3	1	0	0	0	0	0	0	0	0	145	0	179	18	5	5	0	0	0	0	0	0	0	0	207
09:15	0	55	6	2	1	0	0	0	0	0	0	0	0	64	0	109	12	0	1	0	0	0	0	0	0	0	0	122	0	164	18	2	2	0	0	0	0	0	0	0	0	186
09:30	0	43	7	1	1	0	0	1	0	0	0	0	0	53	0	88	15	1	5	0	0	0	0	0	0	0	0	109	0	131	22	2	6	0	0	1	0	0	0	0	0	162
09:45	0	50	8	0	2	1	0	0	0	0	0	0	0	61	0	88	12	1	0	0	0	0	0	0	0	0	0	101	0	138	20	1	2	1	0	0	0	0	0	0	0	162
10:00	0	56	10	3	0	1	0	0	0	0	0	0	0	70	0	89	9	1	0	0	0	0	0	0	0	0	0	99	0	145	19	4	0	1	0	0	0	0	0	0	0	169
10:15	0	59	10	0	0	0	0	2	0	0	0	0	0	71	0	103	8	2	0	0	0	0	0	0	0	0	0	113	0	162	18	2	0	0	0	2	0	0	0	0	0	184
10:30	0	46	9	3	1	0	0	0	0	0	0	0	0	59	0	96	9	0	2	0	0	0	0	0	0	0	0	107	0	142	18	3	3	0	0	0	0	0	0	0	0	166
10:45	0	55	8	0	1	0	0	0	0	0	0	0	0	64	0	94	8	3	2	0	0	0	0	0	0	0	0	107	0	149	16	3	3	0	0	0	0	0	0	0	0	171
11:00	0	58	7	1	1	0	0	0	0	0	0	0	0	67	0	71	12	2	1	1	0	0	0	0	0	0	0	87	0	129	19	3	2	1	0	0	0	0	0	0	0	154
11:15	0	54	10	1	4	0	0	0	0	0	0	0	0	69	0	80	16	1	2	0	0	0	0	0	0	0	0	99	0	134	26	2	6	0	0	0	0	0	0	0	0	168
11:30	0	64	6	2	1	0	0	0	0	0	0	0	0	73	0	84	5	3	1	0	0	0	0	0	0	0	0	93	0	148	11	5	2	0	0	0	0	0	0	0	0	166
11:45	0	59	9	2	0	0	0	0	0	0	0	0	0	70	1	96	11	1	0	0	0	0	0	0	0	0	0	109	1	155	20	3	0	0	0	0	0	0	0	0	0	179

Prepared by National Data & Surveying Services

CLASSIFICATION

Wyllys St E/O Main St/Maple Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_015

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND												TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	71	13	2	4	0	0	0	0	0	0	0	0	90	0	93	12	2	3	0	0	0	0	0	0	0	0	110	0	164	25	4	7	0	0	0	0	0	0	0	200
12:15	0	46	6	0	0	0	0	0	0	0	0	0	0	52	1	87	13	2	1	0	0	0	0	0	0	0	0	104	1	133	19	2	1	0	0	0	0	0	0	0	156
12:30	0	39	9	2	1	1	0	0	0	0	0	0	0	52	0	107	15	3	3	0	0	1	0	0	0	0	0	129	0	146	24	5	4	1	0	1	0	0	0	0	181
12:45	0	46	8	3	0	0	0	0	0	0	0	0	0	57	0	102	14	3	3	0	0	0	0	0	0	0	0	122	0	148	22	6	3	0	0	0	0	0	0	0	179
13:00	0	39	8	2	1	1	0	0	0	0	0	0	0	51	0	81	7	0	0	0	0	1	0	0	0	0	0	89	0	120	15	2	1	1	0	1	0	0	0	0	140
13:15	0	50	6	2	1	0	0	0	0	0	0	0	0	59	1	95	16	4	0	0	0	0	0	0	0	0	0	116	1	145	22	6	1	0	0	0	0	0	0	0	175
13:30	0	54	1	0	1	0	0	0	0	0	0	0	0	56	1	86	10	0	1	0	0	0	1	0	0	0	0	99	1	140	11	0	2	0	0	0	1	0	0	0	155
13:45	0	55	6	2	0	1	0	0	0	0	0	0	0	64	0	100	5	2	1	0	0	0	0	0	0	0	0	108	0	155	11	4	1	1	0	0	0	0	0	0	172
14:00	0	64	5	1	2	0	0	0	0	0	0	0	0	72	0	103	9	1	0	0	0	0	0	0	0	0	0	113	0	167	14	2	2	0	0	0	0	0	0	0	185
14:15	0	59	9	1	1	0	0	0	0	0	0	0	0	70	1	100	14	5	0	0	0	0	0	0	0	0	0	120	1	159	23	6	1	0	0	0	0	0	0	0	190
14:30	0	74	5	1	1	0	0	0	0	0	0	0	0	81	1	79	7	2	4	0	0	0	0	0	0	0	0	93	1	153	12	3	5	0	0	0	0	0	0	0	174
14:45	0	115	13	7	2	1	0	0	0	0	0	0	0	138	2	111	7	4	0	1	0	0	0	0	0	0	0	125	2	226	20	11	2	2	0	0	0	0	0	0	263
15:00	0	122	18	3	2	1	0	0	0	0	0	0	0	146	0	114	11	5	0	0	0	0	0	0	0	0	0	130	0	236	29	8	2	1	0	0	0	0	0	0	276
15:15	0	116	11	3	1	1	0	1	0	0	0	0	0	133	0	110	7	2	1	1	0	0	0	0	0	0	0	121	0	226	18	5	2	2	0	1	0	0	0	0	254
15:30	0	135	10	3	2	0	0	0	0	0	0	0	0	150	0	138	8	1	0	0	0	0	0	0	0	0	0	147	0	273	18	4	2	0	0	0	0	0	0	0	297
15:45	0	115	8	7	0	0	0	0	0	0	0	0	0	130	0	125	7	3	1	0	0	0	0	0	0	0	0	136	0	240	15	10	1	0	0	0	0	0	0	0	266
16:00	0	132	13	1	2	1	0	0	0	0	0	0	0	149	1	94	6	8	0	0	0	0	0	0	0	0	0	109	1	226	19	9	2	1	0	0	0	0	0	0	258
16:15	0	145	11	4	1	0	0	0	0	0	0	0	0	161	1	106	9	3	0	0	0	0	1	0	0	0	0	120	1	251	20	7	1	0	0	0	1	0	0	0	281
16:30	0	133	7	3	0	0	0	0	0	0	0	0	0	143	0	103	11	2	0	0	0	0	0	0	0	0	0	116	0	236	18	5	0	0	0	0	0	0	0	0	259
16:45	1	135	10	1	1	0	0	0	1	0	0	0	0	149	0	116	11	1	1	0	0	0	0	0	0	0	0	129	1	251	21	2	2	0	0	0	1	0	0	0	278
17:00	0	127	5	2	2	0	0	0	0	0	0	0	0	136	1	108	10	0	2	0	0	0	0	0	0	0	0	121	1	235	15	2	4	0	0	0	0	0	0	0	257
17:15	0	138	4	2	0	0	0	0	0	0	0	0	0	144	0	130	9	0	0	0	0	0	0	0	0	0	0	139	0	268	13	2	0	0	0	0	0	0	0	0	283
17:30	0	133	11	1	0	0	0	0	0	0	0	0	0	145	0	126	14	0	1	0	0	0	0	0	0	0	0	141	0	259	25	1	1	0	0	0	0	0	0	0	286
17:45	1	85	7	1	1	0	0	0	0	0	0	0	0	95	0	119	12	0	1	1	0	0	0	0	0	0	0	133	1	204	19	1	2	1	0	0	0	0	0	0	228
18:00	0	105	10	0	0	0	0	0	0	0	0	0	0	115	0	85	13	0	1	1	0	0	0	0	0	0	0	100	0	190	23	0	1	1	0	0	0	0	0	0	215
18:15	0	98	14	0	2	0	0	0	0	0	0	0	0	114	0	108	12	1	1	0	0	1	0	0	0	0	0	123	0	206	26	1	3	0	0	1	0	0	0	0	237
18:30	0	105	4	1	0	0	0	0	0	0	0	0	0	110	0	122	7	0	0	0	0	0	0	0	0	0	0	129	0	227	11	1	0	0	0	0	0	0	0	0	239
18:45	0	86	7	3	0	0	0	0	0	0	0	0	0	96	0	95	8	0	1	0	0	0	0	0	0	0	0	104	0	181	15	3	1	0	0	0	0	0	0	0	200
19:00	0	79	3	0	2	0	0	0	0	0	0	0	0	84	0	63	5	0	1	0	0	0	0	0	0	0	0	69	0	142	8	0	3	0	0	0	0	0	0	0	153
19:15	0	78	10	0	0	0	0	0	0	0	0	0	0	88	0	64	5	0	2	0	0	0	0	0	0	0	0	71	0	142	15	0	2	0	0	0	0	0	0	0	159
19:30	0	107	7	0	2	0	0	0	0	0	0	0	0	116	0	55	5	1	1	0	0	0	0	0	0	0	0	62	0	162	12	1	3	0	0	0	0	0	0	0	178
19:45	0	83	6	0	0	0	0	0	0	0	0	0	0	89	0	54	4	0	1	0	0	0	0	0	0	0	0	59	0	137	10	0	1	0	0	0	0	0	0	0	148
20:00	0	70	3	1	0	0	0	0	0	0	0	0	0	74	0	42	3	0	0	0	0	0	0	0	0	0	0	45	0	112	6	1	0	0	0	0	0	0	0	0	119
20:15	0	71	2	0	2	0	0	0	0	0	0	0	0	75	0	44	8	0	0	0	0	0	0	0	0	0	0	52	0	115	10	0	2	0	0	0	0	0	0	0	127
20:30	0	72	3	1	0	0	0	0	0	0	0	0	0	76	0	49	1	0	0	0	0	0	0	0	0	0	0	50	0	121	4	1	0	0	0	0	0	0	0	0	126
20:45	0	47	1	0	0	0	0	0	0	0	0	0	0	48	0	36	3	0	1	0	0	0	0	0	0	0	0	40	0	83	4	0	1	0	0	0	0	0	0	0	88
21:00	0	53	5	0	0	0	0	0	0	0	0	0	0	58	0	38	5	0	0	0	0	0	1	0	0	0	0	44	0	91	10	0	0	0	0	0	1	0	0	0	102
21:15	0	41	3	0	1	0	0	0	1	0	0	0	0	46	0	38	4	0	1	0	0	0	0	0	0	0	0	43	0	79	7	0	2	0	0	0	1	0	0	0	89
21:30	0	41	1	0	2	0	0	0	0	0	0	0	0	44	2	37	3	0	1	0	0	0	0	0	0	0	0	43	2	78	4	0	3	0	0	0	0	0	0	0	87
21:45	0	26	6	0	0	0	0	0	0	0	0	0	0	32	0	35	7	0	1	0	0	0	0	0	0	0	0	43	0	61	13	0	1	0	0	0	0	0	0	0	75
22:00	0	36	5	0	0	0	0	0	0	0	0	0	0	41	0	35	3	0	1	0	0	0	0	0	0	0	0	39	0	71	8	0	1	0	0	0	0	0	0	0	80
22:15	0	27	7	0	0	0	0	0	0	0	0	0	0	34	0	37	2	0	0	0	0	0	0	0	0	0	0	39	0	64	9	0	0	0	0	0	0	0	0	0	73
22:30	0	32	1	0	0	0	0	0	0	0	0	0	0	33	0	38	5	0	0	0	0	0	0	0	0	0	0	43	0	70	6	0	0	0	0	0	0	0	0	0	76
22:45	0	27	3	0	0	0	0	0	0	0	0	0	0	30	0	33	3	0	0	0	0	0	0	0	0	0	0	36	0	60	6	0	0	0	0	0	0	0	0	0	66
23:00	1	40	3	0	0	0	0	0	0	0	0	0	0	44	0	42	3	0	1	0	0	0	0	0	0	0	0	46	1	82	6	0	1	0	0	0	0	0	0	0	90
23:15	0	33	5	0	0	0	0	0	0	0	0	0	0	38	0	27	5	0	0	0	0	0	0	0	0	0	0	32	0	60	10	0	0	0	0	0	0	0	0	0	70
23:30	0	63	4	0	0	0	0	0	0	0	0	0	0	67	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	81	6	0	0	0	0	0	0	0	0	0	87
23:45	0	34	1	0	0	0	0	0	0	0	0	0	0	35	0	12	4	0	0	0	0	0	0	0	0	0	0	16	0	46	5	0	0	0	0	0	0	0	0	0	51
Totals	**3**	**5,396**	**549**	**112**	**69**	**15**	**0**	**9**	**3**	**0**	**0**	**0**	**0**	**6,156**	**15**	**6,828**	**663**	**118**	**88**	**14**	**4**	**10**	**4**	**0**	**0**	**0**	**0**	**7,744**	**18**	**12,224**	**1,212**	**230**	**157**	**29**	**4**	**19**	**7**	**0**	**0**	**0**	**0**	**13,900**
% of Totals	0%	88%	9%	2%	1%	0%		0%	0%					**100%**	0%	88%	9%	2%	1%	0%	0%	0%	0%					**100%**	0%	88%	9%	2%	1%	0%	0%	0%	0%				**100%**

Prepared by National Data & Surveying Services

VOLUME

Wyllys St E/O Main St/Maple Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_015

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,156	7,744	13,900

DAILY TOTALS

15-Minutes Interval

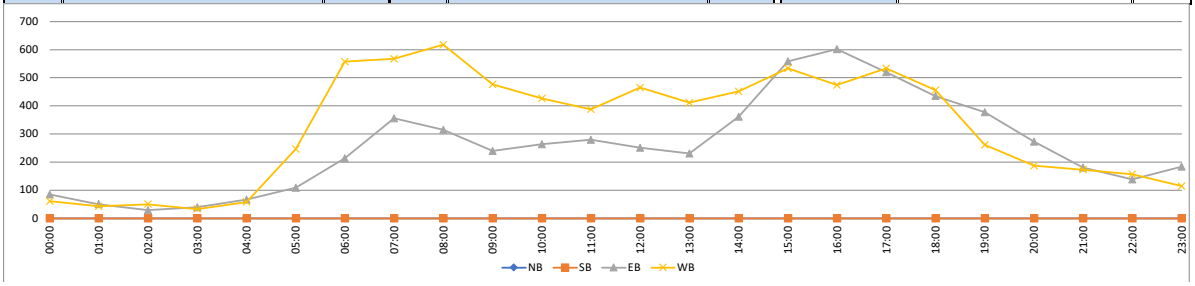
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			27	19	46	12:00			90	110	200
00:15			19	17	36	12:15			52	104	156
00:30			17	13	30	12:30			52	129	181
00:45			22	12	34	12:45			57	122	179
01:00			16	17	33	13:00			51	89	140
01:15			10	9	19	13:15			59	116	175
01:30			16	9	25	13:30			56	99	155
01:45			8	8	16	13:45			64	108	172
02:00			7	15	22	14:00			72	113	185
02:15			5	11	16	14:15			70	120	190
02:30			6	15	21	14:30			81	93	174
02:45			11	9	20	14:45			138	125	263
03:00			9	10	19	15:00			146	130	276
03:15			10	10	20	15:15			133	121	254
03:30			12	5	17	15:30			150	147	297
03:45			8	8	16	15:45			130	136	266
04:00			14	8	22	16:00			149	109	258
04:15			15	9	24	16:15			161	120	281
04:30			22	19	41	16:30			143	116	259
04:45			16	22	38	16:45			149	129	278
05:00			16	28	44	17:00			136	121	257
05:15			19	39	58	17:15			144	139	283
05:30			44	75	119	17:30			145	141	286
05:45			30	105	135	17:45			95	133	228
06:00			45	88	133	18:00			115	100	215
06:15			36	127	163	18:15			114	123	237
06:30			68	165	233	18:30			110	129	239
06:45			64	177	241	18:45			96	104	200
07:00			66	127	193	19:00			84	69	153
07:15			75	139	214	19:15			88	71	159
07:30			116	159	275	19:30			116	62	178
07:45			99	143	242	19:45			89	59	148
08:00			76	170	246	20:00			74	45	119
08:15			79	167	246	20:15			75	52	127
08:30			83	117	200	20:30			76	50	126
08:45			77	164	241	20:45			48	40	88
09:00			62	145	207	21:00			58	44	102
09:15			64	122	186	21:15			46	43	89
09:30			53	109	162	21:30			44	43	87
09:45			61	101	162	21:45			32	43	75
10:00			70	99	169	22:00			41	39	80
10:15			71	113	184	22:15			34	39	73
10:30			59	107	166	22:30			33	43	76
10:45			64	107	171	22:45			30	36	66
11:00			67	87	154	23:00			44	46	90
11:15			69	99	168	23:15			38	32	70
11:30			73	93	166	23:30			67	20	87
11:45			70	109	179	23:45			35	16	51
TOTALS	0	0	2046	3526	5572	TOTALS	0	0	4110	4218	8328
SPLIT %	0%	0%	37%	63%	40%	SPLIT %	0%	0%	49%	51%	60%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			85	61	146
01:00	02:00			50	43	93
02:00	03:00			29	50	79
03:00	04:00			39	33	72
04:00	05:00			67	58	125
05:00	06:00			109	247	356
06:00	07:00			213	557	770
07:00	08:00			356	568	924
08:00	09:00			315	618	933
09:00	10:00			240	477	717
10:00	11:00			264	426	690
11:00	12:00			279	388	667
12:00	13:00			251	465	716
13:00	14:00			230	412	642
14:00	15:00			361	451	812
15:00	16:00			559	534	1093
16:00	17:00			602	474	1076
17:00	18:00			520	534	1054
18:00	19:00			435	456	891
19:00	20:00			377	261	638
20:00	21:00			273	187	460
21:00	22:00			180	173	353
22:00	23:00			138	157	295
23:00	00:00			184	114	298

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			2046	3526	5572
Peak Hour			7:30	7:30	7:30
Peak Volume			370	639	1009
Peak Hour Factor			0.797	0.940	0.917
Peak Period	12:00	to	00:00		
Volume			4110	4218	8328
Peak Hour			16:00	15:00	16:45
Peak Volume			602	534	1104
Peak Hour Factor			0.935	0.908	0.965
Peak Period	07:00	to	09:00		
Volume			671	1186	1857
Peak Hour			7:30	7:30	7:30
Peak Volume			370	639	1009
Peak Hour Factor			0.797	0.940	0.917
Peak Period	16:00	to	18:00		
Volume			1122	1008	2130
Peak Hour			16:00	17:00	16:45
Peak Volume			602	534	1104
Peak Hour Factor			0.935	0.947	0.965



Prepared by National Data & Surveying Services

CLASSIFICATION

Wyllys St E/O Main St/Maple Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_015

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	1	69	12	2	2	0	0	0	0	0	0	0	0	**86**	1	50	3	0	1	0	0	0	0	0	0	0	0	**55**	2	119	15	2	3	0	0	0	0	0	0	0	0	**141**
01:00	0	39	4	0	2	0	0	0	0	0	0	0	0	**45**	0	50	6	0	1	0	0	0	0	0	0	0	0	**57**	0	89	10	0	3	0	0	0	0	0	0	0	0	**102**
02:00	0	35	9	0	0	0	0	0	0	0	0	0	0	**44**	0	42	3	0	0	0	0	0	1	0	0	0	0	**46**	0	77	12	0	0	0	0	0	1	0	0	0	0	**90**
03:00	0	28	2	0	2	0	0	0	0	0	0	0	0	**32**	0	32	3	0	1	0	0	0	0	0	0	0	0	**36**	0	60	5	0	3	0	0	0	0	0	0	0	0	**68**
04:00	0	58	3	0	0	0	0	0	0	0	0	0	0	**61**	0	49	5	1	0	0	0	0	0	0	0	0	0	**55**	0	107	8	1	0	0	0	0	0	0	0	0	0	**116**
05:00	0	90	12	1	1	0	0	0	0	0	0	0	0	**104**	1	192	20	2	2	0	0	0	0	0	0	0	0	**217**	1	282	32	3	3	0	0	0	0	0	0	0	0	**321**
06:00	0	191	8	7	3	1	0	1	0	0	0	0	0	**211**	0	490	48	13	1	0	0	1	0	0	0	0	0	**553**	0	681	56	20	4	1	0	2	0	0	0	0	0	**764**
07:00	0	296	32	12	4	1	0	2	0	0	0	0	0	**347**	0	528	30	21	11	3	0	1	0	0	0	0	0	**594**	0	824	62	33	15	4	0	3	0	0	0	0	0	**941**
08:00	0	256	26	18	5	1	0	0	0	0	0	0	0	**306**	0	496	34	16	6	1	2	0	0	0	0	0	0	**555**	0	752	60	34	11	2	2	0	0	0	0	0	0	**861**
09:00	0	202	30	5	5	2	1	0	1	0	0	0	0	**246**	0	418	33	9	13	3	1	0	0	0	0	0	0	**477**	0	620	63	14	18	5	2	0	1	0	0	0	0	**723**
10:00	0	241	24	2	10	0	0	0	0	0	0	0	0	**277**	0	348	27	10	12	0	2	0	0	0	0	0	0	**399**	0	589	51	12	22	0	2	0	0	0	0	0	0	**676**
11:00	0	256	23	5	8	0	0	0	0	0	0	0	0	**292**	0	294	23	5	7	0	1	1	1	0	0	0	0	**332**	0	550	46	10	15	0	1	1	1	0	0	0	0	**624**
12:00	0	280	28	10	5	3	0	1	0	0	0	0	0	**327**	2	345	33	7	5	1	0	1	0	0	0	0	0	**394**	2	625	61	17	10	4	0	2	0	0	0	0	0	**721**
13:00	0	304	37	8	6	2	0	0	1	0	0	0	0	**358**	3	378	42	2	7	2	0	0	0	0	0	0	0	**434**	3	682	79	10	13	4	0	0	1	0	0	0	0	**792**
14:00	0	356	45	9	8	0	0	2	0	0	0	0	0	**420**	0	454	39	10	6	0	0	0	0	0	0	0	0	**509**	0	810	84	19	14	0	0	2	0	0	0	0	0	**929**
15:00	0	526	40	12	8	1	0	2	1	0	0	0	0	**590**	2	457	34	13	3	2	0	0	0	0	0	0	0	**511**	2	983	74	25	11	3	0	2	1	0	0	0	0	**1101**
16:00	0	551	51	13	3	1	0	0	0	0	0	0	0	**619**	1	413	53	11	2	0	0	1	0	0	0	0	0	**481**	1	964	104	24	5	1	0	1	0	0	0	0	0	**1100**
17:00	0	445	30	5	6	0	0	0	0	0	0	0	0	**486**	1	477	50	2	4	0	0	0	0	0	0	0	0	**534**	1	922	80	7	10	0	0	0	0	0	0	0	0	**1020**
18:00	1	342	34	0	6	0	0	0	0	0	0	0	0	**383**	2	465	29	0	7	0	0	0	1	0	0	0	0	**504**	3	807	63	0	13	0	0	0	1	0	0	0	0	**887**
19:00	1	301	24	2	1	0	0	0	0	0	0	0	0	**329**	2	254	20	1	0	0	0	0	0	0	0	0	0	**277**	3	555	44	3	1	0	0	0	0	0	0	0	0	**606**
20:00	1	272	22	1	0	0	0	0	0	0	0	0	0	**296**	0	163	13	0	2	0	0	0	0	0	0	0	0	**178**	1	435	35	1	2	0	0	0	0	0	0	0	0	**474**
21:00	0	134	6	0	3	0	0	1	0	0	0	0	0	**144**	0	154	10	0	2	0	0	0	0	0	0	0	0	**166**	0	288	16	0	5	0	0	1	0	0	0	0	0	**310**
22:00	0	176	9	0	3	0	1	0	0	0	0	0	0	**189**	0	151	3	0	3	0	0	0	0	0	0	0	0	**157**	0	327	12	0	6	0	1	0	0	0	0	0	0	**346**
23:00	3	191	10	0	1	0	0	0	0	0	0	0	0	**205**	1	100	6	0	4	0	0	0	0	0	0	0	0	**111**	4	291	16	0	5	0	0	0	0	0	0	0	0	**316**
Totals	**7**	**5,639**	**521**	**112**	**92**	**12**	**2**	**9**	**3**	**0**	**0**	**0**	**0**	**6,397**	**16**	**6,800**	**567**	**123**	**100**	**12**	**6**	**5**	**3**	**0**	**0**	**0**	**0**	**7,632**	**23**	**12,439**	**1,088**	**235**	**192**	**24**	**8**	**14**	**6**	**0**	**0**	**0**	**0**	**14,029**
% of Totals	0%	88%	8%	2%	1%	0%	0%	0%	0%					**100%**	0%	89%	7%	2%	1%	0%	0%	0%	0%					**100%**	0%	89%	8%	2%	1%	0%	0%	0%	0%					**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

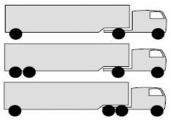
#3 2-Axle, 4-Tire Single Unit

#4 Buses

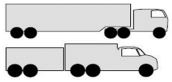
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	1	1761	185	52	42	5	1	3	1	0	0	0	0	**2051**	2	2989	235	77	55	7	6	3	2	0	0	0	0	**3376**	3	4750	420	129	97	12	7	6	3	0	0	0	0	**5427**
%	0%	28%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**32%**	0%	39%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**44%**	0%	34%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**39%**
Peak Hour	0:00	7:15	8:30	7:45	10:15	11:30	9:00	7:00	8:15	0:00	0:00	0:00	0:00	**7:15**	11:30	7:15	6:15	6:45	9:30	6:15	7:15	5:15	1:30	0:00	0:00	0:00	0:00	**6:30**	0:00	7:15	6:30	6:30	9:30	9:00	9:15	7:00	1:30	0:00	0:00	0:00	0:00	**7:15**
Peak Volume	1	306	36	18	12	3	1	2	1	0	0	0	0	**350**	2	544	50	22	16	3	2	1	1	0	0	0	0	**614**	2	850	76	36	23	5	3	3	1	0	0	0	0	**949**
12:00 - 24:00	6	3878	336	60	50	7	1	6	2	0	0	0	0	**4346**	14	3811	332	46	45	5	0	2	1	0	0	0	0	**4256**	20	7689	668	106	95	12	1	8	3	0	0	0	0	**8602**
%	0%	61%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**68%**	0%	50%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**56%**	0%	55%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**61%**
Peak Hour	22:45	15:15	16:00	15:45	14:45	12:00	21:15	13:30	12:15	12:00	12:00	12:00	12:00	**15:15**	12:15	17:15	16:00	14:15	12:45	12:30	12:00	12:00	17:15	12:00	12:00	12:00	12:00	**17:15**	22:45	15:30	16:00	15:45	13:15	12:00	21:15	12:00	12:15	12:00	12:00	12:00	12:00	**15:30**
Peak Volume	3	562	51	18	11	3	1	2	1	0	0	0	0	**629**	3	478	53	15	7	3	0	1	1	0	0	0	0	**538**	4	1025	104	33	15	4	1	2	1	0	0	0	0	**1155**
07:00 - 09:00	0	552	58	30	9	2	0	2	0	0	0	0	0	**653**	0	1024	64	37	17	4	2	1	0	0	0	0	0	**1149**	0	1576	122	67	26	6	2	3	0	0	0	0	0	**1802**
%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**	0%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**
Peak Hour	7:00	7:15	7:00	7:45	7:30	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:15**	7:00	7:15	8:00	7:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	**7:15**	7:00	7:15	7:00	8:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	**7:15**
Peak Volume	0	306	32	18	6	2	0	2	0	0	0	0	0	**350**	0	544	34	21	11	3	2	1	0	0	0	0	0	**599**	0	850	62	34	15	4	2	3	0	0	0	0	0	**949**
16:00 - 18:00	0	996	81	18	9	1	0	0	0	0	0	0	0	**1105**	2	890	103	13	6	0	0	1	0	0	0	0	0	**1015**	2	1886	184	31	15	1	0	1	0	0	0	0	0	**2120**
%	0%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**17%**	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**	0%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**
Peak Hour	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**	16:00	17:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**17:00**	16:00	16:30	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**
Peak Volume	0	551	51	13	6	1	0	0	0	0	0	0	0	**619**	1	477	53	11	4	0	0	1	0	0	0	0	0	**534**	1	965	104	24	10	1	0	1	0	0	0	0	0	**1100**

Prepared by National Data & Surveying Services

CLASSIFICATION

Wyllys St E/O Main St/Maple Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_015

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS										
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	27	8	0	1	0	0	0	0	0	0	0	0	36	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	44	8	0	1	0	0	0	0	0	0	0	53
00:15	0	15	0	1	0	0	0	0	0	0	0	0	0	16	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	29	1	1	0	0	0	0	0	0	0	0	31
00:30	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	10	1	0	1	0	0	0	0	0	0	0	0	12	0	26	3	0	1	0	0	0	0	0	0	0	30
00:45	1	11	2	1	1	0	0	0	0	0	0	0	0	16	1	9	1	0	0	0	0	0	0	0	0	0	0	11	2	20	3	1	1	0	0	0	0	0	0	0	27
01:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	26	6	0	1	0	0	0	0	0	0	0	33
01:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	9	1	0	1	0	0	0	0	0	0	0	0	11	0	18	1	0	1	0	0	0	0	0	0	0	20
01:30	0	13	1	0	1	0	0	0	0	0	0	0	0	15	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	28	3	0	1	0	0	0	0	0	0	0	32
01:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	17	0	0	0	0	0	0	0	0	0	0	17
02:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	27	4	0	0	0	0	0	0	0	0	0	31
02:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	6	3	0	0	0	0	0	1	0	0	0	0	10	0	16	4	0	0	0	0	0	1	0	0	0	21
02:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	13	3	0	0	0	0	0	0	0	0	0	16
02:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	21	1	0	0	0	0	0	0	0	0	0	22
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	7	2	0	1	0	0	0	0	0	0	0	0	10	0	13	2	0	1	0	0	0	0	0	0	0	16
03:15	0	5	1	0	1	0	0	0	0	0	0	0	0	7	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	15	1	0	1	0	0	0	0	0	0	0	17
03:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	0	0	0	0	0	0	0	0	0	0	8
03:45	0	11	1	0	1	0	0	0	0	0	0	0	0	13	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	24	2	0	1	0	0	0	0	0	0	0	27
04:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	16	3	0	0	0	0	0	0	0	0	0	19
04:15	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	30	0	0	0	0	0	0	0	0	0	0	30
04:30	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	24	3	0	0	0	0	0	0	0	0	0	27
04:45	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	19	2	1	0	0	0	0	0	0	0	0	0	22	0	37	2	1	0	0	0	0	0	0	0	0	40
05:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	24	6	0	1	0	0	0	0	0	0	0	0	31	0	37	8	0	1	0	0	0	0	0	0	0	46
05:15	0	16	4	0	0	0	0	0	0	0	0	0	0	20	0	43	2	1	0	0	0	0	0	0	0	0	0	46	0	59	6	1	0	0	0	0	0	0	0	0	66
05:30	0	40	4	1	1	0	0	0	0	0	0	0	0	46	0	50	8	0	0	0	0	0	0	0	0	0	0	58	0	90	12	1	1	0	0	0	0	0	0	0	104
05:45	0	21	2	0	0	0	0	0	0	0	0	0	0	23	1	75	4	1	1	0	0	0	0	0	0	0	0	82	1	96	6	1	1	0	0	0	0	0	0	0	105
06:00	0	29	1	0	2	1	0	0	0	0	0	0	0	33	0	79	9	1	0	0	0	1	0	0	0	0	0	90	0	108	10	1	2	1	0	1	0	0	0	0	123
06:15	0	28	0	0	0	0	0	1	0	0	0	0	0	29	0	116	9	4	0	0	0	0	0	0	0	0	0	129	0	144	9	4	0	0	0	1	0	0	0	0	158
06:30	0	69	2	5	0	0	0	0	0	0	0	0	0	76	0	150	14	2	0	0	0	0	0	0	0	0	0	166	0	219	16	7	0	0	0	0	0	0	0	0	242
06:45	0	65	5	2	1	0	0	0	0	0	0	0	0	73	0	145	16	6	1	0	0	0	0	0	0	0	0	168	0	210	21	8	2	0	0	0	0	0	0	0	241
07:00	0	56	10	6	0	0	0	0	0	0	0	0	0	72	0	115	11	7	3	3	0	0	0	0	0	0	0	139	0	171	21	13	3	3	0	0	0	0	0	0	211
07:15	0	62	10	3	0	1	0	0	0	0	0	0	0	76	0	123	8	5	4	0	0	1	0	0	0	0	0	141	0	185	18	8	4	1	0	1	0	0	0	0	217
07:30	0	95	8	0	3	0	0	1	0	0	0	0	0	107	0	138	6	4	0	0	0	0	0	0	0	0	0	148	0	233	14	4	3	0	0	1	0	0	0	0	255
07:45	0	83	4	3	1	0	0	1	0	0	0	0	0	92	0	152	5	5	4	0	0	0	0	0	0	0	0	166	0	235	9	8	5	0	0	1	0	0	0	0	258
08:00	0	66	5	3	0	1	0	0	0	0	0	0	0	75	0	131	8	2	1	0	2	0	0	0	0	0	0	144	0	197	13	5	1	1	2	0	0	0	0	0	219
08:15	0	60	5	4	2	0	0	0	0	0	0	0	0	71	0	114	7	4	1	0	0	0	0	0	0	0	0	126	0	174	12	8	3	0	0	0	0	0	0	0	197
08:30	0	58	13	8	2	0	0	0	0	0	0	0	0	81	0	129	9	3	2	1	0	0	0	0	0	0	0	144	0	187	22	11	4	1	0	0	0	0	0	0	225
08:45	0	72	3	3	1	0	0	0	0	0	0	0	0	79	0	122	10	7	2	0	0	0	0	0	0	0	0	141	0	194	13	10	3	0	0	0	0	0	0	0	220
09:00	0	69	14	2	1	0	0	0	1	0	0	0	0	87	0	104	8	3	2	0	1	0	0	0	0	0	0	118	0	173	22	5	3	0	1	0	1	0	0	0	205
09:15	0	44	6	0	1	2	0	0	0	0	0	0	0	53	0	104	5	2	3	1	0	0	0	0	0	0	0	115	0	148	11	2	4	3	0	0	0	0	0	0	168
09:30	0	39	5	1	3	0	0	0	0	0	0	0	0	48	0	101	11	0	4	0	0	0	0	0	0	0	0	116	0	140	16	1	7	0	0	0	0	0	0	0	164
09:45	0	50	5	2	0	0	1	0	0	0	0	0	0	58	0	109	9	4	4	2	0	0	0	0	0	0	0	128	0	159	14	6	4	2	1	0	0	0	0	0	186
10:00	0	52	11	0	0	0	0	0	0	0	0	0	0	63	0	62	9	1	3	0	2	0	0	0	0	0	0	77	0	114	20	1	3	0	2	0	0	0	0	0	140
10:15	0	63	5	1	4	0	0	0	0	0	0	0	0	73	0	100	5	3	5	0	0	0	0	0	0	0	0	113	0	163	10	4	9	0	0	0	0	0	0	0	186
10:30	0	63	6	0	4	0	0	0	0	0	0	0	0	73	0	90	7	2	1	0	0	0	0	0	0	0	0	100	0	153	13	2	5	0	0	0	0	0	0	0	173
10:45	0	63	2	1	2	0	0	0	0	0	0	0	0	68	0	96	6	4	3	0	0	0	0	0	0	0	0	109	0	159	8	5	5	0	0	0	0	0	0	0	177
11:00	0	57	10	2	2	0	0	0	0	0	0	0	0	71	0	83	6	4	1	0	0	0	0	0	0	0	0	94	0	140	16	6	3	0	0	0	0	0	0	0	165
11:15	0	55	5	0	0	0	0	0	0	0	0	0	0	60	0	69	6	0	4	0	1	1	1	0	0	0	0	82	0	124	11	0	4	0	1	1	1	0	0	0	142
11:30	0	76	6	2	4	0	0	0	0	0	0	0	0	88	0	64	6	0	1	0	0	0	0	0	0	0	0	71	0	140	12	2	5	0	0	0	0	0	0	0	159
11:45	0	68	2	1	2	0	0	0	0	0	0	0	0	73	0	78	5	1	1	0	0	0	0	0	0	0	0	85	0	146	7	2	3	0	0	0	0	0	0	0	158

Prepared by National Data & Surveying Services

CLASSIFICATION

Wyllys St E/O Main St/Maple Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_015

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	85	2	2	1	2	0	0	0	0	0	0	0	92	1	80	7	1	3	0	0	0	0	0	0	0	0	92	1	165	9	3	4	2	0	0	0	0	0	0	0	184
12:15	0	74	12	1	0	1	0	0	0	0	0	0	0	88	1	84	12	0	1	0	0	0	0	0	0	0	0	98	1	158	24	1	1	1	0	0	0	0	0	0	0	186
12:30	0	62	3	2	1	0	0	0	0	0	0	0	0	68	0	81	8	5	1	1	0	1	0	0	0	0	0	97	0	143	11	7	2	1	0	1	0	0	0	0	0	165
12:45	0	59	11	5	3	0	0	1	0	0	0	0	0	79	0	100	6	1	0	0	0	0	0	0	0	0	0	107	0	159	17	6	3	0	0	1	0	0	0	0	0	186
13:00	0	85	9	2	1	1	0	0	1	0	0	0	0	99	2	87	16	0	2	1	0	0	0	0	0	0	0	108	2	172	25	2	3	2	0	0	1	0	0	0	0	207
13:15	0	62	9	1	2	0	0	0	0	0	0	0	0	74	0	92	9	0	1	1	0	0	0	0	0	0	0	103	0	154	18	1	3	1	0	0	0	0	0	0	0	177
13:30	0	77	10	3	1	0	0	0	0	0	0	0	0	91	0	93	13	1	4	0	0	0	0	0	0	0	0	111	0	170	23	4	5	0	0	0	0	0	0	0	0	202
13:45	0	80	9	2	2	1	0	0	0	0	0	0	0	94	1	106	4	1	0	0	0	0	0	0	0	0	0	112	1	186	13	3	2	1	0	0	0	0	0	0	0	206
14:00	0	76	8	1	4	0	0	1	0	0	0	0	0	90	0	97	3	3	1	0	0	0	0	0	0	0	0	104	0	173	11	4	5	0	0	1	0	0	0	0	0	194
14:15	0	95	16	1	0	0	0	1	0	0	0	0	0	113	0	103	14	4	1	0	0	0	0	0	0	0	0	122	0	198	30	5	1	0	0	1	0	0	0	0	0	235
14:30	0	87	11	1	0	0	0	0	0	0	0	0	0	99	0	127	13	3	2	0	0	0	0	0	0	0	0	145	0	214	24	4	2	0	0	0	0	0	0	0	0	244
14:45	0	98	10	6	4	0	0	0	0	0	0	0	0	118	0	127	9	0	2	0	0	0	0	0	0	0	0	138	0	225	19	6	6	0	0	0	0	0	0	0	0	256
15:00	0	103	10	2	3	0	0	1	1	0	0	0	0	120	1	102	9	8	1	0	0	0	0	0	0	0	0	121	1	205	19	10	4	0	0	1	1	0	0	0	0	241
15:15	0	132	15	2	1	1	0	0	0	0	0	0	0	151	0	106	8	0	1	0	0	0	0	0	0	0	0	115	0	238	23	2	2	1	0	0	0	0	0	0	0	266
15:30	0	139	8	2	3	0	0	1	0	0	0	0	0	153	0	136	13	1	0	1	0	0	0	0	0	0	0	151	0	275	21	3	3	1	0	1	0	0	0	0	0	304
15:45	0	152	7	6	1	0	0	0	0	0	0	0	0	166	1	113	4	4	1	1	0	0	0	0	0	0	0	124	1	265	11	10	2	1	0	0	0	0	0	0	0	290
16:00	0	139	16	2	1	1	0	0	0	0	0	0	0	159	1	105	18	5	1	0	0	0	0	0	0	0	0	130	1	244	34	7	2	1	0	0	0	0	0	0	0	289
16:15	0	125	11	5	0	0	0	0	0	0	0	0	0	141	0	116	11	2	1	0	0	1	0	0	0	0	0	131	0	241	22	7	1	0	0	1	0	0	0	0	0	272
16:30	0	141	16	5	0	0	0	0	0	0	0	0	0	162	0	91	12	4	0	0	0	0	0	0	0	0	0	107	0	232	28	9	0	0	0	0	0	0	0	0	0	269
16:45	0	146	8	1	2	0	0	0	0	0	0	0	0	157	0	101	12	0	0	0	0	0	0	0	0	0	0	113	0	247	20	1	2	0	0	0	0	0	0	0	0	270
17:00	0	127	9	2	2	0	0	0	0	0	0	0	0	140	0	94	9	0	0	0	0	0	0	0	0	0	0	103	0	221	18	2	2	0	0	0	0	0	0	0	0	243
17:15	0	114	6	3	1	0	0	0	0	0	0	0	0	124	1	151	12	1	1	0	0	0	0	0	0	0	0	166	1	265	18	4	2	0	0	0	0	0	0	0	0	290
17:30	0	101	7	0	1	0	0	0	0	0	0	0	0	109	0	122	18	1	3	0	0	0	0	0	0	0	0	144	0	223	25	1	4	0	0	0	0	0	0	0	0	253
17:45	0	103	8	0	2	0	0	0	0	0	0	0	0	113	0	110	11	0	0	0	0	0	0	0	0	0	0	121	0	213	19	0	2	0	0	0	0	0	0	0	0	234
18:00	1	93	12	0	1	0	0	0	0	0	0	0	0	107	0	95	8	0	3	0	0	0	1	0	0	0	0	107	1	188	20	0	4	0	0	0	1	0	0	0	0	214
18:15	0	90	11	0	1	0	0	0	0	0	0	0	0	102	1	112	7	0	1	0	0	0	0	0	0	0	0	121	1	202	18	0	2	0	0	0	0	0	0	0	0	223
18:30	0	87	3	0	2	0	0	0	0	0	0	0	0	92	1	148	6	0	2	0	0	0	0	0	0	0	0	157	1	235	9	0	4	0	0	0	0	0	0	0	0	249
18:45	0	72	8	0	2	0	0	0	0	0	0	0	0	82	0	110	8	0	1	0	0	0	0	0	0	0	0	119	0	182	16	0	3	0	0	0	0	0	0	0	0	201
19:00	0	66	15	1	0	0	0	0	0	0	0	0	0	82	1	60	4	0	0	0	0	0	0	0	0	0	0	65	1	126	19	1	0	0	0	0	0	0	0	0	0	147
19:15	0	72	4	0	1	0	0	0	0	0	0	0	0	77	1	58	3	0	0	0	0	0	0	0	0	0	0	62	1	130	7	0	1	0	0	0	0	0	0	0	0	139
19:30	1	88	4	1	0	0	0	0	0	0	0	0	0	94	0	73	7	1	0	0	0	0	0	0	0	0	0	81	1	161	11	2	0	0	0	0	0	0	0	0	0	175
19:45	0	75	1	0	0	0	0	0	0	0	0	0	0	76	0	63	6	0	0	0	0	0	0	0	0	0	0	69	0	138	7	0	0	0	0	0	0	0	0	0	0	145
20:00	0	93	11	0	0	0	0	0	0	0	0	0	0	104	0	59	5	0	2	0	0	0	0	0	0	0	0	66	0	152	16	0	2	0	0	0	0	0	0	0	0	170
20:15	1	70	7	1	0	0	0	0	0	0	0	0	0	79	0	29	1	0	0	0	0	0	0	0	0	0	0	30	1	99	8	1	0	0	0	0	0	0	0	0	0	109
20:30	0	67	4	0	0	0	0	0	0	0	0	0	0	71	0	33	3	0	0	0	0	0	0	0	0	0	0	36	0	100	7	0	0	0	0	0	0	0	0	0	0	107
20:45	0	42	0	0	0	0	0	0	0	0	0	0	0	42	0	42	4	0	0	0	0	0	0	0	0	0	0	46	0	84	4	0	0	0	0	0	0	0	0	0	0	88
21:00	0	35	4	0	0	0	0	0	0	0	0	0	0	39	0	36	1	0	1	0	0	0	0	0	0	0	0	38	0	71	5	0	1	0	0	0	0	0	0	0	0	77
21:15	0	36	1	0	0	0	0	1	0	0	0	0	0	38	0	40	6	0	0	0	0	0	0	0	0	0	0	46	0	76	7	0	0	0	0	1	0	0	0	0	0	84
21:30	0	33	1	0	2	0	0	0	0	0	0	0	0	36	0	43	2	0	1	0	0	0	0	0	0	0	0	46	0	76	3	0	3	0	0	0	0	0	0	0	0	82
21:45	0	30	0	0	1	0	0	0	0	0	0	0	0	31	0	35	1	0	0	0	0	0	0	0	0	0	0	36	0	65	1	0	1	0	0	0	0	0	0	0	0	67
22:00	0	44	0	0	0	0	1	0	0	0	0	0	0	45	0	26	1	0	1	0	0	0	0	0	0	0	0	28	0	70	1	0	1	0	1	0	0	0	0	0	0	73
22:15	0	49	8	0	3	0	0	0	0	0	0	0	0	60	0	44	1	0	1	0	0	0	0	0	0	0	0	46	0	93	9	0	4	0	0	0	0	0	0	0	0	106
22:30	0	35	0	0	0	0	0	0	0	0	0	0	0	35	0	42	0	0	0	0	0	0	0	0	0	0	0	42	0	77	0	0	0	0	0	0	0	0	0	0	0	77
22:45	0	48	1	0	0	0	0	0	0	0	0	0	0	49	0	39	1	0	1	0	0	0	0	0	0	0	0	41	0	87	2	0	1	0	0	0	0	0	0	0	0	90
23:00	1	47	3	0	0	0	0	0	0	0	0	0	0	51	1	26	1	0	2	0	0	0	0	0	0	0	0	30	2	73	4	0	2	0	0	0	0	0	0	0	0	81
23:15	1	32	3	0	0	0	0	0	0	0	0	0	0	36	0	33	2	0	1	0	0	0	0	0	0	0	0	36	1	65	5	0	1	0	0	0	0	0	0	0	0	72
23:30	1	68	3	0	1	0	0	0	0	0	0	0	0	73	0	28	3	0	0	0	0	0	0	0	0	0	0	31	1	96	6	0	1	0	0	0	0	0	0	0	0	104
23:45	0	44	1	0	0	0	0	0	0	0	0	0	0	45	0	13	0	0	1	0	0	0	0	0	0	0	0	14	0	57	1	0	1	0	0	0	0	0	0	0	0	59
Totals	**7**	**5,639**	**521**	**112**	**92**	**12**	**2**	**9**	**3**	**0**	**0**	**0**	**0**	**6,397**	**16**	**6,800**	**567**	**123**	**100**	**12**	**6**	**5**	**3**	**0**	**0**	**0**	**0**	**7,632**	**23**	**12,439**	**1,088**	**235**	**192**	**24**	**8**	**14**	**6**	**0**	**0**	**0**	**0**	**14,029**
% of Totals	0%	88%	8%	2%	1%	0%	0%	0%	0%					100%	0%	89%	7%	2%	1%	0%	0%	0%	0%					100%	0%	89%	8%	2%	1%	0%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Wyllys St E/O Main St/Maple Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_015

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,397	7,632	14,029

DAILY TOTALS

15-Minutes Interval

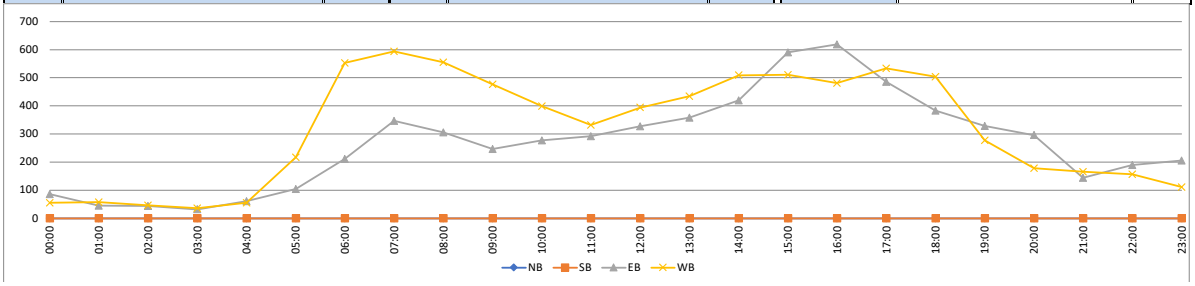
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			36	17	53	12:00			92	92	184
00:15			16	15	31	12:15			88	98	186
00:30			18	12	30	12:30			68	97	165
00:45			16	11	27	12:45			79	107	186
01:00			14	19	33	13:00			99	108	207
01:15			9	11	20	13:15			74	103	177
01:30			15	17	32	13:30			91	111	202
01:45			7	10	17	13:45			94	112	206
02:00			13	18	31	14:00			90	104	194
02:15			11	10	21	14:15			113	122	235
02:30			5	11	16	14:30			99	145	244
02:45			15	7	22	14:45			118	138	256
03:00			6	10	16	15:00			120	121	241
03:15			7	10	17	15:15			151	115	266
03:30			6	2	8	15:30			153	151	304
03:45			13	14	27	15:45			166	124	290
04:00			10	9	19	16:00			159	130	289
04:15			18	12	30	16:15			141	131	272
04:30			15	12	27	16:30			162	107	269
04:45			18	22	40	16:45			157	113	270
05:00			15	31	46	17:00			140	103	243
05:15			20	46	66	17:15			124	166	290
05:30			46	58	104	17:30			109	144	253
05:45			23	82	105	17:45			113	121	234
06:00			33	90	123	18:00			107	107	214
06:15			29	129	158	18:15			102	121	223
06:30			76	166	242	18:30			92	157	249
06:45			73	168	241	18:45			82	119	201
07:00			72	139	211	19:00			82	65	147
07:15			76	141	217	19:15			77	62	139
07:30			107	148	255	19:30			94	81	175
07:45			92	166	258	19:45			76	69	145
08:00			75	144	219	20:00			104	66	170
08:15			71	126	197	20:15			79	30	109
08:30			81	144	225	20:30			71	36	107
08:45			79	141	220	20:45			42	46	88
09:00			87	118	205	21:00			39	38	77
09:15			53	115	168	21:15			38	46	84
09:30			48	116	164	21:30			36	46	82
09:45			58	128	186	21:45			31	36	67
10:00			63	77	140	22:00			45	28	73
10:15			73	113	186	22:15			60	46	106
10:30			73	100	173	22:30			35	42	77
10:45			68	109	177	22:45			49	41	90
11:00			71	94	165	23:00			51	30	81
11:15			60	82	142	23:15			36	36	72
11:30			88	71	159	23:30			73	31	104
11:45			73	85	158	23:45			45	14	59
TOTALS	0	0	2051	3376	5427	TOTALS	0	0	4346	4256	8602
SPLIT %	0%	0%	38%	62%	39%	SPLIT %	0%	0%	51%	49%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			86	55	141
01:00	02:00			45	57	102
02:00	03:00			44	46	90
03:00	04:00			32	36	68
04:00	05:00			61	55	116
05:00	06:00			104	217	321
06:00	07:00			211	553	764
07:00	08:00			347	594	941
08:00	09:00			306	555	861
09:00	10:00			246	477	723
10:00	11:00			277	399	676
11:00	12:00			292	332	624
12:00	13:00			327	394	721
13:00	14:00			358	434	792
14:00	15:00			420	509	929
15:00	16:00			590	511	1101
16:00	17:00			619	481	1100
17:00	18:00			486	534	1020
18:00	19:00			383	504	887
19:00	20:00			329	277	606
20:00	21:00			296	178	474
21:00	22:00			144	166	310
22:00	23:00			189	157	346
23:00	00:00			205	111	316

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			2051	3376	5427
Peak Hour			7:15	6:30	7:15
Peak Volume			350	614	949
Peak Hour Factor			0.818	0.914	0.920
Peak Period	12:00	to	00:00		
Volume			4346	4256	8602
Peak Hour			15:15	17:15	15:30
Peak Volume			629	538	1155
Peak Hour Factor			0.947	0.810	0.950
Peak Period	07:00	to	09:00		
Volume			653	1149	1802
Peak Hour			7:15	7:15	7:15
Peak Volume			350	599	949
Peak Hour Factor			0.818	0.902	0.920
Peak Period	16:00	to	18:00		
Volume			1105	1015	2120
Peak Hour			16:00	17:00	16:00
Peak Volume			619	534	1100
Peak Hour Factor			0.955	0.804	0.952



Wethersfield Ave S/O Wyllys St

Averaged Counts

TIME		Tues			Wed			Ave		
		NB	SB	TOTAL	NB	SB	TOTAL	NB	SB	Total
00:00	01:00	78	72	**150**	75	55	**130**	76.5	63.5	**140**
01:00	02:00	83	53	**136**	69	59	**128**	76	56	**132**
02:00	03:00	48	43	**91**	39	36	**75**	43.5	39.5	**83**
03:00	04:00	62	44	**106**	41	33	**74**	51.5	38.5	**90**
04:00	05:00	92	41	**133**	91	29	**120**	91.5	35	**127**
05:00	06:00	145	83	**228**	132	81	**213**	138.5	82	**221**
06:00	07:00	273	139	**412**	266	125	**391**	269.5	132	**402**
07:00	08:00	296	184	**480**	324	203	**527**	310	193.5	**504**
08:00	09:00	402	282	**684**	398	269	**667**	400	275.5	**676**
09:00	10:00	370	287	**657**	379	241	**620**	374.5	264	**639**
10:00	11:00	338	300	**638**	326	285	**611**	332	292.5	**625**
11:00	12:00	341	328	**669**	357	292	**649**	349	310	**659**
12:00	13:00	367	378	**745**	380	319	**699**	373.5	348.5	**722**
13:00	14:00	376	342	**718**	426	353	**779**	401	347.5	**749**
14:00	15:00	399	356	**755**	422	341	**763**	410.5	348.5	**759**
15:00	16:00	439	367	**806**	454	361	**815**	446.5	364	**811**
16:00	17:00	403	372	**775**	465	368	**833**	434	370	**804**
17:00	18:00	410	364	**774**	483	367	**850**	446.5	365.5	**812**
18:00	19:00	336	268	**604**	373	284	**657**	354.5	276	**631**
19:00	20:00	226	202	**428**	276	236	**512**	251	219	**470**
20:00	21:00	199	186	**385**	214	214	**428**	206.5	200	**407**
21:00	22:00	178	161	**339**	176	181	**357**	177	171	**348**
22:00	23:00	131	133	**264**	149	117	**266**	140	125	**265**
23:00	00:00	132	112	**244**	135	123	**258**	133.5	117.5	**251**

Prepared by National Data & Surveying Services

CLASSIFICATION

Wethersfield Ave S/O Wyllys St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_016

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	73	4	0	1	0	0	0	0	0	0	0	0	**78**	0	72	0	0	0	0	0	0	0	0	0	0	0	**72**	0	145	4	0	1	0	0	0	0	0	0	0	0	**150**
01:00	0	79	3	0	1	0	0	0	0	0	0	0	0	**83**	0	50	3	0	0	0	0	0	0	0	0	0	0	**53**	0	129	6	0	1	0	0	0	0	0	0	0	0	**136**
02:00	0	46	2	0	0	0	0	0	0	0	0	0	0	**48**	0	40	3	0	0	0	0	0	0	0	0	0	0	**43**	0	86	5	0	0	0	0	0	0	0	0	0	0	**91**
03:00	0	57	3	0	1	1	0	0	0	0	0	0	0	**62**	0	39	3	0	0	2	0	0	0	0	0	0	0	**44**	0	96	6	0	1	3	0	0	0	0	0	0	0	**106**
04:00	0	83	7	0	2	0	0	0	0	0	0	0	0	**92**	0	37	2	0	0	1	0	1	0	0	0	0	0	**41**	0	120	9	0	2	1	0	1	0	0	0	0	0	**133**
05:00	0	130	7	5	2	1	0	0	0	0	0	0	0	**145**	0	65	11	6	0	1	0	0	0	0	0	0	0	**83**	0	195	18	11	2	2	0	0	0	0	0	0	0	**228**
06:00	0	216	20	32	1	4	0	0	0	0	0	0	0	**273**	0	90	26	20	2	0	1	0	0	0	0	0	0	**139**	0	306	46	52	3	4	1	0	0	0	0	0	0	**412**
07:00	0	229	36	22	4	5	0	0	0	0	0	0	0	**296**	0	140	19	18	3	2	1	0	1	0	0	0	0	**184**	0	369	55	40	7	7	1	0	1	0	0	0	0	**480**
08:00	1	326	40	22	10	1	1	1	0	0	0	0	0	**402**	0	225	29	18	6	0	2	2	0	0	0	0	0	**282**	1	551	69	40	16	1	3	3	0	0	0	0	0	**684**
09:00	0	282	56	20	8	3	0	1	0	0	0	0	0	**370**	0	221	40	10	9	2	1	3	1	0	0	0	0	**287**	0	503	96	30	17	5	1	4	1	0	0	0	0	**657**
10:00	0	280	33	7	12	2	2	1	1	0	0	0	0	**338**	0	237	45	5	10	1	0	2	0	0	0	0	0	**300**	0	517	78	12	22	3	2	3	1	0	0	0	0	**638**
11:00	0	281	43	6	9	1	0	0	1	0	0	0	0	**341**	1	270	28	9	14	3	0	1	2	0	0	0	0	**328**	1	551	71	15	23	4	0	1	3	0	0	0	0	**669**
12:00	1	283	51	20	10	0	1	1	0	0	0	0	0	**367**	0	308	39	14	10	6	1	0	0	0	0	0	0	**378**	1	591	90	34	20	6	2	1	0	0	0	0	0	**745**
13:00	0	314	46	10	6	0	0	0	0	0	0	0	0	**376**	0	291	34	9	8	0	0	0	0	0	0	0	0	**342**	0	605	80	19	14	0	0	0	0	0	0	0	0	**718**
14:00	0	336	36	16	9	1	0	1	0	0	0	0	0	**399**	0	283	41	16	11	1	3	1	0	0	0	0	0	**356**	0	619	77	32	20	2	3	2	0	0	0	0	0	**755**
15:00	0	372	52	12	3	0	0	0	0	0	0	0	0	**439**	0	310	40	13	2	2	0	0	0	0	0	0	0	**367**	0	682	92	25	5	2	0	0	0	0	0	0	0	**806**
16:00	1	348	34	13	3	2	1	1	0	0	0	0	0	**403**	0	332	17	18	3	1	0	0	0	1	0	0	0	**372**	1	680	51	31	6	3	1	1	0	1	0	0	0	**775**
17:00	0	352	34	23	1	0	0	0	0	0	0	0	0	**410**	0	317	25	16	6	0	0	0	0	0	0	0	0	**364**	0	669	59	39	7	0	0	0	0	0	0	0	0	**774**
18:00	1	306	21	5	3	0	0	0	0	0	0	0	0	**336**	0	241	18	2	7	0	0	0	0	0	0	0	0	**268**	1	547	39	7	10	0	0	0	0	0	0	0	0	**604**
19:00	0	203	18	2	3	0	0	0	0	0	0	0	0	**226**	1	178	19	1	3	0	0	0	0	0	0	0	0	**202**	1	381	37	3	6	0	0	0	0	0	0	0	0	**428**
20:00	0	179	16	1	3	0	0	0	0	0	0	0	0	**199**	0	174	12	0	0	0	0	0	0	0	0	0	0	**186**	0	353	28	1	3	0	0	0	0	0	0	0	0	**385**
21:00	1	166	10	0	1	0	0	0	0	0	0	0	0	**178**	1	151	9	0	0	0	0	0	0	0	0	0	0	**161**	2	317	19	0	1	0	0	0	0	0	0	0	0	**339**
22:00	1	119	9	0	1	0	1	0	0	0	0	0	0	**131**	0	125	6	0	1	0	0	0	1	0	0	0	0	**133**	1	244	15	0	2	0	1	0	1	0	0	0	0	**264**
23:00	0	126	3	1	2	0	0	0	0	0	0	0	0	**132**	0	105	7	0	0	0	0	0	0	0	0	0	0	**112**	0	231	10	1	2	0	0	0	0	0	0	0	0	**244**
Totals	**6**	**5,186**	**584**	**217**	**96**	**21**	**6**	**6**	**2**	**0**	**0**	**0**	**0**	**6,124**	**3**	**4,301**	**476**	**175**	**95**	**22**	**9**	**10**	**5**	**1**	**0**	**0**	**0**	**5,097**	**9**	**9,487**	**1,060**	**392**	**191**	**43**	**15**	**16**	**7**	**1**	**0**	**0**	**0**	**11,221**
% of Totals	0%	85%	10%	4%	2%	0%	0%	0%	0%					**100%**	0%	84%	9%	3%	2%	0%	0%	0%	0%	0%				**100%**	0%	85%	9%	3%	2%	0%	0%	0%	0%	0%				**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

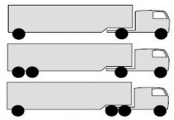
#3 2-Axle, 4-Tire Single Unit

#4 Buses

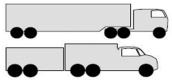
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	1	2082	254	114	51	18	3	3	2	0	0	0	0	**2528**	1	1486	209	86	44	12	5	9	4	0	0	0	0	**1856**	2	3568	463	200	95	30	8	12	6	0	0	0	0	**4384**
%	0%	34%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**41%**	0%	29%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**36%**	0%	32%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**39%**
Peak Hour	7:45	8:15	9:00	6:00	10:15	6:45	9:45	8:30	10:15	0:00	0:00	0:00	0:00	**8:15**	11:00	11:45	9:30	6:15	11:00	11:45	8:15	9:30	11:00	0:00	0:00	0:00	0:00	**11:45**	11:45	8:15	9:00	6:00	10:15	6:45	8:15	9:15	10:15	0:00	0:00	0:00	0:00	**11:45**
Peak Volume	1	350	56	32	13	8	2	2	2	0	0	0	0	**436**	1	296	51	23	14	6	3	5	2	0	0	0	0	**372**	2	578	96	52	25	9	4	5	3	0	0	0	0	**736**
12:00 - 24:00	5	3104	330	103	45	3	3	3	0	0	0	0	0	**3596**	2	2815	267	89	51	10	4	1	1	1	0	0	0	**3241**	7	5919	597	192	96	13	7	4	1	1	0	0	0	**6837**
%	0%	51%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**59%**	0%	55%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**64%**	0%	53%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**61%**
Peak Hour	21:30	14:45	15:15	16:45	12:00	15:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**14:45**	18:15	16:15	14:45	16:30	13:45	12:00	13:30	13:30	21:15	15:45	12:00	12:00	12:00	**16:15**	20:45	16:15	14:45	16:45	13:45	12:00	13:30	13:30	21:15	15:45	12:00	12:00	12:00	**16:30**
Peak Volume	2	377	53	27	10	2	1	1	0	0	0	0	0	**444**	1	343	46	25	12	6	3	1	1	1	0	0	0	**394**	2	693	94	49	22	6	3	2	1	1	0	0	0	**819**
07:00 - 09:00	1	555	76	44	14	6	1	1	0	0	0	0	0	**698**	0	365	48	36	9	2	3	2	1	0	0	0	0	**466**	1	920	124	80	23	8	4	3	1	0	0	0	0	**1164**
%	0%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**11%**	0%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**9%**	0%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**10%**
Peak Hour	7:45	8:00	8:00	7:45	8:00	7:00	7:45	8:00	7:00	7:00	7:00	7:00	7:00	**8:00**	7:00	8:00	8:00	7:00	7:45	7:00	7:45	8:00	7:00	7:00	7:00	7:00	7:00	**8:00**	7:45	8:00	8:00	7:45	7:45	7:00	7:45	8:00	7:00	7:00	7:00	7:00	7:00	**8:00**
Peak Volume	1	326	40	25	10	5	1	1	0	0	0	0	0	**402**	0	225	29	18	7	2	2	2	1	0	0	0	0	**282**	1	551	69	41	16	7	3	3	1	0	0	0	0	**684**
16:00 - 18:00	1	700	68	36	4	2	1	1	0	0	0	0	0	**813**	0	649	42	34	9	1	0	0	0	1	0	0	0	**736**	1	1349	110	70	13	3	1	1	0	1	0	0	0	**1549**
%	0%	11%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**13%**	0%	13%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**14%**	0%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**14%**
Peak Hour	16:00	16:30	16:30	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:30**	16:00	16:15	17:00	16:30	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:15**	16:00	16:15	16:30	16:45	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:30**
Peak Volume	1	364	40	27	3	2	1	1	0	0	0	0	0	**433**	0	343	25	25	7	1	0	0	0	1	0	0	0	**394**	1	693	63	49	10	3	1	1	0	1	0	0	0	**819**

Prepared by National Data & Surveying Services

CLASSIFICATION

Wethersfield Ave S/O Wyllys St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_016

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	45	1	0	0	0	0	0	0	0	0	0	0	46
00:15	0	17	1	0	1	0	0	0	0	0	0	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	36	1	0	1	0	0	0	0	0	0	0	0	38
00:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	30	1	0	0	0	0	0	0	0	0	0	0	31
00:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	34	1	0	0	0	0	0	0	0	0	0	0	35
01:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	36	1	0	0	0	0	0	0	0	0	0	0	37
01:15	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	30	2	0	0	0	0	0	0	0	0	0	0	32
01:30	0	23	1	0	1	0	0	0	0	0	0	0	0	25	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	35	2	0	1	0	0	0	0	0	0	0	0	38
01:45	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	28	1	0	0	0	0	0	0	0	0	0	0	29
02:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	23	3	0	0	0	0	0	0	0	0	0	0	26
02:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	18	0	0	0	0	0	0	0	0	0	0	0	18
02:30	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	24	1	0	0	0	0	0	0	0	0	0	0	25
02:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	21	1	0	0	0	0	0	0	0	0	0	0	22
03:00	0	20	0	0	0	1	0	0	0	0	0	0	0	21	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	31	1	0	0	1	0	0	0	0	0	0	0	33
03:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	11	1	0	0	1	0	0	0	0	0	0	0	13	0	24	2	0	0	1	0	0	0	0	0	0	0	27
03:30	0	9	0	0	1	0	0	0	0	0	0	0	0	10	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	16	1	0	1	0	0	0	0	0	0	0	0	18
03:45	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	10	0	0	0	1	0	0	0	0	0	0	0	11	0	25	2	0	0	1	0	0	0	0	0	0	0	28
04:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	30	2	0	0	0	0	0	0	0	0	0	0	32
04:15	0	22	1	0	1	0	0	0	0	0	0	0	0	24	0	8	1	0	0	0	1	0	0	0	0	0	0	10	0	30	2	0	1	0	0	1	0	0	0	0	0	34
04:30	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	30	2	0	0	0	0	0	0	0	0	0	0	32
04:45	0	18	2	0	1	0	0	0	0	0	0	0	0	21	0	12	1	0	0	1	0	0	0	0	0	0	0	14	0	30	3	0	1	1	0	0	0	0	0	0	0	35
05:00	0	29	0	0	0	0	0	0	0	0	0	0	0	29	0	15	1	1	0	0	0	0	0	0	0	0	0	17	0	44	1	1	0	0	0	0	0	0	0	0	0	46
05:15	0	29	1	0	1	0	0	0	0	0	0	0	0	31	0	12	3	1	0	0	0	0	0	0	0	0	0	16	0	41	4	1	1	0	0	0	0	0	0	0	0	47
05:30	0	37	3	2	1	1	0	0	0	0	0	0	0	44	0	13	3	1	0	0	0	0	0	0	0	0	0	17	0	50	6	3	1	1	0	0	0	0	0	0	0	61
05:45	0	35	3	3	0	0	0	0	0	0	0	0	0	41	0	25	4	3	0	1	0	0	0	0	0	0	0	33	0	60	7	6	0	1	0	0	0	0	0	0	0	74
06:00	0	48	3	10	0	0	0	0	0	0	0	0	0	61	0	16	5	2	1	0	0	0	0	0	0	0	0	24	0	64	8	12	1	0	0	0	0	0	0	0	0	85
06:15	0	54	3	4	1	0	0	0	0	0	0	0	0	62	0	28	9	7	0	0	1	0	0	0	0	0	0	45	0	82	12	11	1	0	1	0	0	0	0	0	0	107
06:30	0	62	7	11	0	0	0	0	0	0	0	0	0	80	0	21	5	5	1	0	0	0	0	0	0	0	0	32	0	83	12	16	1	0	0	0	0	0	0	0	0	112
06:45	0	52	7	7	0	4	0	0	0	0	0	0	0	70	0	25	7	6	0	0	0	0	0	0	0	0	0	38	0	77	14	13	0	4	0	0	0	0	0	0	0	108
07:00	0	47	7	5	0	2	0	0	0	0	0	0	0	61	0	29	2	5	0	0	0	0	0	0	0	0	0	36	0	76	9	10	0	2	0	0	0	0	0	0	0	97
07:15	0	51	12	6	2	0	0	0	0	0	0	0	0	71	0	30	6	6	0	0	1	0	0	0	0	0	0	43	0	81	18	12	2	0	1	0	0	0	0	0	0	114
07:30	0	69	11	3	1	2	0	0	0	0	0	0	0	86	0	36	7	4	0	1	0	0	0	0	0	0	0	48	0	105	18	7	1	3	0	0	0	0	0	0	0	134
07:45	0	62	6	8	1	1	0	0	0	0	0	0	0	78	0	45	4	3	3	1	0	0	1	0	0	0	0	57	0	107	10	11	4	2	0	0	1	0	0	0	0	135
08:00	0	60	6	2	5	1	0	0	0	0	0	0	0	74	0	51	6	4	2	0	0	1	0	0	0	0	0	64	0	111	12	6	7	1	0	1	0	0	0	0	0	138
08:15	0	104	12	8	1	0	0	0	0	0	0	0	0	125	0	55	4	2	0	0	1	0	0	0	0	0	0	62	0	159	16	10	1	0	1	0	0	0	0	0	0	187
08:30	1	88	14	7	2	0	1	0	0	0	0	0	0	113	0	68	6	7	2	0	1	0	0	0	0	0	0	84	1	156	20	14	4	0	2	0	0	0	0	0	0	197
08:45	0	74	8	5	2	0	0	1	0	0	0	0	0	90	0	51	13	5	2	0	0	1	0	0	0	0	0	72	0	125	21	10	4	0	0	2	0	0	0	0	0	162
09:00	0	84	15	7	0	2	0	0	0	0	0	0	0	108	0	54	6	5	3	1	1	0	0	0	0	0	0	70	0	138	21	12	3	3	1	0	0	0	0	0	0	178
09:15	0	64	18	8	2	1	0	1	0	0	0	0	0	94	0	53	8	1	1	1	0	0	0	0	0	0	0	64	0	117	26	9	3	2	0	1	0	0	0	0	0	158
09:30	0	85	10	4	4	0	0	0	0	0	0	0	0	103	0	49	12	3	3	0	0	1	0	0	0	0	0	68	0	134	22	7	7	0	0	1	0	0	0	0	0	171
09:45	0	49	13	1	2	0	0	0	0	0	0	0	0	65	0	65	14	1	2	0	0	2	1	0	0	0	0	85	0	114	27	2	4	0	0	2	1	0	0	0	0	150
10:00	0	75	8	3	2	1	1	0	0	0	0	0	0	90	0	64	11	1	3	0	0	1	0	0	0	0	0	80	0	139	19	4	5	1	1	1	0	0	0	0	0	170
10:15	0	59	8	2	4	0	0	0	1	0	0	0	0	74	0	68	14	1	4	0	0	1	0	0	0	0	0	88	0	127	22	3	8	0	0	1	1	0	0	0	0	162
10:30	0	69	7	1	3	0	1	0	0	0	0	0	0	81	0	52	11	1	0	1	0	0	0	0	0	0	0	65	0	121	18	2	3	1	1	0	0	0	0	0	0	146
10:45	0	77	10	1	3	1	0	1	0	0	0	0	0	93	0	53	9	2	3	0	0	0	0	0	0	0	0	67	0	130	19	3	6	1	0	1	0	0	0	0	0	160
11:00	0	66	9	5	3	0	0	0	1	0	0	0	0	84	0	64	7	3	5	1	0	0	1	0	0	0	0	81	0	130	16	8	8	1	0	0	2	0	0	0	0	165
11:15	0	69	10	0	0	0	0	0	0	0	0	0	0	79	0	73	8	2	1	2	0	0	0	0	0	0	0	86	0	142	18	2	1	2	0	0	0	0	0	0	0	165
11:30	0	71	9	1	2	1	0	0	0	0	0	0	0	84	0	59	7	1	4	0	0	0	0	0	0	0	0	71	0	130	16	2	6	1	0	0	0	0	0	0	0	155
11:45	0	75	15	0	4	0	0	0	0	0	0	0	0	94	1	74	6	3	4	0	0	1	1	0	0	0	0	90	1	149	21	3	8	0	0	1	1	0	0	0	0	184

Prepared by National Data & Surveying Services

CLASSIFICATION

Wethersfield Ave S/O Wyllys St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_016

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	57	18	4	3	0	0	0	0	0	0	0	0	82	0	75	11	4	1	2	1	0	0	0	0	0	0	94	0	132	29	8	4	2	1	0	0	0	0	0	176
12:15	0	73	12	1	3	0	1	0	0	0	0	0	0	90	0	63	12	4	4	3	0	0	0	0	0	0	0	86	0	136	24	5	7	3	1	0	0	0	0	0	176
12:30	1	74	10	9	3	0	0	1	0	0	0	0	0	98	0	84	11	3	3	1	0	0	0	0	0	0	0	102	1	158	21	12	6	1	0	1	0	0	0	0	200
12:45	0	79	11	6	1	0	0	0	0	0	0	0	0	97	0	86	5	3	2	0	0	0	0	0	0	0	0	96	0	165	16	9	3	0	0	0	0	0	0	0	193
13:00	0	84	13	4	0	0	0	0	0	0	0	0	0	101	0	73	4	2	2	0	0	0	0	0	0	0	0	81	0	157	17	6	2	0	0	0	0	0	0	0	182
13:15	0	84	9	1	3	0	0	0	0	0	0	0	0	97	0	80	9	3	1	0	0	0	0	0	0	0	0	93	0	164	18	4	4	0	0	0	0	0	0	0	190
13:30	0	79	13	2	2	0	0	0	0	0	0	0	0	96	0	75	11	2	1	0	0	0	0	0	0	0	0	89	0	154	24	4	3	0	0	0	0	0	0	0	185
13:45	0	67	11	3	1	0	0	0	0	0	0	0	0	82	0	63	10	2	4	0	0	0	0	0	0	0	0	79	0	130	21	5	5	0	0	0	0	0	0	0	161
14:00	0	79	5	4	4	0	0	0	0	0	0	0	0	92	0	68	10	3	4	0	2	0	0	0	0	0	0	87	0	147	15	7	8	0	2	0	0	0	0	0	179
14:15	0	78	13	3	0	1	0	1	0	0	0	0	0	96	0	75	10	4	1	0	1	1	0	0	0	0	0	92	0	153	23	7	1	1	1	2	0	0	0	0	188
14:30	0	94	10	3	5	0	0	0	0	0	0	0	0	112	0	62	7	5	3	1	0	0	0	0	0	0	0	78	0	156	17	8	8	1	0	0	0	0	0	0	190
14:45	0	85	8	6	0	0	0	0	0	0	0	0	0	99	0	78	14	4	3	0	0	0	0	0	0	0	0	99	0	163	22	10	3	0	0	0	0	0	0	0	198
15:00	0	95	12	6	0	0	0	0	0	0	0	0	0	113	0	69	13	4	2	0	0	0	0	0	0	0	0	88	0	164	25	10	2	0	0	0	0	0	0	0	201
15:15	0	99	14	1	2	0	0	0	0	0	0	0	0	116	0	78	9	1	0	1	0	0	0	0	0	0	0	89	0	177	23	2	2	1	0	0	0	0	0	0	205
15:30	0	98	14	4	0	0	0	0	0	0	0	0	0	116	0	79	10	3	0	0	0	0	0	0	0	0	0	92	0	177	24	7	0	0	0	0	0	0	0	0	208
15:45	0	80	12	1	1	0	0	0	0	0	0	0	0	94	0	84	8	5	0	1	0	0	0	0	0	0	0	98	0	164	20	6	1	1	0	0	0	0	0	0	192
16:00	0	91	13	2	0	2	0	0	0	0	0	0	0	108	0	81	3	3	0	0	0	0	0	0	0	0	0	87	0	172	16	5	0	2	0	0	0	0	0	0	195
16:15	0	87	4	3	0	0	0	0	0	0	0	0	0	94	0	87	5	1	1	0	0	0	0	0	0	0	0	94	0	174	9	4	1	0	0	0	0	0	0	0	188
16:30	0	92	9	3	2	0	1	1	0	0	0	0	0	108	0	80	6	6	2	1	0	0	0	1	0	0	0	96	0	172	15	9	4	1	1	1	0	1	0	0	204
16:45	1	78	8	5	1	0	0	0	0	0	0	0	0	93	0	84	3	8	0	0	0	0	0	0	0	0	0	95	1	162	11	13	1	0	0	0	0	0	0	0	188
17:00	0	93	13	6	0	0	0	0	0	0	0	0	0	112	0	92	4	9	4	0	0	0	0	0	0	0	0	109	0	185	17	15	4	0	0	0	0	0	0	0	221
17:15	0	101	10	9	0	0	0	0	0	0	0	0	0	120	0	73	10	2	1	0	0	0	0	0	0	0	0	86	0	174	20	11	1	0	0	0	0	0	0	0	206
17:30	0	78	5	7	1	0	0	0	0	0	0	0	0	91	0	76	7	3	1	0	0	0	0	0	0	0	0	87	0	154	12	10	2	0	0	0	0	0	0	0	178
17:45	0	80	6	1	0	0	0	0	0	0	0	0	0	87	0	76	4	2	0	0	0	0	0	0	0	0	0	82	0	156	10	3	0	0	0	0	0	0	0	0	169
18:00	1	76	8	2	1	0	0	0	0	0	0	0	0	88	0	59	3	0	3	0	0	0	0	0	0	0	0	65	1	135	11	2	4	0	0	0	0	0	0	0	153
18:15	0	82	5	1	0	0	0	0	0	0	0	0	0	88	0	54	5	1	0	0	0	0	0	0	0	0	0	60	0	136	10	2	0	0	0	0	0	0	0	0	148
18:30	0	69	4	1	1	0	0	0	0	0	0	0	0	75	0	70	7	1	1	0	0	0	0	0	0	0	0	79	0	139	11	2	2	0	0	0	0	0	0	0	154
18:45	0	79	4	1	1	0	0	0	0	0	0	0	0	85	0	58	3	0	3	0	0	0	0	0	0	0	0	64	0	137	7	1	4	0	0	0	0	0	0	0	149
19:00	0	70	7	1	0	0	0	0	0	0	0	0	0	78	1	47	2	1	2	0	0	0	0	0	0	0	0	53	1	117	9	2	2	0	0	0	0	0	0	0	131
19:15	0	41	2	1	0	0	0	0	0	0	0	0	0	44	0	41	7	0	0	0	0	0	0	0	0	0	0	48	0	82	9	1	0	0	0	0	0	0	0	0	92
19:30	0	54	5	0	1	0	0	0	0	0	0	0	0	60	0	47	5	0	1	0	0	0	0	0	0	0	0	53	0	101	10	0	2	0	0	0	0	0	0	0	113
19:45	0	38	4	0	2	0	0	0	0	0	0	0	0	44	0	43	5	0	0	0	0	0	0	0	0	0	0	48	0	81	9	0	2	0	0	0	0	0	0	0	92
20:00	0	42	6	1	0	0	0	0	0	0	0	0	0	49	0	43	4	0	0	0	0	0	0	0	0	0	0	47	0	85	10	1	0	0	0	0	0	0	0	0	96
20:15	0	46	5	0	2	0	0	0	0	0	0	0	0	53	0	46	1	0	0	0	0	0	0	0	0	0	0	47	0	92	6	0	2	0	0	0	0	0	0	0	100
20:30	0	43	3	0	1	0	0	0	0	0	0	0	0	47	0	49	4	0	0	0	0	0	0	0	0	0	0	53	0	92	7	0	1	0	0	0	0	0	0	0	100
20:45	0	48	2	0	0	0	0	0	0	0	0	0	0	50	0	36	3	0	0	0	0	0	0	0	0	0	0	39	0	84	5	0	0	0	0	0	0	0	0	0	89
21:00	0	47	0	0	1	0	0	0	0	0	0	0	0	48	0	49	2	0	0	0	0	0	0	0	0	0	0	51	0	96	2	0	1	0	0	0	0	0	0	0	99
21:15	0	34	1	0	0	0	0	0	0	0	0	0	0	35	1	28	3	0	0	0	0	0	0	0	0	0	0	32	1	62	4	0	0	0	0	0	0	0	0	0	67
21:30	1	43	6	0	0	0	0	0	0	0	0	0	0	50	0	34	3	0	0	0	0	0	0	0	0	0	0	37	1	77	9	0	0	0	0	0	0	0	0	0	87
21:45	0	42	3	0	0	0	0	0	0	0	0	0	0	45	0	40	1	0	0	0	0	0	0	0	0	0	0	41	0	82	4	0	0	0	0	0	0	0	0	0	86
22:00	0	31	2	0	1	0	0	0	0	0	0	0	0	34	0	36	1	0	1	0	0	0	1	0	0	0	0	39	0	67	3	0	2	0	0	0	1	0	0	0	73
22:15	1	35	1	0	0	0	1	0	0	0	0	0	0	38	0	33	0	0	0	0	0	0	0	0	0	0	0	33	1	68	1	0	0	0	1	0	0	0	0	0	71
22:30	0	30	3	0	0	0	0	0	0	0	0	0	0	33	0	30	1	0	0	0	0	0	0	0	0	0	0	31	0	60	4	0	0	0	0	0	0	0	0	0	64
22:45	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	26	4	0	0	0	0	0	0	0	0	0	0	30	0	49	7	0	0	0	0	0	0	0	0	0	56
23:00	0	40	0	0	1	0	0	0	0	0	0	0	0	41	0	28	2	0	0	0	0	0	0	0	0	0	0	30	0	68	2	0	1	0	0	0	0	0	0	0	71
23:15	0	34	1	1	1	0	0	0	0	0	0	0	0	37	0	21	3	0	0	0	0	0	0	0	0	0	0	24	0	55	4	1	1	0	0	0	0	0	0	0	61
23:30	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	26	2	0	0	0	0	0	0	0	0	0	0	28	0	53	4	0	0	0	0	0	0	0	0	0	57
23:45	0	25	0	0	0	0	0	0	0	0	0	0	0	25	0	30	0	0	0	0	0	0	0	0	0	0	0	30	0	55	0	0	0	0	0	0	0	0	0	0	55
Totals	**6**	**5,186**	**584**	**217**	**96**	**21**	**6**	**6**	**2**	**0**	**0**	**0**	**0**	**6,124**	**3**	**4,301**	**476**	**175**	**95**	**22**	**9**	**10**	**5**	**1**	**0**	**0**	**0**	**5,097**	**9**	**9,487**	**1,060**	**392**	**191**	**43**	**15**	**16**	**7**	**1**	**0**	**0**	**0**	**11,221**
% of Totals	0%	85%	10%	4%	2%	0%	0%	0%	0%					100%	0%	84%	9%	3%	2%	0%	0%	0%	0%	0%				100%	0%	85%	9%	3%	2%	0%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

VOLUME

Wethersfield Ave S/O Wyllys St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_016

DAILY TOTALS	NB	SB	EB	WB	Total
	6,124	5,097	0	0	11,221

15-Minutes Interval

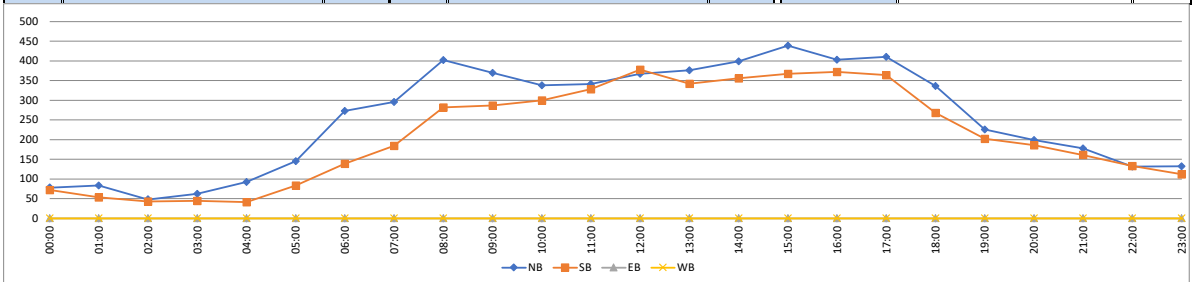
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	23	23			46	12:00	82	94			176
00:15	19	19			38	12:15	90	86			176
00:30	18	13			31	12:30	98	102			200
00:45	18	17			35	12:45	97	96			193
01:00	22	15			37	13:00	101	81			182
01:15	20	12			32	13:15	97	93			190
01:30	25	13			38	13:30	96	89			185
01:45	16	13			29	13:45	82	79			161
02:00	17	9			26	14:00	92	87			179
02:15	7	11			18	14:15	96	92			188
02:30	14	11			25	14:30	112	78			190
02:45	10	12			22	14:45	99	99			198
03:00	21	12			33	15:00	113	88			201
03:15	14	13			27	15:15	116	89			205
03:30	10	8			18	15:30	116	92			208
03:45	17	11			28	15:45	94	98			192
04:00	24	8			32	16:00	108	87			195
04:15	24	10			34	16:15	94	94			188
04:30	23	9			32	16:30	108	96			204
04:45	21	14			35	16:45	93	95			188
05:00	29	17			46	17:00	112	109			221
05:15	31	16			47	17:15	120	86			206
05:30	44	17			61	17:30	91	87			178
05:45	41	33			74	17:45	87	82			169
06:00	61	24			85	18:00	88	65			153
06:15	62	45			107	18:15	88	60			148
06:30	80	32			112	18:30	75	79			154
06:45	70	38			108	18:45	85	64			149
07:00	61	36			97	19:00	78	53			131
07:15	71	43			114	19:15	44	48			92
07:30	86	48			134	19:30	60	53			113
07:45	78	57			135	19:45	44	48			92
08:00	74	64			138	20:00	49	47			96
08:15	125	62			187	20:15	53	47			100
08:30	113	84			197	20:30	47	53			100
08:45	90	72			162	20:45	50	39			89
09:00	108	70			178	21:00	48	51			99
09:15	94	64			158	21:15	35	32			67
09:30	103	68			171	21:30	50	37			87
09:45	65	85			150	21:45	45	41			86
10:00	90	80			170	22:00	34	39			73
10:15	74	88			162	22:15	38	33			71
10:30	81	65			146	22:30	33	31			64
10:45	93	67			160	22:45	26	30			56
11:00	84	81			165	23:00	41	30			71
11:15	79	86			165	23:15	37	24			61
11:30	84	71			155	23:30	29	28			57
11:45	94	90			184	23:45	25	30			55
TOTALS	2528	1856	0	0	4384	TOTALS	3596	3241	0	0	6837
SPLIT %	58%	42%	0%	0%	39%	SPLIT %	53%	47%	0%	0%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	78	72			150
01:00	02:00	83	53			136
02:00	03:00	48	43			91
03:00	04:00	62	44			106
04:00	05:00	92	41			133
05:00	06:00	145	83			228
06:00	07:00	273	139			412
07:00	08:00	296	184			480
08:00	09:00	402	282			684
09:00	10:00	370	287			657
10:00	11:00	338	300			638
11:00	12:00	341	328			669
12:00	13:00	367	378			745
13:00	14:00	376	342			718
14:00	15:00	399	356			755
15:00	16:00	439	367			806
16:00	17:00	403	372			775
17:00	18:00	410	364			774
18:00	19:00	336	268			604
19:00	20:00	226	202			428
20:00	21:00	199	186			385
21:00	22:00	178	161			339
22:00	23:00	131	133			264
23:00	00:00	132	112			244

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2528	1856			4384
Peak Hour	8:15	11:00			8:15
Peak Volume	436	328			724
Peak Hour Factor	0.872	0.911			0.919
Peak Period	12:00	to	00:00		
Volume	3596	3241			6837
Peak Hour	14:45	16:15			16:30
Peak Volume	444	394			819
Peak Hour Factor	0.957	0.904			0.926
Peak Period	07:00	to	09:00		
Volume	698	466			1164
Peak Hour	8:00	8:00			8:00
Peak Volume	402	282			684
Peak Hour Factor	0.804	0.839			0.868
Peak Period	16:00	to	18:00		
Volume	813	736			1549
Peak Hour	16:30	16:15			16:30
Peak Volume	433	394			819
Peak Hour Factor	0.902	0.904			0.926



Prepared by National Data & Surveying Services

CLASSIFICATION

Wethersfield Ave S/O Wyllys St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_016

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	72	2	0	1	0	0	0	0	0	0	0	0	75	0	54	1	0	0	0	0	0	0	0	0	0	0	55	0	126	3	0	1	0	0	0	0	0	0	0	0	130
01:00	0	63	5	0	1	0	0	0	0	0	0	0	0	69	0	55	3	0	1	0	0	0	0	0	0	0	0	59	0	118	8	0	2	0	0	0	0	0	0	0	0	128
02:00	0	34	3	0	2	0	0	0	0	0	0	0	0	39	0	30	4	0	1	1	0	0	0	0	0	0	0	36	0	64	7	0	3	1	0	0	0	0	0	0	0	75
03:00	0	39	2	0	0	0	0	0	0	0	0	0	0	41	0	28	5	0	0	0	0	0	0	0	0	0	0	33	0	67	7	0	0	0	0	0	0	0	0	0	0	74
04:00	0	80	6	0	4	1	0	0	0	0	0	0	0	91	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	107	8	0	4	1	0	0	0	0	0	0	0	120
05:00	0	114	12	4	2	0	0	0	0	0	0	0	0	132	0	59	11	7	2	1	0	0	1	0	0	0	0	81	0	173	23	11	4	1	0	0	1	0	0	0	0	213
06:00	0	217	9	34	6	0	0	0	0	0	0	0	0	266	0	88	15	21	0	1	0	0	0	0	0	0	0	125	0	305	24	55	6	1	0	0	0	0	0	0	0	391
07:00	0	252	40	21	11	0	0	0	0	0	0	0	0	324	0	152	26	20	3	2	0	0	0	0	0	0	0	203	0	404	66	41	14	2	0	0	0	0	0	0	0	527
08:00	0	321	41	25	8	1	2	0	0	0	0	0	0	398	1	222	22	19	4	1	0	0	0	0	0	0	0	269	1	543	63	44	12	2	2	0	0	0	0	0	0	667
09:00	0	300	43	22	13	1	0	0	0	0	0	0	0	379	0	207	21	7	3	2	0	1	0	0	0	0	0	241	0	507	64	29	16	3	0	1	0	0	0	0	0	620
10:00	0	276	34	4	9	2	0	0	1	0	0	0	0	326	0	225	41	4	10	0	3	1	1	0	0	0	0	285	0	501	75	8	19	2	3	1	2	0	0	0	0	611
11:00	1	281	63	4	5	3	0	0	0	0	0	0	0	357	1	240	38	3	9	0	0	1	0	0	0	0	0	292	2	521	101	7	14	3	0	1	0	0	0	0	0	649
12:00	0	324	39	2	11	2	0	1	1	0	0	0	0	380	1	271	33	2	9	2	0	0	1	0	0	0	0	319	1	595	72	4	20	4	0	1	2	0	0	0	0	699
13:00	3	368	36	6	12	1	0	0	0	0	0	0	0	426	1	305	28	6	12	0	0	1	0	0	0	0	0	353	4	673	64	12	24	1	0	1	0	0	0	0	0	779
14:00	0	353	39	15	14	1	0	0	0	0	0	0	0	422	1	277	39	12	6	2	1	2	0	1	0	0	0	341	1	630	78	27	20	3	1	2	0	1	0	0	0	763
15:00	1	370	51	27	4	0	0	0	1	0	0	0	0	454	1	303	32	16	7	1	0	1	0	0	0	0	0	361	2	673	83	43	11	1	0	1	1	0	0	0	0	815
16:00	0	401	33	28	1	0	1	0	1	0	0	0	0	465	0	313	28	19	6	1	0	1	0	0	0	0	0	368	0	714	61	47	7	1	1	1	1	0	0	0	0	833
17:00	2	420	31	24	6	0	0	0	0	0	0	0	0	483	0	321	17	20	9	0	0	0	0	0	0	0	0	367	2	741	48	44	15	0	0	0	0	0	0	0	0	850
18:00	0	329	36	7	1	0	0	0	0	0	0	0	0	373	0	247	34	2	1	0	0	0	0	0	0	0	0	284	0	576	70	9	2	0	0	0	0	0	0	0	0	657
19:00	0	251	18	2	5	0	0	0	0	0	0	0	0	276	0	216	19	0	1	0	0	0	0	0	0	0	0	236	0	467	37	2	6	0	0	0	0	0	0	0	0	512
20:00	0	195	16	1	2	0	0	0	0	0	0	0	0	214	1	198	9	1	5	0	0	0	0	0	0	0	0	214	1	393	25	2	7	0	0	0	0	0	0	0	0	428
21:00	0	163	10	1	0	1	0	0	1	0	0	0	0	176	1	171	6	0	2	1	0	0	0	0	0	0	0	181	1	334	16	1	2	2	0	0	1	0	0	0	0	357
22:00	1	140	7	0	1	0	0	0	0	0	0	0	0	149	0	112	5	0	0	0	0	0	0	0	0	0	0	117	1	252	12	0	1	0	0	0	0	0	0	0	0	266
23:00	0	128	6	1	0	0	0	0	0	0	0	0	0	135	0	113	10	0	0	0	0	0	0	0	0	0	0	123	0	241	16	1	0	0	0	0	0	0	0	0	0	258
Totals	**8**	**5,491**	**582**	**228**	**119**	**13**	**3**	**1**	**5**	**0**	**0**	**0**	**0**	**6,450**	**8**	**4,234**	**449**	**159**	**91**	**15**	**4**	**8**	**3**	**1**	**0**	**0**	**0**	**4,972**	**16**	**9,725**	**1,031**	**387**	**210**	**28**	**7**	**9**	**8**	**1**	**0**	**0**	**0**	**11,422**
% of Totals	0%	85%	9%	4%	2%	0%	0%	0%	0%					100%	0%	85%	9%	3%	2%	0%	0%	0%	0%	0%				100%	0%	85%	9%	3%	2%	0%	0%	0%	0%	0%				100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

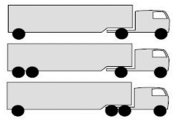
#3 2-Axle, 4-Tire Single Unit

#4 Buses

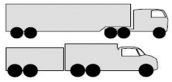
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	1	2049	260	114	62	8	2	0	1	0	0	0	0	2497	2	1387	189	81	33	8	3	3	2	0	0	0	0	1708	3	3436	449	195	95	16	5	3	3	0	0	0	0	4205
%	0%	32%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	39%	0%	28%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	30%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	37%
Peak Hour	10:45	8:15	11:00	6:00	9:00	10:30	7:45	11:45	9:30	0:00	0:00	0:00	0:00	8:15	7:15	11:45	10:15	6:30	11:15	8:15	10:00	10:45	5:00	0:00	0:00	0:00	0:00	11:45	11:00	11:45	11:00	6:15	11:30	8:30	10:00	10:45	9:45	0:00	0:00	0:00	0:00	8:15
Peak Volume	1	337	63	34	13	4	2	1	1	0	0	0	0	422	1	272	45	24	16	3	3	2	1	0	0	0	0	325	2	588	101	56	21	5	3	2	2	0	0	0	0	716
12:00 - 24:00	7	3442	322	114	57	5	1	1	4	0	0	0	0	3953	6	2847	260	78	58	7	1	5	1	1	0	0	0	3264	13	6289	582	192	115	12	2	6	5	1	0	0	0	7217
%	0%	53%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	61%	0%	57%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	66%	0%	55%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	63%
Peak Hour	13:00	17:00	15:00	15:45	13:30	12:00	15:30	12:00	15:30	12:00	12:00	12:00	12:00	16:30	12:15	17:00	13:30	16:30	13:00	12:00	13:30	13:15	12:00	14:00	12:00	12:00	12:00	14:30	13:00	17:00	15:00	15:45	13:00	12:00	13:30	13:15	12:00	14:00	12:00	12:00	12:00	16:30
Peak Volume	3	420	51	39	16	2	1	1	2	0	0	0	0	489	2	321	39	26	12	2	1	2	1	1	0	0	0	378	4	741	83	57	24	4	1	2	2	1	0	0	0	866
07:00 - 09:00	0	573	81	46	19	1	2	0	0	0	0	0	0	722	1	374	48	39	7	3	0	0	0	0	0	0	0	472	1	947	129	85	26	4	2	0	0	0	0	0	0	1194
%	0%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
Peak Hour	7:00	7:45	8:00	7:45	7:00	8:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:15	8:00	7:15	7:00	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:15	8:00	7:15	8:00	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	8:00
Peak Volume	0	328	41	26	11	1	2	0	0	0	0	0	0	398	1	222	29	20	4	2	0	0	0	0	0	0	0	269	1	543	69	44	14	2	2	0	0	0	0	0	0	667
16:00 - 18:00	2	821	64	52	7	0	1	0	1	0	0	0	0	948	0	634	45	39	15	1	0	1	0	0	0	0	0	735	2	1455	109	91	22	1	1	1	1	0	0	0	0	1683
%	0%	13%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	13%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	13%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	17:00	17:00	16:15	16:30	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	17:00	16:00	16:30	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	17:00	17:00	16:15	16:30	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	2	420	38	31	6	0	1	0	1	0	0	0	0	489	0	321	28	26	10	1	0	1	0	0	0	0	0	377	2	741	65	57	16	1	1	1	1	0	0	0	0	866

Prepared by National Data & Surveying Services

CLASSIFICATION

Wethersfield Ave S/O Wyllys St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_016

	Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS												Total
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
15-MINUTE BREAKDOWN	00:00	0	24	0	0	1	0	0	0	0	0	0	0	0	25	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	42	0	0	1	0	0	0	0	0	0	0	43
	00:15	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	28	1	0	0	0	0	0	0	0	0	0	29
	00:30	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	33	0	0	0	0	0	0	0	0	0	0	33
	00:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	23	2	0	0	0	0	0	0	0	0	0	25
	01:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	27	1	0	0	0	0	0	0	0	0	0	28
	01:15	0	19	3	0	1	0	0	0	0	0	0	0	0	23	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	34	4	0	1	0	0	0	0	0	0	0	39
	01:30	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	9	2	0	1	0	0	0	0	0	0	0	0	12	0	28	3	0	1	0	0	0	0	0	0	0	32
	01:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	29	0	0	0	0	0	0	0	0	0	0	29
	02:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	17	3	0	1	0	0	0	0	0	0	0	0	21	0	25	5	0	1	0	0	0	0	0	0	0	31
	02:15	0	8	0	0	1	0	0	0	0	0	0	0	0	9	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	16	1	0	1	0	0	0	0	0	0	0	18
	02:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	3	0	0	0	1	0	0	0	0	0	0	0	4	0	7	0	0	1	1	0	0	0	0	0	0	9
	02:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	16	1	0	0	0	0	0	0	0	0	0	17
	03:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	17	2	0	0	0	0	0	0	0	0	0	19
	03:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	18	2	0	0	0	0	0	0	0	0	0	20
	03:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	17	2	0	0	0	0	0	0	0	0	0	19
	03:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	15	1	0	0	0	0	0	0	0	0	0	16
	04:00	0	21	1	0	1	0	0	0	0	0	0	0	0	23	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	24	1	0	1	0	0	0	0	0	0	0	26
	04:15	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	25	1	0	0	0	0	0	0	0	0	0	26
	04:30	0	21	2	0	1	0	0	0	0	0	0	0	0	24	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	25	3	0	1	0	0	0	0	0	0	0	29
	04:45	0	21	2	0	2	1	0	0	0	0	0	0	0	26	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	33	3	0	2	1	0	0	0	0	0	0	39
	05:00	0	26	3	0	0	0	0	0	0	0	0	0	0	29	0	12	3	1	0	0	0	0	0	0	0	0	0	16	0	38	6	1	0	0	0	0	0	0	0	0	45
	05:15	0	21	3	0	0	0	0	0	0	0	0	0	0	24	0	10	2	1	1	0	0	0	0	0	0	0	0	14	0	31	5	1	1	0	0	0	0	0	0	0	38
	05:30	0	29	4	3	1	0	0	0	0	0	0	0	0	37	0	11	2	1	0	1	0	0	0	0	0	0	0	15	0	40	6	4	1	1	0	0	0	0	0	0	52
	05:45	0	38	2	1	1	0	0	0	0	0	0	0	0	42	0	26	4	4	1	0	0	0	1	0	0	0	0	36	0	64	6	5	2	0	0	0	1	0	0	0	78
	06:00	0	42	1	6	0	0	0	0	0	0	0	0	0	49	0	20	4	2	0	0	0	0	0	0	0	0	0	26	0	62	5	8	0	0	0	0	0	0	0	0	75
	06:15	0	57	0	9	2	0	0	0	0	0	0	0	0	68	0	20	3	6	0	1	0	0	0	0	0	0	0	30	0	77	3	15	2	1	0	0	0	0	0	0	98
	06:30	0	62	2	8	2	0	0	0	0	0	0	0	0	74	0	22	5	7	0	0	0	0	0	0	0	0	0	34	0	84	7	15	2	0	0	0	0	0	0	0	108
	06:45	0	56	6	11	2	0	0	0	0	0	0	0	0	75	0	26	3	6	0	0	0	0	0	0	0	0	0	35	0	82	9	17	2	0	0	0	0	0	0	0	110
	07:00	0	45	6	5	2	0	0	0	0	0	0	0	0	58	0	37	6	4	2	0	0	0	0	0	0	0	0	49	0	82	12	9	4	0	0	0	0	0	0	0	107
	07:15	0	50	24	7	6	0	0	0	0	0	0	0	0	87	0	37	6	7	0	2	0	0	0	0	0	0	0	52	0	87	30	14	6	2	0	0	0	0	0	0	139
	07:30	0	75	4	3	1	0	0	0	0	0	0	0	0	83	0	43	6	5	1	0	0	0	0	0	0	0	0	55	0	118	10	8	2	0	0	0	0	0	0	0	138
	07:45	0	82	6	6	2	0	0	0	0	0	0	0	0	96	0	35	8	4	0	0	0	0	0	0	0	0	0	47	0	117	14	10	2	0	0	0	0	0	0	0	143
	08:00	0	71	6	6	1	0	1	0	0	0	0	0	0	85	1	47	9	2	2	0	0	0	0	0	0	0	0	61	1	118	15	8	3	0	1	0	0	0	0	0	146
	08:15	0	84	11	6	1	0	0	0	0	0	0	0	0	102	0	55	6	4	1	0	0	0	0	0	0	0	0	66	0	139	17	10	2	0	0	0	0	0	0	0	168
	08:30	0	91	9	8	5	0	1	0	0	0	0	0	0	114	0	52	1	5	0	1	0	0	0	0	0	0	0	59	0	143	10	13	5	1	1	0	0	0	0	0	173
	08:45	0	75	15	5	1	1	0	0	0	0	0	0	0	97	0	68	6	8	1	0	0	0	0	0	0	0	0	83	0	143	21	13	2	1	0	0	0	0	0	0	180
	09:00	0	87	11	10	1	0	0	0	0	0	0	0	0	109	0	67	10	5	1	2	0	1	0	0	0	0	0	86	0	154	21	15	2	2	0	1	0	0	0	0	195
	09:15	0	59	19	6	3	1	0	0	0	0	0	0	0	88	0	38	2	0	1	0	0	0	0	0	0	0	0	41	0	97	21	6	4	1	0	0	0	0	0	0	129
	09:30	0	78	6	3	5	0	0	0	0	0	0	0	0	92	0	49	4	2	1	0	0	0	0	0	0	0	0	56	0	127	10	5	6	0	0	0	0	0	0	0	148
	09:45	0	76	7	3	4	0	0	0	0	0	0	0	0	90	0	53	5	0	0	0	0	0	0	0	0	0	0	58	0	129	12	3	4	0	0	0	0	0	0	0	148
	10:00	0	77	14	2	1	1	0	0	0	0	0	0	0	95	0	52	7	2	3	0	2	0	0	0	0	0	0	66	0	129	21	4	4	1	2	0	0	0	0	0	161
	10:15	0	66	13	0	3	0	0	0	1	0	0	0	0	83	0	46	11	1	2	0	0	0	0	0	0	0	0	60	0	112	24	1	5	0	0	0	1	0	0	0	143
	10:30	0	60	3	2	2	0	0	0	0	0	0	0	0	67	0	69	14	1	1	0	0	0	1	0	0	0	0	86	0	129	17	3	3	0	0	0	1	0	0	0	153
	10:45	0	73	4	0	3	1	0	0	0	0	0	0	0	81	0	58	9	0	4	0	1	1	0	0	0	0	0	73	0	131	13	0	7	1	1	1	0	0	0	0	154
	11:00	0	71	16	2	2	1	0	0	0	0	0	0	0	92	0	56	11	0	0	0	0	0	0	0	0	0	0	67	0	127	27	2	2	1	0	0	0	0	0	0	159
	11:15	0	59	12	0	1	2	0	0	0	0	0	0	0	74	0	54	8	1	3	0	0	0	0	0	0	0	0	66	0	113	20	1	4	2	0	0	0	0	0	0	140
	11:30	1	78	23	1	2	0	0	0	0	0	0	0	0	105	0	65	9	1	2	0	0	1	0	0	0	0	0	78	1	143	32	2	4	0	0	1	0	0	0	0	183
	11:45	0	73	12	1	0	0	0	0	0	0	0	0	0	86	1	65	10	1	4	0	0	0	0	0	0	0	0	81	1	138	22	2	4	0	0	0	0	0	0	0	167

Prepared by National Data & Surveying Services

CLASSIFICATION

Wethersfield Ave S/O Wyllys St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_016

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	70	13	1	1	1	0	0	0	0	0	0	0	86	0	66	9	1	7	0	0	0	0	0	0	0	0	83	0	136	22	2	8	1	0	0	0	0	0	0	0	169
12:15	0	84	10	0	4	0	0	0	1	0	0	0	0	99	0	72	6	0	1	1	0	0	0	0	0	0	0	80	0	156	16	0	5	1	0	0	1	0	0	0	0	179
12:30	0	89	8	0	4	0	0	1	0	0	0	0	0	102	0	69	10	0	0	1	0	0	1	0	0	0	0	81	0	158	18	0	4	1	0	1	1	0	0	0	0	183
12:45	0	81	8	1	2	1	0	0	0	0	0	0	0	93	1	64	8	1	1	0	0	0	0	0	0	0	0	75	1	145	16	2	3	1	0	0	0	0	0	0	0	168
13:00	0	85	6	0	3	0	0	0	0	0	0	0	0	94	1	67	7	1	5	0	0	0	0	0	0	0	0	81	1	152	13	1	8	0	0	0	0	0	0	0	0	175
13:15	1	89	14	1	3	0	0	0	0	0	0	0	0	108	0	85	4	2	1	0	0	0	0	0	0	0	0	92	1	174	18	3	4	0	0	0	0	0	0	0	0	200
13:30	0	105	9	1	3	1	0	0	0	0	0	0	0	119	0	67	11	1	1	0	0	0	0	0	0	0	0	80	0	172	20	2	4	1	0	0	0	0	0	0	0	199
13:45	2	89	7	4	3	0	0	0	0	0	0	0	0	105	0	86	6	2	5	0	0	1	0	0	0	0	0	100	2	175	13	6	8	0	0	1	0	0	0	0	0	205
14:00	0	95	7	1	6	0	0	0	0	0	0	0	0	109	1	60	16	1	1	0	0	1	0	0	0	0	0	80	1	155	23	2	7	0	0	1	0	0	0	0	0	189
14:15	0	81	7	5	4	0	0	0	0	0	0	0	0	97	0	64	6	1	1	0	1	0	0	0	0	0	0	73	0	145	13	6	5	0	1	0	0	0	0	0	0	170
14:30	0	86	11	3	0	1	0	0	0	0	0	0	0	101	0	69	9	6	3	2	0	0	0	0	0	0	0	89	0	155	20	9	3	3	0	0	0	0	0	0	0	190
14:45	0	91	14	6	4	0	0	0	0	0	0	0	0	115	0	84	8	4	1	0	0	1	0	1	0	0	0	99	0	175	22	10	5	0	0	1	0	1	0	0	0	214
15:00	1	95	11	2	1	0	0	0	0	0	0	0	0	110	0	84	11	2	2	0	0	1	0	0	0	0	0	100	1	179	22	4	3	0	0	1	0	0	0	0	0	210
15:15	0	92	8	4	1	0	0	0	0	0	0	0	0	105	0	80	3	6	1	0	0	0	0	0	0	0	0	90	0	172	11	10	2	0	0	0	0	0	0	0	0	195
15:30	0	95	16	4	1	0	0	0	1	0	0	0	0	117	1	70	11	3	2	1	0	0	0	0	0	0	0	88	1	165	27	7	3	1	0	0	1	0	0	0	0	205
15:45	0	88	16	17	1	0	0	0	0	0	0	0	0	122	0	69	7	5	2	0	0	0	0	0	0	0	0	83	0	157	23	22	3	0	0	0	0	0	0	0	0	205
16:00	0	111	5	8	0	0	0	0	0	0	0	0	0	124	0	79	4	2	3	1	0	0	0	0	0	0	0	89	0	190	9	10	3	1	0	0	0	0	0	0	0	213
16:15	0	88	10	4	1	0	1	0	1	0	0	0	0	105	0	76	8	6	2	0	0	1	0	0	0	0	0	93	0	164	18	10	3	0	1	1	1	0	0	0	0	198
16:30	0	117	8	10	0	0	0	0	0	0	0	0	0	135	0	84	7	5	0	0	0	0	0	0	0	0	0	96	0	201	15	15	0	0	0	0	0	0	0	0	0	231
16:45	0	85	10	6	0	0	0	0	0	0	0	0	0	101	0	74	9	6	1	0	0	0	0	0	0	0	0	90	0	159	19	12	1	0	0	0	0	0	0	0	0	191
17:00	0	104	10	4	1	0	0	0	0	0	0	0	0	119	0	81	3	8	3	0	0	0	0	0	0	0	0	95	0	185	13	12	4	0	0	0	0	0	0	0	0	214
17:15	0	112	7	11	4	0	0	0	0	0	0	0	0	134	0	81	6	7	2	0	0	0	0	0	0	0	0	96	0	193	13	18	6	0	0	0	0	0	0	0	0	230
17:30	0	102	9	4	1	0	0	0	0	0	0	0	0	116	0	73	4	2	4	0	0	0	0	0	0	0	0	83	0	175	13	6	5	0	0	0	0	0	0	0	0	199
17:45	2	102	5	5	0	0	0	0	0	0	0	0	0	114	0	86	4	3	0	0	0	0	0	0	0	0	0	93	2	188	9	8	0	0	0	0	0	0	0	0	0	207
18:00	0	92	10	5	0	0	0	0	0	0	0	0	0	107	0	75	11	0	0	0	0	0	0	0	0	0	0	86	0	167	21	5	0	0	0	0	0	0	0	0	0	193
18:15	0	72	8	1	0	0	0	0	0	0	0	0	0	81	0	67	9	1	0	0	0	0	0	0	0	0	0	77	0	139	17	2	0	0	0	0	0	0	0	0	0	158
18:30	0	88	12	1	0	0	0	0	0	0	0	0	0	101	0	63	6	0	1	0	0	0	0	0	0	0	0	70	0	151	18	1	1	0	0	0	0	0	0	0	0	171
18:45	0	77	6	0	1	0	0	0	0	0	0	0	0	84	0	42	8	1	0	0	0	0	0	0	0	0	0	51	0	119	14	1	1	0	0	0	0	0	0	0	0	135
19:00	0	67	5	1	2	0	0	0	0	0	0	0	0	75	0	52	6	0	1	0	0	0	0	0	0	0	0	59	0	119	11	1	3	0	0	0	0	0	0	0	0	134
19:15	0	67	6	0	2	0	0	0	0	0	0	0	0	75	0	58	6	0	0	0	0	0	0	0	0	0	0	64	0	125	12	0	2	0	0	0	0	0	0	0	0	139
19:30	0	69	2	1	1	0	0	0	0	0	0	0	0	73	0	58	3	0	0	0	0	0	0	0	0	0	0	61	0	127	5	1	1	0	0	0	0	0	0	0	0	134
19:45	0	48	5	0	0	0	0	0	0	0	0	0	0	53	0	48	4	0	0	0	0	0	0	0	0	0	0	52	0	96	9	0	0	0	0	0	0	0	0	0	0	105
20:00	0	55	5	1	0	0	0	0	0	0	0	0	0	61	1	56	5	0	2	0	0	0	0	0	0	0	0	64	1	111	10	1	2	0	0	0	0	0	0	0	0	125
20:15	0	53	3	0	1	0	0	0	0	0	0	0	0	57	0	61	3	0	0	0	0	0	0	0	0	0	0	64	0	114	6	0	1	0	0	0	0	0	0	0	0	121
20:30	0	40	4	0	0	0	0	0	0	0	0	0	0	44	0	30	1	0	1	0	0	0	0	0	0	0	0	32	0	70	5	0	1	0	0	0	0	0	0	0	0	76
20:45	0	47	4	0	1	0	0	0	0	0	0	0	0	52	0	51	0	1	2	0	0	0	0	0	0	0	0	54	0	98	4	1	3	0	0	0	0	0	0	0	0	106
21:00	0	38	3	1	0	0	0	0	1	0	0	0	0	43	0	46	2	0	0	0	0	0	0	0	0	0	0	48	0	84	5	1	0	0	0	0	1	0	0	0	0	91
21:15	0	37	2	0	0	0	0	0	0	0	0	0	0	39	1	44	1	0	1	0	0	0	0	0	0	0	0	47	1	81	3	0	1	0	0	0	0	0	0	0	0	86
21:30	0	42	2	0	0	1	0	0	0	0	0	0	0	45	0	38	2	0	0	0	0	0	0	0	0	0	0	40	0	80	4	0	0	1	0	0	0	0	0	0	0	85
21:45	0	46	3	0	0	0	0	0	0	0	0	0	0	49	0	43	1	0	1	1	0	0	0	0	0	0	0	46	0	89	4	0	1	1	0	0	0	0	0	0	0	95
22:00	0	37	1	0	0	0	0	0	0	0	0	0	0	38	0	29	1	0	0	0	0	0	0	0	0	0	0	30	0	66	2	0	0	0	0	0	0	0	0	0	0	68
22:15	0	37	1	0	0	0	0	0	0	0	0	0	0	38	0	26	2	0	0	0	0	0	0	0	0	0	0	28	0	63	3	0	0	0	0	0	0	0	0	0	0	66
22:30	1	28	3	0	0	0	0	0	0	0	0	0	0	32	0	21	0	0	0	0	0	0	0	0	0	0	0	21	1	49	3	0	0	0	0	0	0	0	0	0	0	53
22:45	0	38	2	0	1	0	0	0	0	0	0	0	0	41	0	36	2	0	0	0	0	0	0	0	0	0	0	38	0	74	4	0	1	0	0	0	0	0	0	0	0	79
23:00	0	29	2	0	0	0	0	0	0	0	0	0	0	31	0	19	6	0	0	0	0	0	0	0	0	0	0	25	0	48	8	0	0	0	0	0	0	0	0	0	0	56
23:15	0	39	2	1	0	0	0	0	0	0	0	0	0	42	0	35	3	0	0	0	0	0	0	0	0	0	0	38	0	74	5	1	0	0	0	0	0	0	0	0	0	80
23:30	0	34	1	0	0	0	0	0	0	0	0	0	0	35	0	38	0	0	0	0	0	0	0	0	0	0	0	38	0	72	1	0	0	0	0	0	0	0	0	0	0	73
23:45	0	26	1	0	0	0	0	0	0	0	0	0	0	27	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	47	2	0	0	0	0	0	0	0	0	0	0	49
Totals	**8**	**5,491**	**582**	**228**	**119**	**13**	**3**	**1**	**5**	**0**	**0**	**0**	**0**	**6,450**	**8**	**4,234**	**449**	**159**	**91**	**15**	**4**	**8**	**3**	**1**	**0**	**0**	**0**	**4,972**	**16**	**9,725**	**1,031**	**387**	**210**	**28**	**7**	**9**	**8**	**1**	**0**	**0**	**0**	**11,422**
% of Totals	0%	85%	9%	4%	2%	0%	0%	0%	0%					100%	0%	85%	9%	3%	2%	0%	0%	0%	0%	0%				100%	0%	85%	9%	3%	2%	0%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

VOLUME

Wethersfield Ave S/O Wyllys St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_016

DAILY TOTALS	NB	SB	EB	WB	Total
	6,450	4,972	0	0	11,422

DAILY TOTALS

15-Minutes Interval

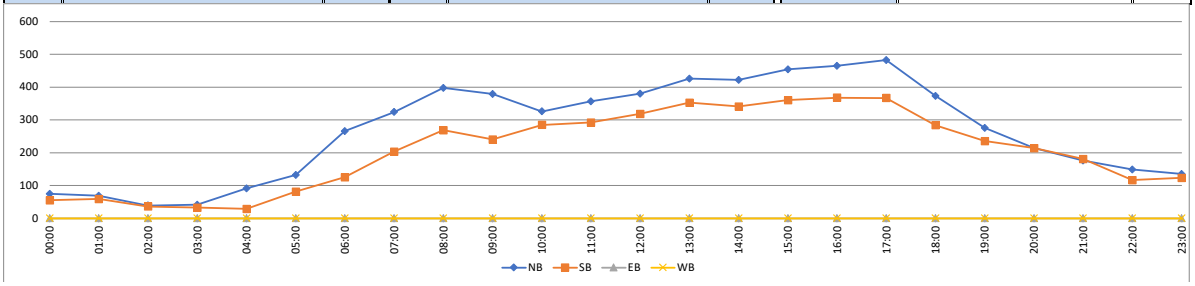
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	25	18			43	12:00	86	83			169
00:15	18	11			29	12:15	99	80			179
00:30	19	14			33	12:30	102	81			183
00:45	13	12			25	12:45	93	75			168
01:00	16	12			28	13:00	94	81			175
01:15	23	16			39	13:15	108	92			200
01:30	20	12			32	13:30	119	80			199
01:45	10	19			29	13:45	105	100			205
02:00	10	21			31	14:00	109	80			189
02:15	9	9			18	14:15	97	73			170
02:30	5	4			9	14:30	101	89			190
02:45	15	2			17	14:45	115	99			214
03:00	9	10			19	15:00	110	100			210
03:15	9	11			20	15:15	105	90			195
03:30	15	4			19	15:30	117	88			205
03:45	8	8			16	15:45	122	83			205
04:00	23	3			26	16:00	124	89			213
04:15	18	8			26	16:15	105	93			198
04:30	24	5			29	16:30	135	96			231
04:45	26	13			39	16:45	101	90			191
05:00	29	16			45	17:00	119	95			214
05:15	24	14			38	17:15	134	96			230
05:30	37	15			52	17:30	116	83			199
05:45	42	36			78	17:45	114	93			207
06:00	49	26			75	18:00	107	86			193
06:15	68	30			98	18:15	81	77			158
06:30	74	34			108	18:30	101	70			171
06:45	75	35			110	18:45	84	51			135
07:00	58	49			107	19:00	75	59			134
07:15	87	52			139	19:15	75	64			139
07:30	83	55			138	19:30	73	61			134
07:45	96	47			143	19:45	53	52			105
08:00	85	61			146	20:00	61	64			125
08:15	102	66			168	20:15	57	64			121
08:30	114	59			173	20:30	44	32			76
08:45	97	83			180	20:45	52	54			106
09:00	109	86			195	21:00	43	48			91
09:15	88	41			129	21:15	39	47			86
09:30	92	56			148	21:30	45	40			85
09:45	90	58			148	21:45	49	46			95
10:00	95	66			161	22:00	38	30			68
10:15	83	60			143	22:15	38	28			66
10:30	67	86			153	22:30	32	21			53
10:45	81	73			154	22:45	41	38			79
11:00	92	67			159	23:00	31	25			56
11:15	74	66			140	23:15	42	38			80
11:30	105	78			183	23:30	35	38			73
11:45	86	81			167	23:45	27	22			49
TOTALS	2497	1708	0	0	4205	TOTALS	3953	3264	0	0	7217
SPLIT %	59%	41%	0%	0%	37%	SPLIT %	55%	45%	0%	0%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	75	55			130
01:00	02:00	69	59			128
02:00	03:00	39	36			75
03:00	04:00	41	33			74
04:00	05:00	91	29			120
05:00	06:00	132	81			213
06:00	07:00	266	125			391
07:00	08:00	324	203			527
08:00	09:00	398	269			667
09:00	10:00	379	241			620
10:00	11:00	326	285			611
11:00	12:00	357	292			649
12:00	13:00	380	319			699
13:00	14:00	426	353			779
14:00	15:00	422	341			763
15:00	16:00	454	361			815
16:00	17:00	465	368			833
17:00	18:00	483	367			850
18:00	19:00	373	284			657
19:00	20:00	276	236			512
20:00	21:00	214	214			428
21:00	22:00	176	181			357
22:00	23:00	149	117			266
23:00	00:00	135	123			258

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2497	1708			4205
Peak Hour	8:15	8:15			8:15
Peak Volume	422	294			716
Peak Hour Factor	0.925	0.855			0.918
Peak Period	12:00	to	00:00		
Volume	3953	3264			7217
Peak Hour	16:30	14:30			16:30
Peak Volume	489	378			866
Peak Hour Factor	0.906	0.945			0.937
Peak Period	07:00	to	09:00		
Volume	722	472			1194
Peak Hour	8:00	8:00			8:00
Peak Volume	398	269			667
Peak Hour Factor	0.873	0.810			0.926
Peak Period	16:00	to	18:00		
Volume	948	735			1683
Peak Hour	16:30	16:30			16:30
Peak Volume	489	377			866
Peak Hour Factor	0.906	0.982			0.937



Groton St S/O Wyllys St

Averaged Counts

TIME		Tues			Wed			Ave		
		NB	SB	TOTAL	NB	SB	TOTAL	NB	SB	Total
00:00	01:00	2	12	**14**	3	7	**10**	2.5	9.5	**12**
01:00	02:00	1	3	**4**	3	12	**15**	2	7.5	**10**
02:00	03:00	3	5	**8**	3	3	**6**	3	4	**7**
03:00	04:00	1	3	**4**	2	2	**4**	1.5	2.5	**4**
04:00	05:00	1	4	**5**	1	3	**4**	1	3.5	**5**
05:00	06:00	3	6	**9**	4	12	**16**	3.5	9	**13**
06:00	07:00	16	27	**43**	7	23	**30**	11.5	25	**37**
07:00	08:00	13	41	**54**	18	47	**65**	15.5	44	**60**
08:00	09:00	42	68	**110**	33	58	**91**	37.5	63	**101**
09:00	10:00	31	41	**72**	23	45	**68**	27	43	**70**
10:00	11:00	16	25	**41**	24	43	**67**	20	34	**54**
11:00	12:00	21	35	**56**	17	31	**48**	19	33	**52**
12:00	13:00	26	44	**70**	33	36	**69**	29.5	40	**70**
13:00	14:00	26	30	**56**	19	24	**43**	22.5	27	**50**
14:00	15:00	33	47	**80**	21	48	**69**	27	47.5	**75**
15:00	16:00	43	80	**123**	45	72	**117**	44	76	**120**
16:00	17:00	40	57	**97**	28	60	**88**	34	58.5	**93**
17:00	18:00	26	53	**79**	28	61	**89**	27	57	**84**
18:00	19:00	11	32	**43**	16	36	**52**	13.5	34	**48**
19:00	20:00	11	20	**31**	15	30	**45**	13	25	**38**
20:00	21:00	10	22	**32**	9	25	**34**	9.5	23.5	**33**
21:00	22:00	6	27	**33**	7	20	**27**	6.5	23.5	**30**
22:00	23:00	10	17	**27**	8	17	**25**	9	17	**26**
23:00	00:00	10	15	**25**	5	15	**20**	7.5	15	**23**

Prepared by National Data & Surveying Services

CLASSIFICATION

Groton St S/O Wyllys St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_017

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
02:00	0	2	0	0	0	0	0	1	0	0	0	0	0	**3**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	6	1	0	0	0	0	1	0	0	0	0	0	**8**
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
06:00	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	0	22	4	1	0	0	0	0	0	0	0	0	0	**27**	0	37	5	1	0	0	0	0	0	0	0	0	0	**43**
07:00	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	0	36	3	1	0	1	0	0	0	0	0	0	0	**41**	0	48	4	1	0	1	0	0	0	0	0	0	0	**54**
08:00	0	37	2	3	0	0	0	0	0	0	0	0	0	**42**	1	56	3	8	0	0	0	0	0	0	0	0	0	**68**	1	93	5	11	0	0	0	0	0	0	0	0	0	**110**
09:00	0	29	1	1	0	0	0	0	0	0	0	0	0	**31**	0	36	5	0	0	0	0	0	0	0	0	0	0	**41**	0	65	6	1	0	0	0	0	0	0	0	0	0	**72**
10:00	0	12	3	0	0	1	0	0	0	0	0	0	0	**16**	0	22	3	0	0	0	0	0	0	0	0	0	0	**25**	0	34	6	0	0	1	0	0	0	0	0	0	0	**41**
11:00	0	18	2	1	0	0	0	0	0	0	0	0	0	**21**	0	26	8	1	0	0	0	0	0	0	0	0	0	**35**	0	44	10	2	0	0	0	0	0	0	0	0	0	**56**
12:00	0	24	1	1	0	0	0	0	0	0	0	0	0	**26**	1	33	10	0	0	0	0	0	0	0	0	0	0	**44**	1	57	11	1	0	0	0	0	0	0	0	0	0	**70**
13:00	0	22	3	0	0	0	0	1	0	0	0	0	0	**26**	0	28	1	1	0	0	0	0	0	0	0	0	0	**30**	0	50	4	1	0	0	0	0	1	0	0	0	0	**56**
14:00	0	30	3	0	0	0	0	0	0	0	0	0	0	**33**	0	36	10	1	0	0	0	0	0	0	0	0	0	**47**	0	66	13	1	0	0	0	0	0	0	0	0	0	**80**
15:00	0	38	2	0	3	0	0	0	0	0	0	0	0	**43**	1	71	6	0	2	0	0	0	0	0	0	0	0	**80**	1	109	8	0	5	0	0	0	0	0	0	0	0	**123**
16:00	1	37	0	2	0	0	0	0	0	0	0	0	0	**40**	0	49	3	3	2	0	0	0	0	0	0	0	0	**57**	1	86	3	5	2	0	0	0	0	0	0	0	0	**97**
17:00	0	25	0	0	1	0	0	0	0	0	0	0	0	**26**	0	45	7	0	1	0	0	0	0	0	0	0	0	**53**	0	70	7	0	2	0	0	0	0	0	0	0	0	**79**
18:00	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	0	29	3	0	0	0	0	0	0	0	0	0	0	**32**	0	40	3	0	0	0	0	0	0	0	0	0	0	**43**
19:00	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**	0	27	4	0	0	0	0	0	0	0	0	0	0	**31**
20:00	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**	0	29	3	0	0	0	0	0	0	0	0	0	0	**32**
21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	25	2	0	0	0	0	0	0	0	0	0	0	**27**	0	30	3	0	0	0	0	0	0	0	0	0	0	**33**
22:00	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	0	26	1	0	0	0	0	0	0	0	0	0	0	**27**
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	0	24	1	0	0	0	0	0	0	0	0	0	0	**25**
Totals	**1**	**362**	**24**	**8**	**4**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**402**	**3**	**613**	**75**	**16**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**714**	**4**	**975**	**99**	**24**	**10**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1,116**
% of Totals	0%	90%	6%	2%	1%	0%		0%	0%					**100%**	0%	86%	11%	2%	1%	0%								**100%**	0%	87%	9%	2%	1%	0%		0%	0%					**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

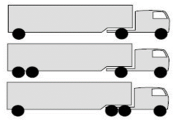
#3 2-Axle, 4-Tire Single Unit

#4 Buses

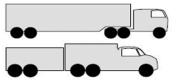
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00	12:00 - 24:00	07:00 - 09:00	16:00 - 18:00
#1	0	1	0	1
%	0%	0%	0%	0%
Peak Hour	0:00	15:30	7:00	16:00
Peak Volume	0	1	0	1
#2	133	229	49	62
%	33%	57%	12%	15%
Peak Hour	8:30	14:45	8:00	16:15
Peak Volume	41	43	37	39
#3	10	14	3	0
%	2%	3%	1%	0%
Peak Hour	9:15	13:15	8:00	16:00
Peak Volume	3	4	2	0
#4	5	3	3	2
%	1%	1%	1%	0%
Peak Hour	7:30	15:15	7:30	16:00
Peak Volume	3	2	3	2
#5	0	4	0	1
%	0%	1%	0%	0%
Peak Hour	0:00	14:45	7:00	17:00
Peak Volume	0	3	0	1
#6	1	0	0	0
%	0%	0%	0%	0%
Peak Hour	9:15	12:00	7:00	16:00
Peak Volume	1	0	0	0
#7	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#8	1	0	0	0
%	0%	0%	0%	0%
Peak Hour	1:45	12:45	7:00	16:00
Peak Volume	1	1	0	0
#9	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#10	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#11	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#12	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#13	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
Total	**150**	**252**	**55**	**66**
%	**37%**	**63%**	**14%**	**16%**
Peak Hour	**8:30**	**14:45**	**8:00**	**16:00**
Peak Volume	**43**	**49**	**42**	**40**
#1	1	2	1	0
%	0%	0%	0%	0%
Peak Hour	7:45	12:00	7:45	16:00
Peak Volume	1	1	1	0
#2	228	385	92	94
%	32%	54%	13%	13%
Peak Hour	8:00	15:00	8:00	16:15
Peak Volume	56	71	56	53
#3	28	47	6	10
%	4%	7%	1%	1%
Peak Hour	11:45	14:15	7:00	16:45
Peak Volume	10	11	3	8
#4	11	5	9	3
%	2%	1%	1%	0%
Peak Hour	8:00	16:00	8:00	16:00
Peak Volume	8	3	8	3
#5	1	5	0	3
%	0%	1%	0%	0%
Peak Hour	4:30	15:45	7:00	16:15
Peak Volume	1	3	1	3
#6	1	0	1	0
%	0%	0%	0%	0%
Peak Hour	6:45	12:00	7:00	16:00
Peak Volume	1	0	0	0
#7	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#8	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#9	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#10	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#11	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#12	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#13	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
Total	**270**	**444**	**109**	**110**
%	**38%**	**62%**	**15%**	**15%**
Peak Hour	**8:00**	**15:00**	**8:00**	**16:15**
Peak Volume	**68**	**80**	**68**	**62**
#1	0	3	1	1
%	0%	0%	0%	0%
Peak Hour	7:45	15:30	8:00	16:00
Peak Volume	1	2	1	1
#2	361	614	141	156
%	32%	55%	13%	14%
Peak Hour	8:00	15:00	8:00	16:15
Peak Volume	93	109	93	92
#3	38	61	9	10
%	3%	5%	1%	1%
Peak Hour	11:45	14:00	8:00	16:45
Peak Volume	12	13	5	8
#4	16	8	12	5
%	1%	1%	1%	0%
Peak Hour	8:00	16:00	8:00	16:00
Peak Volume	11	5	11	5
#5	1	9	0	4
%	0%	1%	0%	0%
Peak Hour	4:30	15:00	7:00	16:15
Peak Volume	1	5	0	3
#6	2	0	1	0
%	0%	0%	0%	0%
Peak Hour	6:45	12:00	7:00	16:00
Peak Volume	1	0	1	0
#7	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#8	1	1	0	0
%	0%	0%	0%	0%
Peak Hour	1:45	12:45	7:00	16:00
Peak Volume	1	1	0	0
#9	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#10	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#11	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#12	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#13	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
Total	**420**	**696**	**164**	**176**
%	**38%**	**62%**	**15%**	**16%**
Peak Hour	**8:00**	**14:45**	**8:00**	**16:15**
Peak Volume	**110**	**125**	**110**	**102**

Prepared by National Data & Surveying Services

CLASSIFICATION

Groton St S/O Wyllys St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_017

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	7	0	0	0	0	0	0	0	0	0	0	**7**
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
02:30	0	0	0	0	0	0	0	1	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	0	0	0	**2**
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	1	0	0	0	0	0	0	0	0	0	**3**
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	**2**
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	0	1	0	0	1	0	0	0	0	0	0	0	**2**
05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
06:15	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	8	1	0	0	0	0	0	0	0	0	0	**9**
06:30	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**	0	10	3	0	0	0	0	0	0	0	0	0	**13**
06:45	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	9	1	1	0	0	0	0	0	0	0	0	0	**11**	0	15	1	1	0	0	0	0	0	0	0	0	**17**
07:00	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	0	12	2	0	0	0	0	0	0	0	0	0	**14**
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	5	1	0	0	0	0	0	0	0	0	0	**6**
07:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	11	1	0	0	1	0	0	0	0	0	0	0	**13**	0	13	1	0	0	1	0	0	0	0	0	0	**15**
07:45	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	12	0	1	0	0	0	0	0	0	0	0	0	**13**	0	18	0	1	0	0	0	0	0	0	0	0	**19**
08:00	0	7	0	2	0	0	0	0	0	0	0	0	0	**9**	0	15	0	1	0	0	0	0	0	0	0	0	0	**16**	0	22	0	3	0	0	0	0	0	0	0	0	**25**
08:15	0	7	1	1	0	0	0	0	0	0	0	0	0	**9**	0	11	0	1	0	0	0	0	0	0	0	0	0	**12**	0	18	1	2	0	0	0	0	0	0	0	0	**21**
08:30	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	1	14	0	4	0	0	0	0	0	0	0	0	0	**19**	1	27	0	4	0	0	0	0	0	0	0	0	**32**
08:45	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	0	16	3	2	0	0	0	0	0	0	0	0	0	**21**	0	26	4	2	0	0	0	0	0	0	0	0	**32**
09:00	0	8	0	1	0	0	0	0	0	0	0	0	0	**9**	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	0	19	2	1	0	0	0	0	0	0	0	0	**22**
09:15	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	0	20	1	0	0	0	0	0	0	0	0	0	**21**
09:30	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	0	15	2	0	0	0	0	0	0	0	0	0	**17**
09:45	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	11	1	0	0	0	0	0	0	0	0	0	**12**
10:00	0	3	2	0	0	1	0	0	0	0	0	0	0	**6**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	8	2	0	0	1	0	0	0	0	0	0	**11**
10:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	11	0	0	0	0	0	0	0	0	0	0	**11**
10:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	3	1	0	0	0	0	0	0	0	0	0	**4**
10:45	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	0	12	3	0	0	0	0	0	0	0	0	0	**15**
11:00	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	6	3	1	0	0	0	0	0	0	0	0	0	**10**	0	9	4	1	0	0	0	0	0	0	0	0	**14**
11:15	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**	0	11	3	1	0	0	0	0	0	0	0	0	**15**
11:30	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	8	0	0	0	0	0	0	0	0	0	0	**8**
11:45	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	0	16	3	0	0	0	0	0	0	0	0	0	**19**

Prepared by National Data & Surveying Services

CLASSIFICATION

Groton St S/O Wyllys St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_017

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	10	1	0	0	0	0	0	0	0	0	0	11
12:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10	1	12	2	0	0	0	0	0	0	0	0	0	0	15	1	21	3	0	0	0	0	0	0	0	0	0	25
12:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	3	5	0	0	0	0	0	0	0	0	0	0	8	0	11	5	0	0	0	0	0	0	0	0	0	16
12:45	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	15	2	1	0	0	0	0	0	0	0	0	18
13:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	13	0	0	0	0	0	0	0	0	0	0	13
13:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	13	1	0	0	0	0	0	0	0	0	0	14
13:30	0	2	0	0	0	0	0	0	1	0	0	0	0	3	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	10	0	0	0	0	0	0	1	0	0	0	11
13:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	9	1	1	0	0	0	0	0	0	0	0	0	11	0	14	3	1	0	0	0	0	0	0	0	0	18
14:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	14	2	0	0	0	0	0	0	0	0	0	16
14:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	17	1	0	0	0	0	0	0	0	0	0	18
14:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	6	4	0	0	0	0	0	0	0	0	0	0	10	0	13	5	0	0	0	0	0	0	0	0	0	18
14:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	10	4	1	0	0	0	0	0	0	0	0	0	15	0	22	5	1	0	0	0	0	0	0	0	0	28
15:00	0	8	0	0	2	0	0	0	0	0	0	0	0	10	0	21	2	0	1	0	0	0	0	0	0	0	0	24	0	29	2	0	3	0	0	0	0	0	0	0	34
15:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	34	1	0	0	0	0	0	0	0	0	0	35
15:30	0	10	2	0	1	0	0	0	0	0	0	0	0	13	1	13	1	0	0	0	0	0	0	0	0	0	0	15	1	23	3	0	1	0	0	0	0	0	0	0	28
15:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	16	2	0	1	0	0	0	0	0	0	0	0	19	0	23	2	0	1	0	0	0	0	0	0	0	26
16:00	0	5	0	2	0	0	0	0	0	0	0	0	0	7	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	15	0	3	0	0	0	0	0	0	0	0	18
16:15	1	12	0	0	0	0	0	0	0	0	0	0	0	13	0	17	1	1	1	0	0	0	0	0	0	0	0	20	1	29	1	1	1	0	0	0	0	0	0	0	33
16:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	10	0	0	1	0	0	0	0	0	0	0	0	11	0	17	0	0	1	0	0	0	0	0	0	0	18
16:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	12	2	1	0	0	0	0	0	0	0	0	0	15	0	25	2	1	0	0	0	0	0	0	0	0	28
17:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	14	1	0	1	0	0	0	0	0	0	0	0	16	0	21	1	0	1	0	0	0	0	0	0	0	23
17:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	13	3	0	0	0	0	0	0	0	0	0	16
17:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	15	2	0	0	0	0	0	0	0	0	0	17
17:45	0	9	0	0	1	0	0	0	0	0	0	0	0	10	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	21	1	0	1	0	0	0	0	0	0	0	23
18:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	12	2	0	0	0	0	0	0	0	0	0	14
18:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	10	0	0	0	0	0	0	0	0	0	0	10
18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	8	1	0	0	0	0	0	0	0	0	0	9
18:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	10	0	0	0	0	0	0	0	0	0	0	10
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	6
19:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	7	3	0	0	0	0	0	0	0	0	0	10
19:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	7
19:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	7	1	0	0	0	0	0	0	0	0	0	8
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	6	2	0	0	0	0	0	0	0	0	0	8
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21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	4
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21:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	12	0	0	0	0	0	0	0	0	0	0	12
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	0	0	0	0	0	6
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	5	0	0	0	0	0	0	0	0	0	0	5
22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	1	0	0	0	0	0	0	0	0	0	7
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	0	0	0	0	0	0	0	0	7
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23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	5
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	4
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	10	0	0	0	0	0	0	0	0	0	0	10
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	6
Totals	1	362	24	8	4	1	0	1	1	0	0	0	0	402	3	613	75	16	6	1	0	0	0	0	0	0	0	714	4	975	99	24	10	2	0	1	1	0	0	0	0	1,116
% of Totals	0%	90%	6%	2%	1%	0%		0%	0%					100%	0%	86%	11%	2%	1%	0%								100%	0%	87%	9%	2%	1%	0%		0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Groton St S/O Wyllys St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_017

DAILY TOTALS	NB	SB	EB	WB	Total
	402	714	0	0	1,116

DAILY TOTALS

15-Minutes Interval

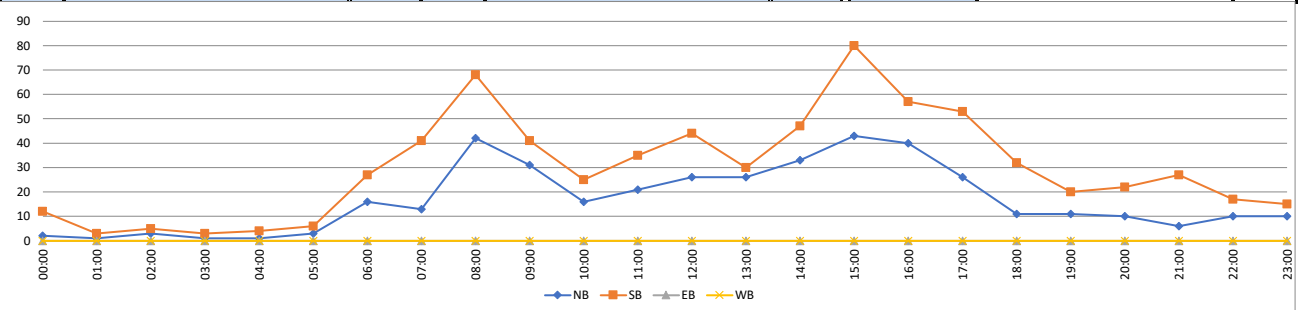
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	0	2			2	12:00	3	8			11
00:15	0	4			4	12:15	10	15			25
00:30	2	5			7	12:30	8	8			16
00:45	0	1			1	12:45	5	13			18
01:00	0	1			1	13:00	7	6			13
01:15	0	1			1	13:15	9	5			14
01:30	0	1			1	13:30	3	8			11
01:45	1	0			1	13:45	7	11			18
02:00	0	0			0	14:00	8	8			16
02:15	1	2			3	14:15	4	14			18
02:30	1	1			2	14:30	8	10			18
02:45	1	2			3	14:45	13	15			28
03:00	0	1			1	15:00	10	24			34
03:15	1	1			2	15:15	13	22			35
03:30	0	1			1	15:30	13	15			28
03:45	0	0			0	15:45	7	19			26
04:00	0	1			1	16:00	7	11			18
04:15	1	2			3	16:15	13	20			33
04:30	0	0			0	16:30	7	11			18
04:45	0	1			1	16:45	13	15			28
05:00	0	0			0	17:00	7	16			23
05:15	0	2			2	17:15	7	9			16
05:30	3	2			5	17:30	2	15			17
05:45	0	2			2	17:45	10	13			23
06:00	1	3			4	18:00	5	9			14
06:15	3	6			9	18:15	2	8			10
06:30	6	7			13	18:30	1	8			9
06:45	6	11			17	18:45	3	7			10
07:00	5	9			14	19:00	3	3			6
07:15	0	6			6	19:15	2	8			10
07:30	2	13			15	19:30	4	3			7
07:45	6	13			19	19:45	2	6			8
08:00	9	16			25	20:00	1	7			8
08:15	9	12			21	20:15	4	5			9
08:30	13	19			32	20:30	2	4			6
08:45	11	21			32	20:45	3	6			9
09:00	9	13			22	21:00	2	2			4
09:15	10	11			21	21:15	1	10			11
09:30	5	12			17	21:30	2	10			12
09:45	7	5			12	21:45	1	5			6
10:00	6	5			11	22:00	1	4			5
10:15	3	8			11	22:15	3	4			7
10:30	1	3			4	22:30	3	4			7
10:45	6	9			15	22:45	3	5			8
11:00	4	10			14	23:00	3	2			5
11:15	5	10			15	23:15	3	1			4
11:30	4	4			8	23:30	3	7			10
11:45	8	11			19	23:45	1	5			6
TOTALS	150	270	0	0	420	TOTALS	252	444	0	0	696
SPLIT %	36%	64%	0%	0%	38%	SPLIT %	36%	64%	0%	0%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	2	12			14
01:00	02:00	1	3			4
02:00	03:00	3	5			8
03:00	04:00	1	3			4
04:00	05:00	1	4			5
05:00	06:00	3	6			9
06:00	07:00	16	27			43
07:00	08:00	13	41			54
08:00	09:00	42	68			110
09:00	10:00	31	41			72
10:00	11:00	16	25			41
11:00	12:00	21	35			56
12:00	13:00	26	44			70
13:00	14:00	26	30			56
14:00	15:00	33	47			80
15:00	16:00	43	80			123
16:00	17:00	40	57			97
17:00	18:00	26	53			79
18:00	19:00	11	32			43
19:00	20:00	11	20			31
20:00	21:00	10	22			32
21:00	22:00	6	27			33
22:00	23:00	10	17			27
23:00	00:00	10	15			25

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	150	270			420
Peak Hour	8:30	8:00			8:00
Peak Volume	43	68			110
Peak Hour Factor	0.827	0.810			0.859
Peak Period	12:00	to	00:00		
Volume	252	444			696
Peak Hour	14:45	15:00			14:45
Peak Volume	49	80			125
Peak Hour Factor	0.942	0.833			0.893
Peak Period	07:00	to	09:00		
Volume	55	109			164
Peak Hour	8:00	8:00			8:00
Peak Volume	42	68			110
Peak Hour Factor	0.808	0.810			0.859
Peak Period	16:00	to	18:00		
Volume	66	110			176
Peak Hour	16:00	16:15			16:15
Peak Volume	40	62			102
Peak Hour Factor	0.769	0.775			0.773



Prepared by National Data & Surveying Services

CLASSIFICATION

Groton St S/O Wyllys St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_017

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	10	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	14	1	0	0	0	0	0	0	0	0	0	0	15
02:00	0	2	0	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	1	0	0	0	0	0	0	0	6
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	16	0	0	0	0	0	0	0	0	0	0	0	16
06:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	17	4	1	1	0	0	0	0	0	0	0	0	23	0	23	5	1	1	0	0	0	0	0	0	0	0	30
07:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	40	2	2	2	1	0	0	0	0	0	0	0	47	0	57	3	2	2	1	0	0	0	0	0	0	0	65
08:00	0	29	2	2	0	0	0	0	0	0	0	0	0	33	0	44	5	7	2	0	0	0	0	0	0	0	0	58	0	73	7	9	2	0	0	0	0	0	0	0	0	91
09:00	0	21	1	1	0	0	0	0	0	0	0	0	0	23	1	38	3	1	2	0	0	0	0	0	0	0	0	45	1	59	4	2	2	0	0	0	0	0	0	0	0	68
10:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	37	4	0	2	0	0	0	0	0	0	0	0	43	0	59	6	0	2	0	0	0	0	0	0	0	0	67
11:00	0	15	1	1	0	0	0	0	0	0	0	0	0	17	0	25	4	1	1	0	0	0	0	0	0	0	0	31	0	40	5	2	1	0	0	0	0	0	0	0	0	48
12:00	0	29	3	1	0	0	0	0	0	0	0	0	0	33	1	32	3	0	0	0	0	0	0	0	0	0	0	36	1	61	6	1	0	0	0	0	0	0	0	0	0	69
13:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	20	3	0	1	0	0	0	0	0	0	0	0	24	0	37	5	0	1	0	0	0	0	0	0	0	0	43
14:00	0	18	2	1	0	0	0	0	0	0	0	0	0	21	0	42	6	0	0	0	0	0	0	0	0	0	0	48	0	60	8	1	0	0	0	0	0	0	0	0	0	69
15:00	0	44	0	1	0	0	0	0	0	0	0	0	0	45	2	65	4	1	0	0	0	0	0	0	0	0	0	72	2	109	4	2	0	0	0	0	0	0	0	0	0	117
16:00	0	27	0	1	0	0	0	0	0	0	0	0	0	28	0	55	4	1	0	0	0	0	0	0	0	0	0	60	0	82	4	2	0	0	0	0	0	0	0	0	0	88
17:00	0	28	0	0	0	0	0	0	0	0	0	0	0	28	0	59	2	0	0	0	0	0	0	0	0	0	0	61	0	87	2	0	0	0	0	0	0	0	0	0	0	89
18:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	31	5	0	0	0	0	0	0	0	0	0	0	36	0	47	5	0	0	0	0	0	0	0	0	0	0	52
19:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15	3	23	4	0	0	0	0	0	0	0	0	0	0	30	3	34	8	0	0	0	0	0	0	0	0	0	0	45
20:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	32	2	0	0	0	0	0	0	0	0	0	0	34
21:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	19	0	0	0	0	0	1	0	0	0	0	0	20	0	26	0	0	0	0	0	1	0	0	0	0	0	27
22:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	13	4	0	0	0	0	0	0	0	0	0	0	17	0	20	5	0	0	0	0	0	0	0	0	0	0	25
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	18	2	0	0	0	0	0	0	0	0	0	0	20
Totals	**0**	**343**	**20**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**372**	**7**	**633**	**63**	**14**	**11**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**730**	**7**	**976**	**83**	**22**	**11**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,102**
% of Totals		92%	5%	2%		0%								100%	1%	87%	9%	2%	2%	0%		0%						100%	1%	89%	8%	2%	1%	0%		0%						100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

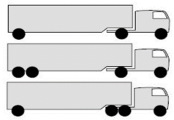
#3 2-Axle, 4-Tire Single Unit

#4 Buses

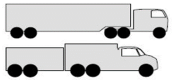
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00	12:00 - 24:00	07:00 - 09:00	16:00 - 18:00
NORTHBOUND #1	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#2	125	218	46	55
	34%	59%	12%	15%
Peak Hour	7:45	15:00	7:45	17:00
Peak Volume	31	44	31	28
#3	8	12	3	0
	2%	3%	1%	0%
Peak Hour	11:30	13:45	8:00	16:00
Peak Volume	4	4	2	0
#4	4	4	2	1
	1%	1%	1%	0%
Peak Hour	7:15	15:15	7:15	16:00
Peak Volume	2	2	2	1
#5	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#6	1	0	0	0
	0%	0%	0%	0%
Peak Hour	2:00	12:00	7:00	16:00
Peak Volume	1	0	0	0
#7	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#8	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#9	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#10	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#11	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#12	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#13	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
Total	**138**	**234**	**51**	**56**
	37%	**63%**	**14%**	**15%**
Peak Hour	**7:45**	**15:15**	**7:45**	**16:00**
Peak Volume	**34**	**46**	**34**	**28**
SOUTHBOUND #1	1	6	0	0
	0%	1%	0%	0%
Peak Hour	8:15	18:30	7:00	16:00
Peak Volume	1	3	0	0
#2	238	395	84	114
	33%	54%	12%	16%
Peak Hour	7:30	15:15	7:30	17:00
Peak Volume	51	72	51	59
#3	24	39	7	6
	3%	5%	1%	1%
Peak Hour	8:15	14:15	8:00	16:00
Peak Volume	6	7	5	4
#4	12	2	9	1
	2%	0%	1%	0%
Peak Hour	8:00	15:30	8:00	16:00
Peak Volume	7	2	7	1
#5	10	1	4	0
	1%	0%	1%	0%
Peak Hour	6:45	13:00	7:00	16:00
Peak Volume	3	1	2	0
#6	1	0	1	0
	0%	0%	0%	0%
Peak Hour	6:45	12:00	7:00	16:00
Peak Volume	1	0	1	0
#7	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#8	0	1	0	0
	0%	0%	0%	0%
Peak Hour	0:00	20:30	7:00	16:00
Peak Volume	0	1	0	0
#9	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#10	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#11	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#12	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#13	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
Total	**286**	**444**	**105**	**121**
	39%	**61%**	**14%**	**17%**
Peak Hour	**8:30**	**15:15**	**7:45**	**17:00**
Peak Volume	**62**	**82**	**60**	**61**
TOTALS #1	1	6	0	0
	0%	1%	0%	0%
Peak Hour	8:15	18:30	7:00	16:00
Peak Volume	1	3	0	0
#2	363	613	130	169
	33%	56%	12%	15%
Peak Hour	7:45	15:15	7:45	17:00
Peak Volume	81	116	81	87
#3	32	51	10	6
	3%	5%	1%	1%
Peak Hour	11:30	14:15	8:00	16:00
Peak Volume	10	9	7	4
#4	16	6	11	2
	1%	1%	1%	0%
Peak Hour	8:00	15:30	8:00	16:00
Peak Volume	9	4	9	2
#5	10	1	4	0
	1%	0%	0%	0%
Peak Hour	6:45	13:00	7:00	16:00
Peak Volume	3	1	2	0
#6	2	0	1	0
	0%	0%	0%	0%
Peak Hour	2:00	12:00	7:00	16:00
Peak Volume	1	0	1	0
#7	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#8	0	1	0	0
	0%	0%	0%	0%
Peak Hour	0:00	20:30	7:00	16:00
Peak Volume	0	1	0	0
#9	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#10	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#11	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#12	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#13	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
Total	**424**	**678**	**156**	**177**
	38%	**62%**	**14%**	**16%**
Peak Hour	**7:45**	**15:15**	**7:45**	**17:00**
Peak Volume	**94**	**128**	**94**	**89**

Prepared by National Data & Surveying Services

CLASSIFICATION

Groton St S/O Wyllys St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_017

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	6	0	0	0	0	0	0	0	0	0	0	**6**
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	4	1	0	0	0	0	0	0	0	0	0	**5**
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	6	0	0	0	0	0	0	0	0	0	0	**6**
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	1	0	0	0	0	0	0	**3**
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	1	1	0	0	0	0	0	0	0	0	0	**2**
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
06:15	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	1	0	0	0	0	0	0	0	0	0	**4**
06:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	6	2	1	0	0	0	0	0	0	0	0	0	**9**	0	9	2	1	0	0	0	0	0	0	0	0	**12**
06:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**	0	8	2	0	1	0	0	0	0	0	0	0	**11**
07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	7	1	0	0	0	0	0	0	0	0	0	**8**
07:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	7	1	1	0	0	0	0	0	0	0	0	0	**9**	0	9	1	1	0	0	0	0	0	0	0	0	**11**
07:30	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	12	1	0	2	1	0	0	0	0	0	0	0	**16**	0	16	1	0	2	1	0	0	0	0	0	0	**20**
07:45	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	16	0	1	0	0	0	0	0	0	0	0	0	**17**	0	25	0	1	0	0	0	0	0	0	0	0	**26**
08:00	0	6	0	2	0	0	0	0	0	0	0	0	0	**8**	0	14	1	1	0	0	0	0	0	0	0	0	0	**16**	0	20	1	3	0	0	0	0	0	0	0	0	**24**
08:15	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**	0	16	0	1	0	0	0	0	0	0	0	0	**17**
08:30	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	11	2	3	1	0	0	0	0	0	0	0	0	**17**	0	20	3	3	1	0	0	0	0	0	0	0	**27**
08:45	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	0	10	2	2	1	0	0	0	0	0	0	0	0	**15**	0	17	3	2	1	0	0	0	0	0	0	0	**23**
09:00	0	7	0	1	0	0	0	0	0	0	0	0	0	**8**	1	15	2	0	0	0	0	0	0	0	0	0	0	**18**	1	22	2	1	0	0	0	0	0	0	0	0	**26**
09:15	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	10	0	1	1	0	0	0	0	0	0	0	0	**12**	0	16	0	1	1	0	0	0	0	0	0	0	**18**
09:30	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	0	12	1	0	1	0	0	0	0	0	0	0	**14**
09:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	0	9	1	0	0	0	0	0	0	0	0	0	**10**
10:00	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	10	1	0	0	0	0	0	0	0	0	0	**11**
10:15	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**	0	16	1	0	1	0	0	0	0	0	0	0	**18**
10:30	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	0	16	2	0	0	0	0	0	0	0	0	0	**18**
10:45	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**	0	17	2	0	1	0	0	0	0	0	0	0	**20**
11:00	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**	0	6	0	2	0	0	0	0	0	0	0	0	**8**
11:15	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	0	14	1	0	0	0	0	0	0	0	0	0	**15**
11:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	9	1	0	0	0	0	0	0	0	0	0	**10**
11:45	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**	0	11	3	0	1	0	0	0	0	0	0	0	**15**

Prepared by National Data & Surveying Services

CLASSIFICATION

Groton St S/O Wyllys St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_017

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	0	14	2	0	0	0	0	0	0	0	0	0	**16**
12:15	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**	1	9	1	0	0	0	0	0	0	0	0	0	0	**11**	1	15	4	0	0	0	0	0	0	0	0	0	**20**
12:30	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	16	0	1	0	0	0	0	0	0	0	0	**17**
12:45	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	16	0	0	0	0	0	0	0	0	0	0	**16**
13:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	0	9	2	0	0	0	0	0	0	0	0	0	**11**
13:15	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	10	0	0	0	0	0	0	0	0	0	0	**10**
13:30	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	0	13	1	0	0	0	0	0	0	0	0	0	**14**
13:45	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	0	5	2	0	1	0	0	0	0	0	0	0	**8**
14:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	13	0	0	0	0	0	0	0	0	0	0	**13**
14:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	0	14	2	0	0	0	0	0	0	0	0	0	**16**
14:30	0	3	2	1	0	0	0	0	0	0	0	0	0	**6**	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	0	13	4	1	0	0	0	0	0	0	0	0	**18**
14:45	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	0	20	2	0	0	0	0	0	0	0	0	0	**22**
15:00	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	0	24	1	0	0	0	0	0	0	0	0	0	**25**
15:15	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	0	23	0	0	0	0	0	0	0	0	0	0	**23**
15:30	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	2	20	2	0	0	0	0	0	0	0	0	0	0	**24**	2	32	2	0	0	0	0	0	0	0	0	0	**36**
15:45	0	12	0	1	0	0	0	0	0	0	0	0	0	**13**	0	18	1	1	0	0	0	0	0	0	0	0	0	**20**	0	30	1	2	0	0	0	0	0	0	0	0	**33**
16:00	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**	0	21	4	0	0	0	0	0	0	0	0	0	0	**25**	0	31	4	1	0	0	0	0	0	0	0	0	**36**
16:15	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	12	0	1	0	0	0	0	0	0	0	0	0	**13**	0	18	0	1	0	0	0	0	0	0	0	0	**19**
16:30	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	13	0	0	0	0	0	0	0	0	0	0	**13**
16:45	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	0	20	0	0	0	0	0	0	0	0	0	0	**20**
17:00	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	0	20	0	0	0	0	0	0	0	0	0	0	**20**
17:15	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	0	20	1	0	0	0	0	0	0	0	0	0	**21**
17:30	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	0	21	1	0	0	0	0	0	0	0	0	0	**22**
17:45	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	0	26	0	0	0	0	0	0	0	0	0	0	**26**
18:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	0	14	1	0	0	0	0	0	0	0	0	0	**15**
18:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	11	0	0	0	0	0	0	0	0	0	0	**11**
18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**	0	10	4	0	0	0	0	0	0	0	0	0	**14**
18:45	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	12	0	0	0	0	0	0	0	0	0	0	**12**
19:00	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	2	10	0	0	0	0	0	0	0	0	0	0	0	**12**	2	13	1	0	0	0	0	0	0	0	0	0	**16**
19:15	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	1	4	1	0	0	0	0	0	0	0	0	0	0	**6**	1	8	2	0	0	0	0	0	0	0	0	0	**11**
19:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**	0	4	3	0	0	0	0	0	0	0	0	0	**7**
19:45	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	9	2	0	0	0	0	0	0	0	0	0	**11**
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	0	10	1	0	0	0	0	0	0	0	0	0	**11**
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
20:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	0	13	1	0	0	0	0	0	0	0	0	0	**14**
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	6	0	0	0	0	0	0	0	0	0	0	**6**
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
21:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	9	0	0	0	0	0	1	0	0	0	0	0	**10**	0	12	0	0	0	0	0	1	0	0	0	0	**13**
21:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	6	0	0	0	0	0	0	0	0	0	0	**6**
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	6	1	0	0	0	0	0	0	0	0	0	**7**
22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	0	4	3	0	0	0	0	0	0	0	0	0	**7**
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	4	1	0	0	0	0	0	0	0	0	0	**5**
22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	6	0	0	0	0	0	0	0	0	0	0	**6**
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	6	0	0	0	0	0	0	0	0	0	0	**6**
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	6	0	0	0	0	0	0	0	0	0	0	**6**
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	**1**
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	6	1	0	0	0	0	0	0	0	0	0	**7**
Totals	**0**	**343**	**20**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**372**	**7**	**633**	**63**	**14**	**11**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**730**	**7**	**976**	**83**	**22**	**11**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,102**
% of Totals		**92%**	**5%**	**2%**		**0%**								**100%**	**1%**	**87%**	**9%**	**2%**	**2%**	**0%**		**0%**						**100%**	**1%**	**89%**	**8%**	**2%**	**1%**	**0%**		**0%**						**100%**

Prepared by National Data & Surveying Services

VOLUME

Groton St S/O Wyllys St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_017

DAILY TOTALS	NB	SB	EB	WB	Total
	372	730	0	0	1,102

DAILY TOTALS

15-Minutes Interval

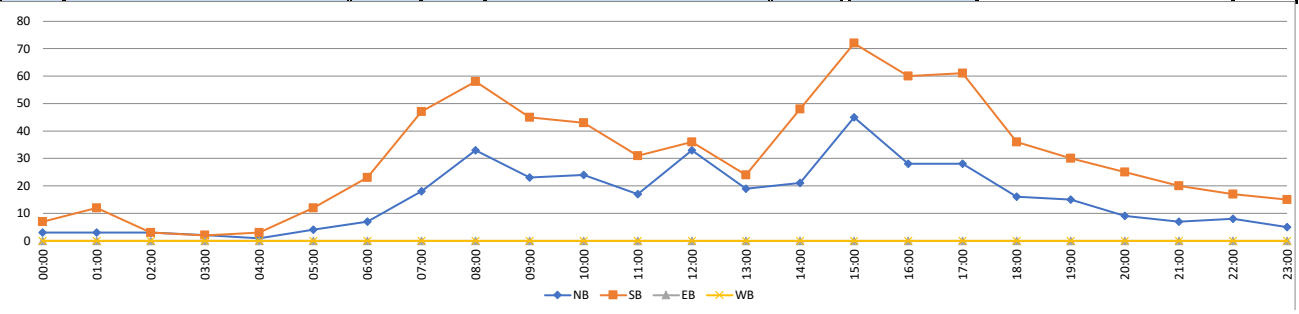
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	0	2			2	12:00	5	11			16
00:15	2	0			2	12:15	9	11			20
00:30	1	5			6	12:30	11	6			17
00:45	0	0			0	12:45	8	8			16
01:00	1	4			5	13:00	4	7			11
01:15	0	0			0	13:15	5	5			10
01:30	1	5			6	13:30	5	9			14
01:45	1	3			4	13:45	5	3			8
02:00	0	1			1	14:00	4	9			13
02:15	1	1			2	14:15	3	13			16
02:30	0	0			0	14:30	6	12			18
02:45	2	1			3	14:45	8	14			22
03:00	0	0			0	15:00	10	15			25
03:15	0	0			0	15:15	10	13			23
03:30	1	2			3	15:30	12	24			36
03:45	1	0			1	15:45	13	20			33
04:00	0	0			0	16:00	11	25			36
04:15	0	0			0	16:15	6	13			19
04:30	1	1			2	16:30	5	8			13
04:45	0	2			2	16:45	6	14			20
05:00	0	4			4	17:00	8	12			20
05:15	0	3			3	17:15	5	16			21
05:30	3	2			5	17:30	8	14			22
05:45	1	3			4	17:45	7	19			26
06:00	0	3			3	18:00	4	11			15
06:15	1	3			4	18:15	4	7			11
06:30	3	9			12	18:30	2	12			14
06:45	3	8			11	18:45	6	6			12
07:00	3	5			8	19:00	4	12			16
07:15	2	9			11	19:15	5	6			11
07:30	4	16			20	19:30	2	5			7
07:45	9	17			26	19:45	4	7			11
08:00	8	16			24	20:00	3	8			11
08:15	7	10			17	20:15	1	2			3
08:30	10	17			27	20:30	3	11			14
08:45	8	15			23	20:45	2	4			6
09:00	8	18			26	21:00	1	4			5
09:15	6	12			18	21:15	3	10			13
09:30	8	6			14	21:30	2	4			6
09:45	1	9			10	21:45	1	2			3
10:00	5	6			11	22:00	3	4			7
10:15	5	13			18	22:15	2	5			7
10:30	7	11			18	22:30	0	5			5
10:45	7	13			20	22:45	3	3			6
11:00	3	5			8	23:00	3	3			6
11:15	6	9			15	23:15	0	6			6
11:30	3	7			10	23:30	0	1			1
11:45	5	10			15	23:45	2	5			7
TOTALS	138	286	0	0	424	TOTALS	234	444	0	0	678
SPLIT %	33%	67%	0%	0%	38%	SPLIT %	35%	65%	0%	0%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	3	7			10
01:00	02:00	3	12			15
02:00	03:00	3	3			6
03:00	04:00	2	2			4
04:00	05:00	1	3			4
05:00	06:00	4	12			16
06:00	07:00	7	23			30
07:00	08:00	18	47			65
08:00	09:00	33	58			91
09:00	10:00	23	45			68
10:00	11:00	24	43			67
11:00	12:00	17	31			48
12:00	13:00	33	36			69
13:00	14:00	19	24			43
14:00	15:00	21	48			69
15:00	16:00	45	72			117
16:00	17:00	28	60			88
17:00	18:00	28	61			89
18:00	19:00	16	36			52
19:00	20:00	15	30			45
20:00	21:00	9	25			34
21:00	22:00	7	20			27
22:00	23:00	8	17			25
23:00	00:00	5	15			20

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	138	286			424
Peak Hour	7:45	8:30			7:45
Peak Volume	34	62			94
Peak Hour Factor	0.850	0.861			0.870
Peak Period	12:00	to	00:00		
Volume	234	444			678
Peak Hour	15:15	15:15			15:15
Peak Volume	46	82			128
Peak Hour Factor	0.885	0.820			0.889
Peak Period	07:00	to	09:00		
Volume	51	105			156
Peak Hour	7:45	7:45			7:45
Peak Volume	34	60			94
Peak Hour Factor	0.850	0.882			0.870
Peak Period	16:00	to	18:00		
Volume	56	121			177
Peak Hour	16:00	17:00			17:00
Peak Volume	28	61			89
Peak Hour Factor	0.636	0.803			0.856



Stonington St Bet. Lisbon St & Groton St

Averaged Counts

TIME		Tues			Wed			Ave		
		EB	WB	TOTAL	EB	WB	TOTAL	EB	WB	Total
00:00	01:00	8	9	**17**	6	6	**12**	7	7.5	**15**
01:00	02:00	3	4	**7**	3	1	**4**	3	2.5	**6**
02:00	03:00	2	0	**2**	5	2	**7**	3.5	1	**5**
03:00	04:00	5	4	**9**	7	5	**12**	6	4.5	**11**
04:00	05:00	1	3	**4**	3	6	**9**	2	4.5	**7**
05:00	06:00	8	10	**18**	5	6	**11**	6.5	8	**15**
06:00	07:00	20	22	**42**	23	24	**47**	21.5	23	**45**
07:00	08:00	48	34	**82**	30	43	**73**	39	38.5	**78**
08:00	09:00	67	67	**134**	57	47	**104**	62	57	**119**
09:00	10:00	35	32	**67**	25	26	**51**	30	29	**59**
10:00	11:00	29	29	**58**	30	38	**68**	29.5	33.5	**63**
11:00	12:00	47	24	**71**	41	23	**64**	44	23.5	**68**
12:00	13:00	46	43	**89**	39	36	**75**	42.5	39.5	**82**
13:00	14:00	49	39	**88**	52	54	**106**	50.5	46.5	**97**
14:00	15:00	59	41	**100**	43	50	**93**	51	45.5	**97**
15:00	16:00	82	65	**147**	68	67	**135**	75	66	**141**
16:00	17:00	70	54	**124**	68	57	**125**	69	55.5	**125**
17:00	18:00	75	72	**147**	80	62	**142**	77.5	67	**145**
18:00	19:00	39	44	**83**	44	44	**88**	41.5	44	**86**
19:00	20:00	35	26	**61**	45	25	**70**	40	25.5	**66**
20:00	21:00	36	27	**63**	35	31	**66**	35.5	29	**65**
21:00	22:00	22	20	**42**	23	26	**49**	22.5	23	**46**
22:00	23:00	17	14	**31**	14	16	**30**	15.5	15	**31**
23:00	00:00	11	9	**20**	10	9	**19**	10.5	9	**20**

Prepared by National Data & Surveying Services

CLASSIFICATION

Stonington St Bet. Lisbon St & Groton St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_018

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
05:00	0	7	0	1	0	0	0	0	0	0	0	0	0	**8**	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	0	17	0	1	0	0	0	0	0	0	0	0	0	**18**
06:00	0	13	3	4	0	0	0	0	0	0	0	0	0	**20**	0	13	4	5	0	0	0	0	0	0	0	0	0	**22**	0	26	7	9	0	0	0	0	0	0	0	0	0	**42**
07:00	0	40	4	3	0	1	0	0	0	0	0	0	0	**48**	0	23	3	8	0	0	0	0	0	0	0	0	0	**34**	0	63	7	11	0	1	0	0	0	0	0	0	0	**82**
08:00	1	59	6	1	0	0	0	0	0	0	0	0	0	**67**	0	58	8	1	0	0	0	0	0	0	0	0	0	**67**	1	117	14	2	0	0	0	0	0	0	0	0	0	**134**
09:00	0	30	3	1	1	0	0	0	0	0	0	0	0	**35**	0	26	2	1	2	0	0	1	0	0	0	0	0	**32**	0	56	5	2	3	0	0	1	0	0	0	0	0	**67**
10:00	0	23	6	0	0	0	0	0	0	0	0	0	0	**29**	0	25	4	0	0	0	0	0	0	0	0	0	0	**29**	0	48	10	0	0	0	0	0	0	0	0	0	0	**58**
11:00	0	37	8	0	2	0	0	0	0	0	0	0	0	**47**	0	21	3	0	0	0	0	0	0	0	0	0	0	**24**	0	58	11	0	2	0	0	0	0	0	0	0	0	**71**
12:00	0	39	6	0	1	0	0	0	0	0	0	0	0	**46**	0	40	2	1	0	0	0	0	0	0	0	0	0	**43**	0	79	8	1	1	0	0	0	0	0	0	0	0	**89**
13:00	0	45	3	1	0	0	0	0	0	0	0	0	0	**49**	0	34	4	1	0	0	0	0	0	0	0	0	0	**39**	0	79	7	2	0	0	0	0	0	0	0	0	0	**88**
14:00	0	48	8	2	1	0	0	0	0	0	0	0	0	**59**	0	36	3	2	0	0	0	0	0	0	0	0	0	**41**	0	84	11	4	1	0	0	0	0	0	0	0	0	**100**
15:00	1	63	8	9	1	0	0	0	0	0	0	0	0	**82**	1	58	1	5	0	0	0	0	0	0	0	0	0	**65**	2	121	9	14	1	0	0	0	0	0	0	0	0	**147**
16:00	0	63	4	2	1	0	0	0	0	0	0	0	0	**70**	0	44	5	5	0	0	0	0	0	0	0	0	0	**54**	0	107	9	7	1	0	0	0	0	0	0	0	0	**124**
17:00	1	67	7	0	0	0	0	0	0	0	0	0	0	**75**	1	66	3	2	0	0	0	0	0	0	0	0	0	**72**	2	133	10	2	0	0	0	0	0	0	0	0	0	**147**
18:00	0	38	1	0	0	0	0	0	0	0	0	0	0	**39**	0	43	1	0	0	0	0	0	0	0	0	0	0	**44**	0	81	2	0	0	0	0	0	0	0	0	0	0	**83**
19:00	1	33	1	0	0	0	0	0	0	0	0	0	0	**35**	0	25	1	0	0	0	0	0	0	0	0	0	0	**26**	1	58	2	0	0	0	0	0	0	0	0	0	0	**61**
20:00	0	35	1	0	0	0	0	0	0	0	0	0	0	**36**	0	24	2	0	1	0	0	0	0	0	0	0	0	**27**	0	59	3	0	1	0	0	0	0	0	0	0	0	**63**
21:00	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**	0	40	2	0	0	0	0	0	0	0	0	0	0	**42**
22:00	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	0	29	2	0	0	0	0	0	0	0	0	0	0	**31**
23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**
Totals	**4**	**708**	**70**	**24**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**814**	**2**	**600**	**55**	**31**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**692**	**6**	**1,308**	**125**	**55**	**10**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,506**
% of Totals	0%	87%	9%	3%	1%	0%								**100%**	0%	87%	8%	4%	0%			0%						**100%**	0%	87%	8%	4%	1%	0%		0%						**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

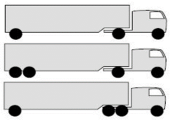
#3 2-Axle, 4-Tire Single Unit

#4 Buses

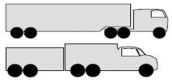
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	1	228	30	10	3	1	0	0	0	0	0	0	0	**273**	0	193	27	15	2	0	0	1	0	0	0	0	0	**238**	1	421	57	25	5	1	0	1	0	0	0	0	0	**511**
%	0%	28%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**34%**	0%	28%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**34%**	0%	28%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**34%**
Peak Hour	8:00	7:30	11:15	6:00	10:15	6:15	0:00	0:00	0:00	0:00	0:00	0:00	0:00	**7:30**	0:00	8:00	8:00	7:00	8:15	0:00	0:00	8:30	0:00	0:00	0:00	0:00	0:00	**8:00**	8:00	8:00	11:15	7:00	8:15	6:15	0:00	8:30	0:00	0:00	0:00	0:00	0:00	**8:00**
Peak Volume	1	62	11	4	2	1	0	0	0	0	0	0	0	**71**	0	58	8	8	2	0	0	1	0	0	0	0	0	**67**	1	117	15	11	3	1	0	1	0	0	0	0	0	**134**
12:00 - 24:00	3	480	40	14	4	0	0	0	0	0	0	0	0	**541**	2	407	28	16	1	0	0	0	0	0	0	0	0	**454**	5	887	68	30	5	0	0	0	0	0	0	0	0	**995**
%	0%	59%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**66%**	0%	59%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**66%**	0%	59%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**66%**
Peak Hour	14:15	15:30	14:15	15:00	14:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**14:45**	14:45	17:00	13:15	14:15	19:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**17:00**	14:45	17:00	14:30	15:00	14:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**16:45**
Peak Volume	1	69	12	9	2	0	0	0	0	0	0	0	0	**83**	1	66	5	5	1	0	0	0	0	0	0	0	0	**72**	2	133	14	14	2	0	0	0	0	0	0	0	0	**148**
07:00 - 09:00	1	99	10	4	0	1	0	0	0	0	0	0	0	**115**	0	81	11	9	0	0	0	0	0	0	0	0	0	**101**	1	180	21	13	0	1	0	0	0	0	0	0	0	**216**
%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**14%**	0%	12%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**	0%	12%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**14%**
Peak Hour	8:00	7:30	7:45	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:30**	7:00	8:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**8:00**	8:00	8:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**8:00**
Peak Volume	1	62	6	4	0	1	0	0	0	0	0	0	0	**71**	0	58	8	8	0	0	0	0	0	0	0	0	0	**67**	1	117	14	11	0	1	0	0	0	0	0	0	0	**134**
16:00 - 18:00	1	130	11	2	1	0	0	0	0	0	0	0	0	**145**	1	110	8	7	0	0	0	0	0	0	0	0	0	**126**	2	240	19	9	1	0	0	0	0	0	0	0	0	**271**
%	0%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**18%**	0%	16%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**18%**	0%	16%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**18%**
Peak Hour	16:15	16:15	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:45**	16:15	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**17:00**	16:15	17:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:45**
Peak Volume	1	68	8	2	1	0	0	0	0	0	0	0	0	**77**	1	66	5	5	0	0	0	0	0	0	0	0	0	**72**	2	133	12	7	1	0	0	0	0	0	0	0	0	**148**

Prepared by National Data & Surveying Services

CLASSIFICATION

Stonington St Bet. Lisbon St & Groton St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_018

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	6	0	0	0	0	0	0	0	0	0	0	**6**
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	6	0	0	0	0	0	0	0	0	0	0	**6**
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	3	1	0	0	0	0	0	0	0	0	0	**4**
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	3	1	0	0	0	0	0	0	0	0	0	**4**
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	2	1	0	0	0	0	0	0	0	0	0	**3**
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	6	0	0	0	0	0	0	0	0	0	0	**6**
05:45	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	1	0	0	0	0	0	0	0	0	**5**
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	2	0	1	0	0	0	0	0	0	0	0	**3**
06:15	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**	0	2	3	1	0	0	0	0	0	0	0	0	0	**6**	0	6	4	2	0	0	0	0	0	0	0	0	**12**
06:30	0	6	1	1	0	0	0	0	0	0	0	0	0	**8**	0	3	0	3	0	0	0	0	0	0	0	0	0	**6**	0	9	1	4	0	0	0	0	0	0	0	0	**14**
06:45	0	2	1	2	0	0	0	0	0	0	0	0	0	**5**	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	0	9	2	2	0	0	0	0	0	0	0	0	**13**
07:00	0	8	1	0	0	1	0	0	0	0	0	0	0	**10**	0	4	1	2	0	0	0	0	0	0	0	0	0	**7**	0	12	2	2	0	1	0	0	0	0	0	0	**17**
07:15	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	0	3	2	1	0	0	0	0	0	0	0	0	0	**6**	0	10	3	1	0	0	0	0	0	0	0	0	**14**
07:30	0	12	0	1	0	0	0	0	0	0	0	0	0	**13**	0	7	0	3	0	0	0	0	0	0	0	0	0	**10**	0	19	0	4	0	0	0	0	0	0	0	0	**23**
07:45	0	13	2	2	0	0	0	0	0	0	0	0	0	**17**	0	9	0	2	0	0	0	0	0	0	0	0	0	**11**	0	22	2	4	0	0	0	0	0	0	0	0	**28**
08:00	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	0	13	2	1	0	0	0	0	0	0	0	0	0	**16**	0	30	2	1	0	0	0	0	0	0	0	0	**33**
08:15	0	20	3	1	0	0	0	0	0	0	0	0	0	**24**	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**	0	40	5	1	0	0	0	0	0	0	0	0	**46**
08:30	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	0	21	2	0	0	0	0	0	0	0	0	0	**23**
08:45	1	14	2	0	0	0	0	0	0	0	0	0	0	**17**	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**	1	26	5	0	0	0	0	0	0	0	0	0	**32**
09:00	0	8	0	1	1	0	0	0	0	0	0	0	0	**10**	0	9	1	0	2	0	0	0	0	0	0	0	0	**12**	0	17	1	1	3	0	0	0	0	0	0	0	**22**
09:15	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	0	6	1	0	0	0	0	1	0	0	0	0	0	**8**	0	11	3	0	0	0	0	1	0	0	0	0	**15**
09:30	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	14	0	0	0	0	0	0	0	0	0	0	**14**
09:45	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	0	7	0	1	0	0	0	0	0	0	0	0	0	**8**	0	14	1	1	0	0	0	0	0	0	0	0	**16**
10:00	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	10	1	0	0	0	0	0	0	0	0	0	**11**
10:15	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	0	9	2	0	0	0	0	0	0	0	0	0	**11**
10:30	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	13	4	0	0	0	0	0	0	0	0	0	**17**
10:45	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	0	16	3	0	0	0	0	0	0	0	0	0	**19**
11:00	0	10	0	0	2	0	0	0	0	0	0	0	0	**12**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	15	0	0	2	0	0	0	0	0	0	0	**17**
11:15	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	13	1	0	0	0	0	0	0	0	0	0	**14**
11:30	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	0	21	5	0	0	0	0	0	0	0	0	0	**26**
11:45	0	6	4	0	0	0	0	0	0	0	0	0	0	**10**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	9	5	0	0	0	0	0	0	0	0	0	**14**

Prepared by National Data & Surveying Services

CLASSIFICATION

Stonington St Bet. Lisbon St & Groton St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_018

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	21	4	0	0	0	0	0	0	0	0	0	25
12:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	23	1	0	0	0	0	0	0	0	0	0	24
12:30	0	9	2	0	1	0	0	0	0	0	0	0	0	12	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	17	3	0	1	0	0	0	0	0	0	0	21
12:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	7	0	1	0	0	0	0	0	0	0	0	0	8	0	18	0	1	0	0	0	0	0	0	0	0	19
13:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	26	1	0	0	0	0	0	0	0	0	0	27
13:15	0	14	0	1	0	0	0	0	0	0	0	0	0	15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	25	0	1	0	0	0	0	0	0	0	0	26
13:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	14	1	0	0	0	0	0	0	0	0	0	15
13:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	6	3	1	0	0	0	0	0	0	0	0	0	10	0	14	5	1	0	0	0	0	0	0	0	0	20
14:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	14	3	0	0	0	0	0	0	0	0	0	17
14:15	0	11	2	0	1	0	0	0	0	0	0	0	0	14	0	11	0	1	0	0	0	0	0	0	0	0	0	12	0	22	2	1	1	0	0	0	0	0	0	0	26
14:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	11	0	1	0	0	0	0	0	0	0	0	0	12	0	28	1	1	0	0	0	0	0	0	0	0	30
14:45	0	13	4	2	0	0	0	0	0	0	0	0	0	19	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	20	5	2	0	0	0	0	0	0	0	0	27
15:00	1	13	5	2	1	0	0	0	0	0	0	0	0	22	0	12	0	3	0	0	0	0	0	0	0	0	0	15	1	25	5	5	1	0	0	0	0	0	0	0	37
15:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	20	1	1	0	0	0	0	0	0	0	0	0	22	0	31	3	1	0	0	0	0	0	0	0	0	35
15:30	0	25	1	3	0	0	0	0	0	0	0	0	0	29	1	12	0	1	0	0	0	0	0	0	0	0	0	14	1	37	1	4	0	0	0	0	0	0	0	0	43
15:45	0	14	0	4	0	0	0	0	0	0	0	0	0	18	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	28	0	4	0	0	0	0	0	0	0	0	32
16:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	12	4	3	0	0	0	0	0	0	0	0	0	19	0	24	6	3	0	0	0	0	0	0	0	0	33
16:15	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	30	1	0	0	0	0	0	0	0	0	0	31
16:30	0	14	0	1	1	0	0	0	0	0	0	0	0	16	0	9	0	2	0	0	0	0	0	0	0	0	0	11	0	23	0	3	1	0	0	0	0	0	0	0	27
16:45	0	19	1	1	0	0	0	0	0	0	0	0	0	21	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	30	2	1	0	0	0	0	0	0	0	0	33
17:00	1	17	2	0	0	0	0	0	0	0	0	0	0	20	1	20	0	1	0	0	0	0	0	0	0	0	0	22	2	37	2	1	0	0	0	0	0	0	0	0	42
17:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	27	2	0	0	0	0	0	0	0	0	0	29
17:30	0	20	3	0	0	0	0	0	0	0	0	0	0	23	0	17	3	1	0	0	0	0	0	0	0	0	0	21	0	37	6	1	0	0	0	0	0	0	0	0	44
17:45	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	32	0	0	0	0	0	0	0	0	0	0	32
18:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	23	1	0	0	0	0	0	0	0	0	0	24
18:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	29	0	0	0	0	0	0	0	0	0	0	29
18:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	16	0	0	0	0	0	0	0	0	0	0	16
18:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	13	1	0	0	0	0	0	0	0	0	0	14
19:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	15	0	0	0	0	0	0	0	0	0	0	15
19:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	17	0	0	0	0	0	0	0	0	0	0	17
19:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	9	0	0	0	0	0	0	0	0	0	0	9
19:45	1	13	1	0	0	0	0	0	0	0	0	0	0	15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	1	17	2	0	0	0	0	0	0	0	0	0	20
20:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	12	1	0	0	0	0	0	0	0	0	0	13
20:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	8	1	0	1	0	0	0	0	0	0	0	0	10	0	21	1	0	1	0	0	0	0	0	0	0	23
20:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	14	1	0	0	0	0	0	0	0	0	0	15
20:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	12	0	0	0	0	0	0	0	0	0	0	12
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	6
21:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	9	1	0	0	0	0	0	0	0	0	0	10
21:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	11	0	0	0	0	0	0	0	0	0	0	11
21:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	14	1	0	0	0	0	0	0	0	0	0	15
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	4
22:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	7	1	0	0	0	0	0	0	0	0	0	8
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	5
22:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	14	0	0	0	0	0	0	0	0	0	0	14
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	9	1	0	0	0	0	0	0	0	0	0	10
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	2
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	6	1	0	0	0	0	0	0	0	0	0	7
Totals	**4**	**708**	**70**	**24**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**814**	**2**	**600**	**55**	**31**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**692**	**6**	**1,308**	**125**	**55**	**10**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,506**
% of Totals	0%	87%	9%	3%	1%	0%								100%	0%	87%	8%	4%	0%			0%						100%	0%	87%	8%	4%	1%	0%		0%					100%

Prepared by National Data & Surveying Services

VOLUME

Stonington St Bet. Lisbon St & Groton St

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_018

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	814	692	1,506

DAILY TOTALS

15-Minutes Interval

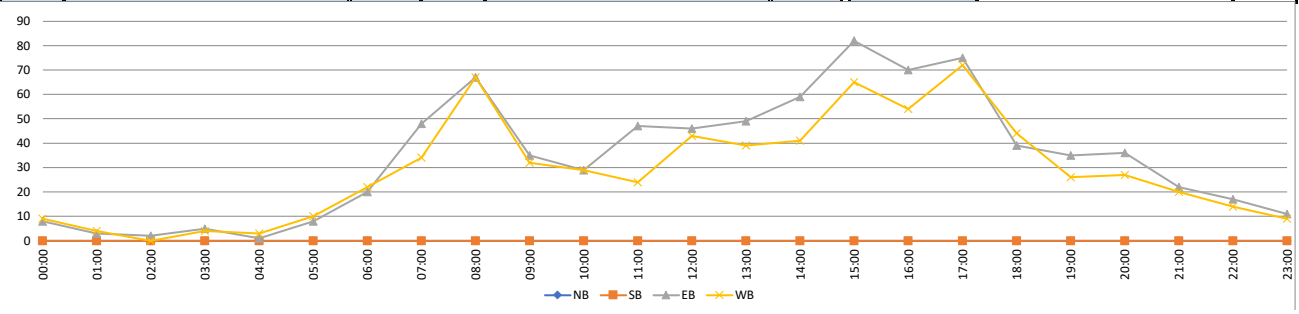
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			3	3	6	12:00			13	12	25
00:15			3	3	6	12:15			10	14	24
00:30			1	0	1	12:30			12	9	21
00:45			1	3	4	12:45			11	8	19
01:00			2	2	4	13:00			16	11	27
01:15			1	1	2	13:15			15	11	26
01:30			0	1	1	13:30			8	7	15
01:45			0	0	0	13:45			10	10	20
02:00			1	0	1	14:00			8	9	17
02:15			0	0	0	14:15			14	12	26
02:30			1	0	1	14:30			18	12	30
02:45			0	0	0	14:45			19	8	27
03:00			1	1	2	15:00			22	15	37
03:15			2	1	3	15:15			13	22	35
03:30			1	2	3	15:30			29	14	43
03:45			1	0	1	15:45			18	14	32
04:00			0	0	0	16:00			14	19	33
04:15			1	0	1	16:15			19	12	31
04:30			0	0	0	16:30			16	11	27
04:45			0	3	3	16:45			21	12	33
05:00			3	2	5	17:00			20	22	42
05:15			0	2	2	17:15			13	16	29
05:30			2	4	6	17:30			23	21	44
05:45			3	2	5	17:45			19	13	32
06:00			1	2	3	18:00			10	14	24
06:15			6	6	12	18:15			11	18	29
06:30			8	6	14	18:30			7	9	16
06:45			5	8	13	18:45			11	3	14
07:00			10	7	17	19:00			7	8	15
07:15			8	6	14	19:15			10	7	17
07:30			13	10	23	19:30			3	6	9
07:45			17	11	28	19:45			15	5	20
08:00			17	16	33	20:00			7	6	13
08:15			24	22	46	20:15			13	10	23
08:30			9	14	23	20:30			10	5	15
08:45			17	15	32	20:45			6	6	12
09:00			10	12	22	21:00			1	5	6
09:15			7	8	15	21:15			8	2	10
09:30			10	4	14	21:30			4	7	11
09:45			8	8	16	21:45			9	6	15
10:00			6	5	11	22:00			2	2	4
10:15			3	8	11	22:15			4	4	8
10:30			10	7	17	22:30			3	2	5
10:45			10	9	19	22:45			8	6	14
11:00			12	5	17	23:00			5	5	10
11:15			9	5	14	23:15			0	2	2
11:30			16	10	26	23:30			1	0	1
11:45			10	4	14	23:45			5	2	7
TOTALS	0	0	273	238	511	TOTALS	0	0	541	454	995
SPLIT %	0%	0%	53%	47%	34%	SPLIT %	0%	0%	54%	46%	66%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			8	9	17
01:00	02:00			3	4	7
02:00	03:00			2	0	2
03:00	04:00			5	4	9
04:00	05:00			1	3	4
05:00	06:00			8	10	18
06:00	07:00			20	22	42
07:00	08:00			48	34	82
08:00	09:00			67	67	134
09:00	10:00			35	32	67
10:00	11:00			29	29	58
11:00	12:00			47	24	71
12:00	13:00			46	43	89
13:00	14:00			49	39	88
14:00	15:00			59	41	100
15:00	16:00			82	65	147
16:00	17:00			70	54	124
17:00	18:00			75	72	147
18:00	19:00			39	44	83
19:00	20:00			35	26	61
20:00	21:00			36	27	63
21:00	22:00			22	20	42
22:00	23:00			17	14	31
23:00	00:00			11	9	20

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			273	238	511
Peak Hour			7:30	8:00	8:00
Peak Volume			71	67	134
Peak Hour Factor			0.740	0.761	0.728
Peak Period	12:00	to	00:00		
Volume			541	454	995
Peak Hour			14:45	17:00	16:45
Peak Volume			83	72	148
Peak Hour Factor			0.716	0.818	0.841
Peak Period	07:00	to	09:00		
Volume			115	101	216
Peak Hour			7:30	8:00	8:00
Peak Volume			71	67	134
Peak Hour Factor			0.740	0.761	0.728
Peak Period	16:00	to	18:00		
Volume			145	126	271
Peak Hour			16:45	17:00	16:45
Peak Volume			77	72	148
Peak Hour Factor			0.837	0.818	0.841



Prepared by National Data & Surveying Services

CLASSIFICATION

Stonington St Bet. Lisbon St & Groton St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_018

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	12	0	0	0	0	0	0	0	0	0	0	0	12
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	12	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	8	1	0	0	0	0	0	0	0	0	0	0	9
05:00	0	2	2	1	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	8	2	1	0	0	0	0	0	0	0	0	0	11
06:00	0	16	4	3	0	0	0	0	0	0	0	0	0	23	0	17	2	5	0	0	0	0	0	0	0	0	0	24	0	33	6	8	0	0	0	0	0	0	0	0	0	47
07:00	0	25	1	3	1	0	0	0	0	0	0	0	0	30	0	30	6	7	0	0	0	0	0	0	0	0	0	43	0	55	7	10	1	0	0	0	0	0	0	0	0	73
08:00	1	52	3	1	0	0	0	0	0	0	0	0	0	57	0	44	2	1	0	0	0	0	0	0	0	0	0	47	1	96	5	2	0	0	0	0	0	0	0	0	0	104
09:00	1	20	2	1	1	0	0	0	0	0	0	0	0	25	1	21	3	1	0	0	0	0	0	0	0	0	0	26	2	41	5	2	1	0	0	0	0	0	0	0	0	51
10:00	1	26	0	0	1	2	0	0	0	0	0	0	0	30	0	37	1	0	0	0	0	0	0	0	0	0	0	38	1	63	1	0	1	2	0	0	0	0	0	0	0	68
11:00	0	35	5	1	0	0	0	0	0	0	0	0	0	41	0	16	5	0	1	1	0	0	0	0	0	0	0	23	0	51	10	1	1	1	0	0	0	0	0	0	0	64
12:00	0	34	5	0	0	0	0	0	0	0	0	0	0	39	1	31	1	3	0	0	0	0	0	0	0	0	0	36	1	65	6	3	0	0	0	0	0	0	0	0	0	75
13:00	0	46	4	0	2	0	0	0	0	0	0	0	0	52	0	38	7	5	4	0	0	0	0	0	0	0	0	54	0	84	11	5	6	0	0	0	0	0	0	0	0	106
14:00	2	33	7	1	0	0	0	0	0	0	0	0	0	43	0	43	4	3	0	0	0	0	0	0	0	0	0	50	2	76	11	4	0	0	0	0	0	0	0	0	0	93
15:00	1	54	5	7	1	0	0	0	0	0	0	0	0	68	0	58	4	5	0	0	0	0	0	0	0	0	0	67	1	112	9	12	1	0	0	0	0	0	0	0	0	135
16:00	0	63	2	3	0	0	0	0	0	0	0	0	0	68	1	51	2	3	0	0	0	0	0	0	0	0	0	57	1	114	4	6	0	0	0	0	0	0	0	0	0	125
17:00	0	72	6	2	0	0	0	0	0	0	0	0	0	80	1	56	2	2	1	0	0	0	0	0	0	0	0	62	1	128	8	4	1	0	0	0	0	0	0	0	0	142
18:00	0	43	1	0	0	0	0	0	0	0	0	0	0	44	0	42	2	0	0	0	0	0	0	0	0	0	0	44	0	85	3	0	0	0	0	0	0	0	0	0	0	88
19:00	1	43	1	0	0	0	0	0	0	0	0	0	0	45	1	24	0	0	0	0	0	0	0	0	0	0	0	25	2	67	1	0	0	0	0	0	0	0	0	0	0	70
20:00	0	31	4	0	0	0	0	0	0	0	0	0	0	35	0	30	1	0	0	0	0	0	0	0	0	0	0	31	0	61	5	0	0	0	0	0	0	0	0	0	0	66
21:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	26	0	0	0	0	0	0	0	0	0	0	0	26	0	47	2	0	0	0	0	0	0	0	0	0	0	49
22:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	28	2	0	0	0	0	0	0	0	0	0	0	30
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	18	1	0	0	0	0	0	0	0	0	0	0	19
Totals	**7**	**664**	**54**	**23**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**756**	**5**	**610**	**47**	**35**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**704**	**12**	**1,274**	**101**	**58**	**12**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,460**
% of Totals	1%	88%	7%	3%	1%	0%								100%	1%	87%	7%	5%	1%	0%								100%	1%	87%	7%	4%	1%	0%								100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

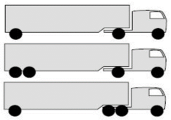
#3 2-Axle, 4-Tire Single Unit

#4 Buses

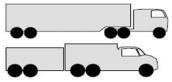
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00		12:00 - 24:00		07:00 - 09:00		16:00 - 18:00	
		Peak Hour		Peak Hour		Peak Hour		Peak Hour
#1	3	9:30	4	13:45	1	7:45	0	16:00
	0%		1%		0%		0%	
#2	200	7:45	464	16:30	77	7:45	135	16:30
	26%		61%		10%		18%	
#3	17	11:45	37	13:45	4	8:00	8	17:00
	2%		5%		1%		1%	
#4	10	7:30	13	15:00	4	7:30	5	16:00
	1%		2%		1%		1%	
#5	3	9:30	3	13:00	1	7:00	0	16:00
	0%		0%		0%		0%	
#6	2	10:00	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
#7	0	0:00	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
#8	0	0:00	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
#9	0	0:00	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
#10	0	0:00	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
#11	0	0:00	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
#12	0	0:00	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
#13	0	0:00	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
Total	**235**	**7:45**	**521**	**16:30**	**87**	**7:45**	**148**	**16:30**
	31%		**69%**		**12%**		**20%**	
Total	**227**	**7:30**	**477**	**15:30**	**90**	**7:30**	**119**	**16:45**
	32%		**68%**		**13%**		**17%**	
TOTALS	**462**	**7:45**	**998**	**17:00**	**177**	**7:45**	**267**	**17:00**
	32%		**68%**		**12%**		**18%**	
Peak Volume	59		82		59		82	
Peak Volume	47		70		47		62	
Peak Volume	105		142		105		142	

	00:00 - 12:00		12:00 - 24:00		07:00 - 09:00		16:00 - 18:00	
		Peak Hour		Peak Hour		Peak Hour		Peak Hour
#1	4	9:30	8	13:45	1	7:45	2	16:15
	0%		1%		0%		0%	
#2	389	8:00	885	16:30	151	8:00	242	16:30
	27%		61%		10%		17%	
#3	38	11:00	63	14:30	12	7:00	12	17:00
	3%		4%		1%		1%	
#4	24	7:00	34	15:00	12	7:00	10	16:00
	2%		2%		1%		1%	
#5	4	9:30	8	13:00	1	7:00	1	16:15
	0%		1%		0%		0%	
#6	3	10:15	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
#7	0	0:00	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
#8	0	0:00	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
#9	0	0:00	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
#10	0	0:00	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
#11	0	0:00	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
#12	0	0:00	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
#13	0	0:00	0	12:00	0	7:00	0	16:00
	0%		0%		0%		0%	
Total	**704**	**7:30**	**1,274**	**16:30**	**274**	**7:30**	**386**	**16:45**
	100%		**100%**		**100%**		**100%**	
Peak Volume	227		477		90		119	
Peak Volume	204		374		80		104	
Peak Volume	431		851		170		223	

Prepared by National Data & Surveying Services

CLASSIFICATION

Stonington St Bet. Lisbon St & Groton St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_018

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	4
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	0	0	0	0	0	0	6
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	2
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
05:45	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	1	0	0	0	0	0	0	0	0	5
06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	6	0	1	0	0	0	0	0	0	0	0	7
06:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	4	1	1	0	0	0	0	0	0	0	0	0	6	0	9	4	1	0	0	0	0	0	0	0	0	14
06:30	0	1	1	1	0	0	0	0	0	0	0	0	0	3	0	6	1	3	0	0	0	0	0	0	0	0	0	10	0	7	2	4	0	0	0	0	0	0	0	0	13
06:45	0	6	0	2	0	0	0	0	0	0	0	0	0	8	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	0	2	0	0	0	0	0	0	0	0	13
07:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	1	2	0	0	0	0	0	0	0	0	0	7	0	5	2	2	0	0	0	0	0	0	0	0	9
07:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	14	2	0	0	0	0	0	0	0	0	0	16
07:30	0	8	0	1	1	0	0	0	0	0	0	0	0	10	0	8	1	3	0	0	0	0	0	0	0	0	0	12	0	16	1	4	1	0	0	0	0	0	0	0	22
07:45	0	11	0	2	0	0	0	0	0	0	0	0	0	13	0	9	2	2	0	0	0	0	0	0	0	0	0	13	0	20	2	4	0	0	0	0	0	0	0	0	26
08:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	8	1	1	0	0	0	0	0	0	0	0	0	10	0	21	1	1	0	0	0	0	0	0	0	0	23
08:15	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	22	0	1	0	0	0	0	0	0	0	0	23
08:30	1	21	0	0	0	0	0	0	0	0	0	0	0	22	0	11	0	0	0	0	0	0	0	0	0	0	0	11	1	32	0	0	0	0	0	0	0	0	0	0	33
08:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	21	4	0	0	0	0	0	0	0	0	0	25
09:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	14	2	0	0	0	0	0	0	0	0	0	16
09:15	0	3	1	1	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	8	2	1	0	0	0	0	0	0	0	0	11
09:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	10	1	0	0	0	0	0	0	0	0	0	11
09:45	1	5	0	0	1	0	0	0	0	0	0	0	0	7	1	4	0	1	0	0	0	0	0	0	0	0	0	6	2	9	0	1	1	0	0	0	0	0	0	0	13
10:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	17	0	0	0	0	0	0	0	0	0	0	17
10:15	1	7	0	0	1	0	0	0	0	0	0	0	0	9	0	10	0	0	0	0	0	0	0	0	0	0	0	10	1	17	0	0	1	0	0	0	0	0	0	0	19
10:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	15	1	0	0	0	0	0	0	0	0	0	16
10:45	0	5	0	0	2	0	0	0	0	0	0	0	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	14	0	0	0	2	0	0	0	0	0	0	16
11:00	0	9	2	1	0	0	0	0	0	0	0	0	0	12	0	1	2	0	0	1	0	0	0	0	0	0	0	4	0	10	4	1	0	1	0	0	0	0	0	0	16
11:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	4	1	0	1	0	0	0	0	0	0	0	0	6	0	8	2	0	1	0	0	0	0	0	0	0	11
11:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	19	0	0	0	0	0	0	0	0	0	0	19
11:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	14	4	0	0	0	0	0	0	0	0	0	18

Prepared by National Data & Surveying Services

CLASSIFICATION

Stonington St Bet. Lisbon St & Groton St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_018

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	5	1	1	0	0	0	0	0	0	0	0	0	7	0	10	2	1	0	0	0	0	0	0	0	0	0	13
12:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	18	0	0	0	0	0	0	0	0	0	0	0	18
12:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	9	0	2	0	0	0	0	0	0	0	0	0	11	0	15	3	2	0	0	0	0	0	0	0	0	0	20
12:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12	1	11	0	0	0	0	0	0	0	0	0	0	0	12	1	22	1	0	0	0	0	0	0	0	0	0	0	24
13:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	15	3	0	0	0	0	0	0	0	0	0	0	18
13:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	9	1	2	2	0	0	0	0	0	0	0	0	14	0	20	2	2	2	0	0	0	0	0	0	0	0	26
13:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	13	1	0	1	0	0	0	0	0	0	0	0	15	0	25	2	0	1	0	0	0	0	0	0	0	0	28
13:45	0	15	2	0	2	0	0	0	0	0	0	0	0	19	0	9	2	3	1	0	0	0	0	0	0	0	0	15	0	24	4	3	3	0	0	0	0	0	0	0	0	34
14:00	1	9	2	0	0	0	0	0	0	0	0	0	0	12	0	4	0	0	0	0	0	0	0	0	0	0	0	4	1	13	2	0	0	0	0	0	0	0	0	0	0	16
14:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	12	0	1	0	0	0	0	0	0	0	0	0	13	0	16	0	1	0	0	0	0	0	0	0	0	0	17
14:30	1	11	3	0	0	0	0	0	0	0	0	0	0	15	0	13	1	1	0	0	0	0	0	0	0	0	0	15	1	24	4	1	0	0	0	0	0	0	0	0	0	30
14:45	0	9	2	1	0	0	0	0	0	0	0	0	0	12	0	14	3	1	0	0	0	0	0	0	0	0	0	18	0	23	5	2	0	0	0	0	0	0	0	0	0	30
15:00	0	13	1	2	1	0	0	0	0	0	0	0	0	17	0	12	0	3	0	0	0	0	0	0	0	0	0	15	0	25	1	5	1	0	0	0	0	0	0	0	0	32
15:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	14	1	1	0	0	0	0	0	0	0	0	0	16	0	26	2	1	0	0	0	0	0	0	0	0	0	29
15:30	1	17	2	2	0	0	0	0	0	0	0	0	0	22	0	16	2	1	0	0	0	0	0	0	0	0	0	19	1	33	4	3	0	0	0	0	0	0	0	0	0	41
15:45	0	12	1	3	0	0	0	0	0	0	0	0	0	16	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	28	2	3	0	0	0	0	0	0	0	0	0	33
16:00	0	16	2	1	0	0	0	0	0	0	0	0	0	19	1	13	1	2	0	0	0	0	0	0	0	0	0	17	1	29	3	3	0	0	0	0	0	0	0	0	0	36
16:15	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	27	0	1	0	0	0	0	0	0	0	0	0	28
16:30	0	23	0	1	0	0	0	0	0	0	0	0	0	24	0	13	0	1	0	0	0	0	0	0	0	0	0	14	0	36	0	2	0	0	0	0	0	0	0	0	0	38
16:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	22	1	0	0	0	0	0	0	0	0	0	0	23
17:00	0	21	2	1	0	0	0	0	0	0	0	0	0	24	0	14	1	1	1	0	0	0	0	0	0	0	0	17	0	35	3	2	1	0	0	0	0	0	0	0	0	41
17:15	0	19	0	1	0	0	0	0	0	0	0	0	0	20	1	17	0	1	0	0	0	0	0	0	0	0	0	19	1	36	0	2	0	0	0	0	0	0	0	0	0	39
17:30	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	29	2	0	0	0	0	0	0	0	0	0	0	31
17:45	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	28	3	0	0	0	0	0	0	0	0	0	0	31
18:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	21	0	0	0	0	0	0	0	0	0	0	0	21
18:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	23	0	0	0	0	0	0	0	0	0	0	0	23
18:30	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	26	2	0	0	0	0	0	0	0	0	0	0	28
18:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	15	1	0	0	0	0	0	0	0	0	0	0	16
19:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15	1	3	0	0	0	0	0	0	0	0	0	0	0	4	1	18	0	0	0	0	0	0	0	0	0	0	0	19
19:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	17	0	0	0	0	0	0	0	0	0	0	0	17
19:30	1	13	0	0	0	0	0	0	0	0	0	0	0	14	0	10	0	0	0	0	0	0	0	0	0	0	0	10	1	23	0	0	0	0	0	0	0	0	0	0	0	24
19:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	9	1	0	0	0	0	0	0	0	0	0	0	10
20:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	16	1	0	0	0	0	0	0	0	0	0	0	17
20:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	9	1	0	0	0	0	0	0	0	0	0	0	10
20:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	22	1	0	0	0	0	0	0	0	0	0	0	23
20:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	14	2	0	0	0	0	0	0	0	0	0	0	16
21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	9	0	0	0	0	0	0	0	0	0	0	0	9
21:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	18	0	0	0	0	0	0	0	0	0	0	0	18
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	0	0	0	0	0	0	0	0	0	11
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	0	6
22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Totals	7	664	54	23	6	2	0	0	0	0	0	0	0	756	5	610	47	35	6	1	0	0	0	0	0	0	0	704	12	1,274	101	58	12	3	0	0	0	0	0	0	0	1,460
% of Totals	1%	88%	7%	3%	1%	0%								100%	1%	87%	7%	5%	1%	0%								100%	1%	87%	7%	4%	1%	0%								100%

Prepared by National Data & Surveying Services

VOLUME

Stonington St Bet. Lisbon St & Groton St

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_018

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	756	704	1,460

DAILY TOTALS

15-Minutes Interval

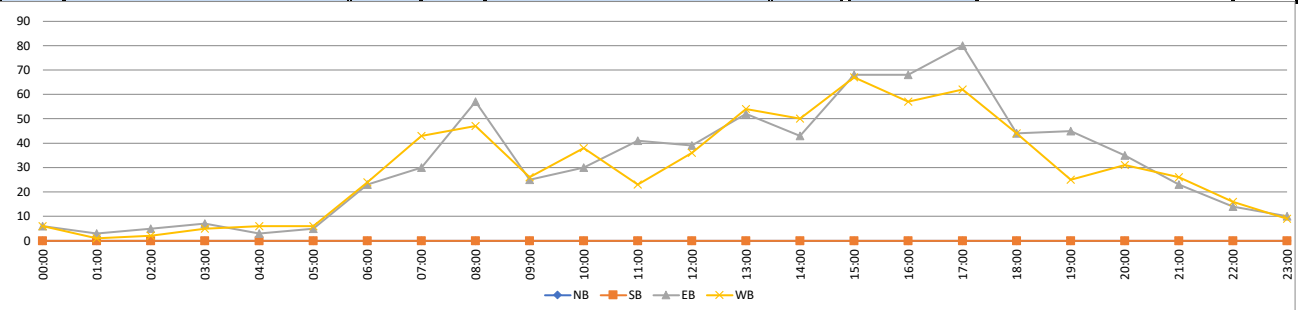
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			1	3	4	12:00			6	7	13
00:15			0	2	2	12:15			12	6	18
00:30			2	0	2	12:30			9	11	20
00:45			3	1	4	12:45			12	12	24
01:00			1	1	2	13:00			8	10	18
01:15			0	0	0	13:15			12	14	26
01:30			1	0	1	13:30			13	15	28
01:45			1	0	1	13:45			19	15	34
02:00			1	2	3	14:00			12	4	16
02:15			2	0	2	14:15			4	13	17
02:30			2	0	2	14:30			15	15	30
02:45			0	0	0	14:45			12	18	30
03:00			1	0	1	15:00			17	15	32
03:15			1	2	3	15:15			13	16	29
03:30			1	1	2	15:30			22	19	41
03:45			4	2	6	15:45			16	17	33
04:00			0	2	2	16:00			19	17	36
04:15			2	0	2	16:15			11	17	28
04:30			1	2	3	16:30			24	14	38
04:45			0	2	2	16:45			14	9	23
05:00			1	0	1	17:00			24	17	41
05:15			1	2	3	17:15			20	19	39
05:30			1	1	2	17:30			14	17	31
05:45			2	3	5	17:45			22	9	31
06:00			4	3	7	18:00			11	10	21
06:15			8	6	14	18:15			10	13	23
06:30			3	10	13	18:30			16	12	28
06:45			8	5	13	18:45			7	9	16
07:00			2	7	9	19:00			15	4	19
07:15			5	11	16	19:15			11	6	17
07:30			10	12	22	19:30			14	10	24
07:45			13	13	26	19:45			5	5	10
08:00			13	10	23	20:00			10	7	17
08:15			11	12	23	20:15			6	4	10
08:30			22	11	33	20:30			13	10	23
08:45			11	14	25	20:45			6	10	16
09:00			8	8	16	21:00			7	4	11
09:15			5	6	11	21:15			7	2	9
09:30			5	6	11	21:30			5	6	11
09:45			7	6	13	21:45			4	14	18
10:00			9	8	17	22:00			4	3	7
10:15			9	10	19	22:15			4	7	11
10:30			5	11	16	22:30			3	3	6
10:45			7	9	16	22:45			3	3	6
11:00			12	4	16	23:00			5	3	8
11:15			5	6	11	23:15			2	2	4
11:30			11	8	19	23:30			1	3	4
11:45			13	5	18	23:45			2	1	3
TOTALS	0	0	235	227	462	TOTALS	0	0	521	477	998
SPLIT %	0%	0%	51%	49%	32%	SPLIT %	0%	0%	52%	48%	68%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			6	6	12
01:00	02:00			3	1	4
02:00	03:00			5	2	7
03:00	04:00			7	5	12
04:00	05:00			3	6	9
05:00	06:00			5	6	11
06:00	07:00			23	24	47
07:00	08:00			30	43	73
08:00	09:00			57	47	104
09:00	10:00			25	26	51
10:00	11:00			30	38	68
11:00	12:00			41	23	64
12:00	13:00			39	36	75
13:00	14:00			52	54	106
14:00	15:00			43	50	93
15:00	16:00			68	67	135
16:00	17:00			68	57	125
17:00	18:00			80	62	142
18:00	19:00			44	44	88
19:00	20:00			45	25	70
20:00	21:00			35	31	66
21:00	22:00			23	26	49
22:00	23:00			14	16	30
23:00	00:00			10	9	19

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			235	227	462
Peak Hour			7:45	7:30	7:45
Peak Volume			59	47	105
Peak Hour Factor			0.670	0.904	0.795
Peak Period	12:00	to	00:00		
Volume			521	477	998
Peak Hour			16:30	15:30	17:00
Peak Volume			82	70	142
Peak Hour Factor			0.854	0.921	0.866
Peak Period	07:00	to	09:00		
Volume			87	90	177
Peak Hour			7:45	7:30	7:45
Peak Volume			59	47	105
Peak Hour Factor			0.670	0.904	0.795
Peak Period	16:00	to	18:00		
Volume			148	119	267
Peak Hour			16:30	16:45	17:00
Peak Volume			82	62	142
Peak Hour Factor			0.854	0.816	0.866



Masseek St W/O Van Block Ave

Averaged Counts

TIME		Tues			Wed			Ave		
		EB	WB	TOTAL	EB	WB	TOTAL	EB	WB	Total
00:00	01:00	4	0	**4**	0	2	**2**	2	1	**3**
01:00	02:00	1	1	**2**	1	0	**1**	1	0.5	**2**
02:00	03:00	1	0	**1**	2	2	**4**	1.5	1	**3**
03:00	04:00	5	5	**10**	3	3	**6**	4	4	**8**
04:00	05:00	3	0	**3**	8	1	**9**	5.5	0.5	**6**
05:00	06:00	5	2	**7**	2	1	**3**	3.5	1.5	**5**
06:00	07:00	21	12	**33**	17	11	**28**	19	11.5	**31**
07:00	08:00	43	34	**77**	42	34	**76**	42.5	34	**77**
08:00	09:00	67	70	**137**	63	71	**134**	65	70.5	**136**
09:00	10:00	55	21	**76**	30	12	**42**	42.5	16.5	**59**
10:00	11:00	28	21	**49**	18	16	**34**	23	18.5	**42**
11:00	12:00	20	24	**44**	26	31	**57**	23	27.5	**51**
12:00	13:00	22	20	**42**	29	26	**55**	25.5	23	**49**
13:00	14:00	27	25	**52**	29	23	**52**	28	24	**52**
14:00	15:00	40	59	**99**	42	45	**87**	41	52	**93**
15:00	16:00	63	76	**139**	59	65	**124**	61	70.5	**132**
16:00	17:00	38	50	**88**	29	53	**82**	33.5	51.5	**85**
17:00	18:00	34	36	**70**	24	35	**59**	29	35.5	**65**
18:00	19:00	16	14	**30**	15	22	**37**	15.5	18	**34**
19:00	20:00	12	8	**20**	10	8	**18**	11	8	**19**
20:00	21:00	7	7	**14**	7	13	**20**	7	10	**17**
21:00	22:00	11	8	**19**	8	9	**17**	9.5	8.5	**18**
22:00	23:00	7	6	**13**	6	7	**13**	6.5	6.5	**13**
23:00	00:00	2	2	**4**	5	4	**9**	3.5	3	**7**

Prepared by National Data & Surveying Services

CLASSIFICATION

Masseek St W/O Van Block Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_019

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	10	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	4	3	0	0	0	0	0	0	0	0	0	0	7
06:00	0	15	1	3	2	0	0	0	0	0	0	0	0	21	0	6	3	2	1	0	0	0	0	0	0	0	0	12	0	21	4	5	3	0	0	0	0	0	0	0	0	33
07:00	0	37	4	0	2	0	0	0	0	0	0	0	0	43	0	30	0	4	0	0	0	0	0	0	0	0	0	34	0	67	4	4	2	0	0	0	0	0	0	0	0	77
08:00	0	58	7	2	0	0	0	0	0	0	0	0	0	67	0	55	6	4	5	0	0	0	0	0	0	0	0	70	0	113	13	6	5	0	0	0	0	0	0	0	0	137
09:00	0	40	4	2	8	1	0	0	0	0	0	0	0	55	0	15	4	1	1	0	0	0	0	0	0	0	0	21	0	55	8	3	9	1	0	0	0	0	0	0	0	76
10:00	0	20	4	0	4	0	0	0	0	0	0	0	0	28	0	16	4	0	1	0	0	0	0	0	0	0	0	21	0	36	8	0	5	0	0	0	0	0	0	0	0	49
11:00	1	15	3	0	1	0	0	0	0	0	0	0	0	20	1	17	5	0	1	0	0	0	0	0	0	0	0	24	2	32	8	0	2	0	0	0	0	0	0	0	0	44
12:00	0	15	4	1	2	0	0	0	0	0	0	0	0	22	0	18	1	0	1	0	0	0	0	0	0	0	0	20	0	33	5	1	3	0	0	0	0	0	0	0	0	42
13:00	0	21	3	0	3	0	0	0	0	0	0	0	0	27	0	20	3	1	1	0	0	0	0	0	0	0	0	25	0	41	6	1	4	0	0	0	0	0	0	0	0	52
14:00	0	26	4	6	4	0	0	0	0	0	0	0	0	40	1	38	6	4	10	0	0	0	0	0	0	0	0	59	1	64	10	10	14	0	0	0	0	0	0	0	0	99
15:00	0	55	5	1	1	1	0	0	0	0	0	0	0	63	0	67	4	2	3	0	0	0	0	0	0	0	0	76	0	122	9	3	4	1	0	0	0	0	0	0	0	139
16:00	0	33	4	0	1	0	0	0	0	0	0	0	0	38	0	43	4	2	1	0	0	0	0	0	0	0	0	50	0	76	8	2	2	0	0	0	0	0	0	0	0	88
17:00	0	25	5	3	1	0	0	0	0	0	0	0	0	34	0	30	3	1	2	0	0	0	0	0	0	0	0	36	0	55	8	4	3	0	0	0	0	0	0	0	0	70
18:00	1	13	1	1	0	0	0	0	0	0	0	0	0	16	0	10	3	0	1	0	0	0	0	0	0	0	0	14	1	23	4	1	1	0	0	0	0	0	0	0	0	30
19:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	5	2	0	1	0	0	0	0	0	0	0	0	8	0	17	2	0	1	0	0	0	0	0	0	0	0	20
20:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	14	0	0	0	0	0	0	0	0	0	0	0	14
21:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	19	0	0	0	0	0	0	0	0	0	0	0	19
22:00	0	6	0	1	0	0	0	0	0	0	0	0	0	7	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	11	1	0	1	0	0	0	0	0	0	0	0	13
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Totals	**2**	**428**	**50**	**19**	**31**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**532**	**2**	**398**	**51**	**21**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**501**	**4**	**826**	**101**	**40**	**60**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,033**
% of Totals	0%	80%	9%	4%	6%	0%								100%	0%	79%	10%	4%	6%									100%	0%	80%	10%	4%	6%	0%								100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

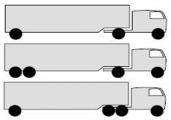
#3 2-Axle, 4-Tire Single Unit

#4 Buses

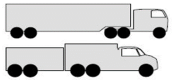
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00		12:00 - 24:00		07:00 - 09:00		16:00 - 18:00	
1	1	0%	1	0%	0	0%	0	0%
2	202	38%	226	42%	95	18%	58	11%
3	24	5%	26	5%	11	2%	9	2%
4	7	1%	12	2%	2	0%	3	1%
5	18	3%	13	2%	2	0%	2	0%
6	1	0%	1	0%	0	0%	0	0%
7	0	0%	0	0%	0	0%	0	0%
8	0	0%	0	0%	0	0%	0	0%
9	0	0%	0	0%	0	0%	0	0%
10	0	0%	0	0%	0	0%	0	0%
11	0	0%	0	0%	0	0%	0	0%
12	0	0%	0	0%	0	0%	0	0%
13	0	0%	0	0%	0	0%	0	0%
Total	253	48%	279	52%	110	21%	72	14%
Peak Hour	8:30		14:45		8:00		16:00	
Peak Volume	73		70		67		38	
1	1	0%	1	0%	0	0%	0	0%
2	145	29%	253	50%	85	17%	73	15%
3	24	5%	27	5%	6	1%	7	1%
4	11	2%	10	2%	8	2%	3	1%
5	9	2%	20	4%	5	1%	3	1%
6	0	0%	0	0%	0	0%	0	0%
7	0	0%	0	0%	0	0%	0	0%
8	0	0%	0	0%	0	0%	0	0%
9	0	0%	0	0%	0	0%	0	0%
10	0	0%	0	0%	0	0%	0	0%
11	0	0%	0	0%	0	0%	0	0%
12	0	0%	0	0%	0	0%	0	0%
13	0	0%	0	0%	0	0%	0	0%
Total	190	38%	311	62%	104	21%	86	17%
Peak Hour	8:00		15:30		8:00		16:00	
Peak Volume	70		90		70		50	
1	2	0%	2	0%	0	0%	0	0%
2	347	34%	479	46%	180	17%	131	13%
3	48	5%	53	5%	17	2%	16	2%
4	18	2%	22	2%	10	1%	6	1%
5	27	3%	33	3%	7	1%	5	0%
6	1	0%	1	0%	0	0%	0	0%
7	0	0%	0	0%	0	0%	0	0%
8	0	0%	0	0%	0	0%	0	0%
9	0	0%	0	0%	0	0%	0	0%
10	0	0%	0	0%	0	0%	0	0%
11	0	0%	0	0%	0	0%	0	0%
12	0	0%	0	0%	0	0%	0	0%
13	0	0%	0	0%	0	0%	0	0%
Total	501	38%	811	62%	314	24%	158	12%
Peak Hour	8:00		15:30		8:00		16:00	
Peak Volume	70		90		70		50	
1	4	0%	4	0%	0	0%	0	0%
2	826	38%	1,202	57%	451	21%	324	15%
3	101	5%	122	6%	40	2%	32	2%
4	40	2%	47	2%	19	1%	12	1%
5	60	3%	73	3%	14	1%	8	0%
6	2	0%	2	0%	0	0%	0	0%
7	0	0%	0	0%	0	0%	0	0%
8	0	0%	0	0%	0	0%	0	0%
9	0	0%	0	0%	0	0%	0	0%
10	0	0%	0	0%	0	0%	0	0%
11	0	0%	0	0%	0	0%	0	0%
12	0	0%	0	0%	0	0%	0	0%
13	0	0%	0	0%	0	0%	0	0%
Total	1,033	48%	1,450	67%	524	24%	330	15%
Peak Hour	8:00		15:30		8:00		16:00	
Peak Volume	70		90		70		50	

Prepared by National Data & Surveying Services

CLASSIFICATION

Masseek St W/O Van Block Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_019

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	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	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	**1**
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	2	0	0	0	0	0	0	0	0	0	**2**
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	**1**
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
05:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	5	1	0	0	0	0	0	0	0	0	0	**6**
06:15	0	2	0	0	2	0	0	0	0	0	0	0	0	**4**	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	0	3	0	0	3	0	0	0	0	0	0	0	**6**
06:30	0	6	1	1	0	0	0	0	0	0	0	0	0	**8**	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**	0	7	2	2	0	0	0	0	0	0	0	0	**11**
06:45	0	3	0	2	0	0	0	0	0	0	0	0	0	**5**	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**	0	6	1	3	0	0	0	0	0	0	0	0	**10**
07:00	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	0	8	0	1	0	0	0	0	0	0	0	0	**9**
07:15	0	14	2	0	1	0	0	0	0	0	0	0	0	**17**	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**	0	24	2	1	1	0	0	0	0	0	0	0	**28**
07:30	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	0	13	0	2	0	0	0	0	0	0	0	0	0	**15**	0	21	1	2	0	0	0	0	0	0	0	0	**24**
07:45	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	14	1	0	1	0	0	0	0	0	0	0	**16**
08:00	0	12	2	1	0	0	0	0	0	0	0	0	0	**15**	0	7	3	1	0	0	0	0	0	0	0	0	0	**11**	0	19	5	2	0	0	0	0	0	0	0	0	**26**
08:15	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	10	2	0	0	0	0	0	0	0	0	0	**12**
08:30	0	18	1	1	0	0	0	0	0	0	0	0	0	**20**	0	24	2	1	5	0	0	0	0	0	0	0	0	**32**	0	42	3	2	5	0	0	0	0	0	0	0	**52**
08:45	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**	0	22	1	2	0	0	0	0	0	0	0	0	0	**25**	0	42	3	2	0	0	0	0	0	0	0	0	**47**
09:00	0	12	1	0	0	1	0	0	0	0	0	0	0	**14**	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**	0	20	2	0	1	1	0	0	0	0	0	0	**24**
09:15	0	14	1	1	1	0	0	0	0	0	0	0	0	**17**	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	15	1	2	1	0	0	0	0	0	0	0	**19**
09:30	0	7	1	1	5	0	0	0	0	0	0	0	0	**14**	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**	0	9	4	1	5	0	0	0	0	0	0	0	**19**
09:45	0	7	1	0	2	0	0	0	0	0	0	0	0	**10**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	11	1	0	2	0	0	0	0	0	0	0	**14**
10:00	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	13	2	0	1	0	0	0	0	0	0	0	**16**
10:15	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	0	3	3	0	1	0	0	0	0	0	0	0	0	**7**	0	9	5	0	1	0	0	0	0	0	0	0	**15**
10:30	0	5	0	0	2	0	0	0	0	0	0	0	0	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	11	1	0	2	0	0	0	0	0	0	0	**14**
10:45	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	1	0	0	0	0	0	0	0	**4**
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	2	0	1	0	0	0	0	0	0	0	0	**6**	0	5	2	0	1	0	0	0	0	0	0	0	**8**
11:15	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	9	1	0	1	0	0	0	0	0	0	0	**11**
11:30	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	0	13	4	0	0	0	0	0	0	0	0	0	**17**
11:45	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**	1	3	1	0	0	0	0	0	0	0	0	0	0	**5**	2	5	1	0	0	0	0	0	0	0	0	0	**8**

Prepared by National Data & Surveying Services

CLASSIFICATION

Masseek St W/O Van Block Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_019

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
12:15	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
12:30	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	0	7	2	0	2	0	0	0	0	0	0	0	0	**11**
12:45	0	3	1	1	1	0	0	0	0	0	0	0	0	**6**	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	10	1	1	1	0	0	0	0	0	0	0	0	**13**
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
13:15	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**	0	7	0	1	1	0	0	0	0	0	0	0	0	**9**	0	12	1	1	2	0	0	0	0	0	0	0	0	**16**
13:30	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**
13:45	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**
14:00	0	6	1	1	0	0	0	0	0	0	0	0	0	**8**	0	7	0	2	1	0	0	0	0	0	0	0	0	**10**	0	13	1	3	1	0	0	0	0	0	0	0	0	**18**
14:15	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**	0	13	3	1	3	0	0	0	0	0	0	0	0	**20**	0	17	4	1	4	0	0	0	0	0	0	0	0	**26**
14:30	0	8	1	3	1	0	0	0	0	0	0	0	0	**13**	1	8	2	1	5	0	0	0	0	0	0	0	0	**17**	1	16	3	4	6	0	0	0	0	0	0	0	0	**30**
14:45	0	8	1	2	2	0	0	0	0	0	0	0	0	**13**	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**	0	18	2	2	3	0	0	0	0	0	0	0	0	**25**
15:00	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	0	8	0	1	0	0	0	0	0	0	0	0	0	**9**	0	16	2	1	0	0	0	0	0	0	0	0	0	**19**
15:15	0	15	1	0	0	1	0	0	0	0	0	0	0	**17**	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	0	23	3	0	0	1	0	0	0	0	0	0	0	**27**
15:30	0	26	2	1	1	0	0	0	0	0	0	0	0	**30**	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	0	42	3	1	1	0	0	0	0	0	0	0	0	**47**
15:45	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	35	1	1	3	0	0	0	0	0	0	0	0	**40**	0	41	1	1	3	0	0	0	0	0	0	0	0	**46**
16:00	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	0	18	2	2	0	0	0	0	0	0	0	0	0	**22**	0	25	3	2	0	0	0	0	0	0	0	0	0	**30**
16:15	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**	0	15	1	0	2	0	0	0	0	0	0	0	0	**18**
16:30	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	0	25	2	0	0	0	0	0	0	0	0	0	0	**27**
16:45	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
17:00	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**	0	4	0	0	2	0	0	0	0	0	0	0	0	**6**	0	9	0	1	2	0	0	0	0	0	0	0	0	**12**
17:15	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	0	10	1	1	0	0	0	0	0	0	0	0	0	**12**	0	15	3	1	0	0	0	0	0	0	0	0	0	**19**
17:30	0	4	0	1	1	0	0	0	0	0	0	0	0	**6**	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	0	14	1	1	1	0	0	0	0	0	0	0	0	**17**
17:45	0	11	3	1	0	0	0	0	0	0	0	0	0	**15**	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	17	4	1	0	0	0	0	0	0	0	0	0	**22**
18:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
18:15	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**	0	5	3	1	0	0	0	0	0	0	0	0	0	**9**
18:30	1	5	1	0	0	0	0	0	0	0	0	0	0	**7**	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**	1	8	1	0	1	0	0	0	0	0	0	0	0	**11**
18:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
19:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
19:30	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**
19:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
21:15	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
22:00	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Totals	**2**	**428**	**50**	**19**	**31**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**532**	**2**	**398**	**51**	**21**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**501**	**4**	**826**	**101**	**40**	**60**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,033**
% of Totals	0%	80%	9%	4%	6%	0%								100%	0%	79%	10%	4%	6%									100%	0%	80%	10%	4%	6%	0%								100%

Prepared by National Data & Surveying Services

VOLUME

Masseek St W/O Van Block Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_019

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	532	501	1,033

DAILY TOTALS

15-Minutes Interval

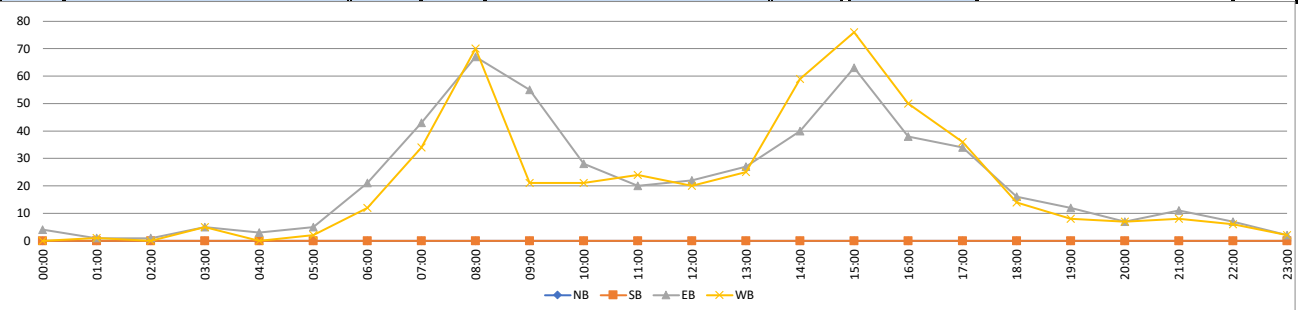
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			1	0	1	12:00			0	7	7
00:15			2	0	2	12:15			8	3	11
00:30			0	0	0	12:30			8	3	11
00:45			1	0	1	12:45			6	7	13
01:00			1	1	2	13:00			2	6	8
01:15			0	0	0	13:15			7	9	16
01:30			0	0	0	13:30			8	6	14
01:45			0	0	0	13:45			10	4	14
02:00			1	0	1	14:00			8	10	18
02:15			0	0	0	14:15			6	20	26
02:30			0	0	0	14:30			13	17	30
02:45			0	0	0	14:45			13	12	25
03:00			0	1	1	15:00			10	9	19
03:15			2	1	3	15:15			17	10	27
03:30			2	2	4	15:30			30	17	47
03:45			1	1	2	15:45			6	40	46
04:00			1	0	1	16:00			8	22	30
04:15			0	0	0	16:15			7	11	18
04:30			1	0	1	16:30			16	11	27
04:45			1	0	1	16:45			7	6	13
05:00			1	1	2	17:00			6	6	12
05:15			0	1	1	17:15			7	12	19
05:30			1	0	1	17:30			6	11	17
05:45			3	0	3	17:45			15	7	22
06:00			4	2	6	18:00			3	3	6
06:15			4	2	6	18:15			4	5	9
06:30			8	3	11	18:30			7	4	11
06:45			5	5	10	18:45			2	2	4
07:00			6	3	9	19:00			1	1	2
07:15			17	11	28	19:15			2	1	3
07:30			9	15	24	19:30			7	3	10
07:45			11	5	16	19:45			2	3	5
08:00			15	11	26	20:00			3	4	7
08:15			10	2	12	20:15			1	1	2
08:30			20	32	52	20:30			1	1	2
08:45			22	25	47	20:45			2	1	3
09:00			14	10	24	21:00			3	2	5
09:15			17	2	19	21:15			5	2	7
09:30			14	5	19	21:30			1	2	3
09:45			10	4	14	21:45			2	2	4
10:00			12	4	16	22:00			4	0	4
10:15			8	7	15	22:15			1	0	1
10:30			7	7	14	22:30			0	1	1
10:45			1	3	4	22:45			2	5	7
11:00			2	6	8	23:00			0	0	0
11:15			7	4	11	23:15			1	2	3
11:30			8	9	17	23:30			1	0	1
11:45			3	5	8	23:45			0	0	0
TOTALS	0	0	253	190	443	TOTALS	0	0	279	311	590
SPLIT %	0%	0%	57%	43%	43%	SPLIT %	0%	0%	47%	53%	57%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			4	0	4
01:00	02:00			1	1	2
02:00	03:00			1	0	1
03:00	04:00			5	5	10
04:00	05:00			3	0	3
05:00	06:00			5	2	7
06:00	07:00			21	12	33
07:00	08:00			43	34	77
08:00	09:00			67	70	137
09:00	10:00			55	21	76
10:00	11:00			28	21	49
11:00	12:00			20	24	44
12:00	13:00			22	20	42
13:00	14:00			27	25	52
14:00	15:00			40	59	99
15:00	16:00			63	76	139
16:00	17:00			38	50	88
17:00	18:00			34	36	70
18:00	19:00			16	14	30
19:00	20:00			12	8	20
20:00	21:00			7	7	14
21:00	22:00			11	8	19
22:00	23:00			7	6	13
23:00	00:00			2	2	4

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			253	190	443
Peak Hour			8:30	8:00	8:30
Peak Volume			73	70	142
Peak Hour Factor			0.830	0.547	0.683
Peak Period	12:00	to	00:00		
Volume			279	311	590
Peak Hour			14:45	15:30	15:15
Peak Volume			70	90	150
Peak Hour Factor			0.583	0.563	0.798
Peak Period	07:00	to	09:00		
Volume			110	104	214
Peak Hour			8:00	8:00	8:00
Peak Volume			67	70	137
Peak Hour Factor			0.761	0.547	0.659
Peak Period	16:00	to	18:00		
Volume			72	86	158
Peak Hour			16:00	16:00	16:00
Peak Volume			38	50	88
Peak Hour Factor			0.594	0.568	0.733



Prepared by National Data & Surveying Services

CLASSIFICATION

Masseek St W/O Van Block Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_019

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	1	0	0	0	0	0	0	0	0	4
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	7	1	0	1	0	0	0	0	0	0	0	0	9
05:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	3
06:00	0	13	1	3	0	0	0	0	0	0	0	0	0	17	0	8	1	1	1	0	0	0	0	0	0	0	0	11	0	21	2	4	1	0	0	0	0	0	0	0	0	28
07:00	0	38	2	1	1	0	0	0	0	0	0	0	0	42	0	28	2	2	2	0	0	0	0	0	0	0	0	34	0	66	4	3	3	0	0	0	0	0	0	0	0	76
08:00	0	60	1	2	0	0	0	0	0	0	0	0	0	63	0	53	3	6	8	1	0	0	0	0	0	0	0	71	0	113	4	8	8	1	0	0	0	0	0	0	0	134
09:00	0	20	2	3	5	0	0	0	0	0	0	0	0	30	0	11	0	1	0	0	0	0	0	0	0	0	0	12	0	31	2	4	5	0	0	0	0	0	0	0	0	42
10:00	0	13	2	0	3	0	0	0	0	0	0	0	0	18	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	27	4	0	3	0	0	0	0	0	0	0	0	34
11:00	3	16	4	1	2	0	0	0	0	0	0	0	0	26	2	17	6	0	6	0	0	0	0	0	0	0	0	31	5	33	10	1	8	0	0	0	0	0	0	0	0	57
12:00	1	23	3	1	1	0	0	0	0	0	0	0	0	29	2	18	3	0	3	0	0	0	0	0	0	0	0	26	3	41	6	1	4	0	0	0	0	0	0	0	0	55
13:00	0	20	4	1	3	1	0	0	0	0	0	0	0	29	0	22	0	0	1	0	0	0	0	0	0	0	0	23	0	42	4	1	4	1	0	0	0	0	0	0	0	52
14:00	0	32	5	4	1	0	0	0	0	0	0	0	0	42	0	34	2	1	7	0	0	1	0	0	0	0	0	45	0	66	7	5	8	0	0	1	0	0	0	0	0	87
15:00	0	57	2	0	0	0	0	0	0	0	0	0	0	59	0	59	0	3	3	0	0	0	0	0	0	0	0	65	0	116	2	3	3	0	0	0	0	0	0	0	0	124
16:00	1	24	3	0	1	0	0	0	0	0	0	0	0	29	0	46	2	5	0	0	0	0	0	0	0	0	0	53	1	70	5	5	1	0	0	0	0	0	0	0	0	82
17:00	0	22	1	1	0	0	0	0	0	0	0	0	0	24	0	30	5	0	0	0	0	0	0	0	0	0	0	35	0	52	6	1	0	0	0	0	0	0	0	0	0	59
18:00	1	11	2	1	0	0	0	0	0	0	0	0	0	15	0	17	3	0	2	0	0	0	0	0	0	0	0	22	1	28	5	1	2	0	0	0	0	0	0	0	0	37
19:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	17	1	0	0	0	0	0	0	0	0	0	0	18
20:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	18	2	0	0	0	0	0	0	0	0	0	0	20
21:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	4	5	0	0	0	0	0	0	0	0	0	0	9	0	11	6	0	0	0	0	0	0	0	0	0	0	17
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	13	0	0	0	0	0	0	0	0	0	0	0	13
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Totals	**6**	**395**	**35**	**18**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**475**	**4**	**397**	**39**	**19**	**33**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**494**	**10**	**792**	**74**	**37**	**52**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**969**
% of Totals	1%	83%	7%	4%	4%	0%								100%	1%	80%	8%	4%	7%	0%		0%						100%	1%	82%	8%	4%	5%	0%		0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

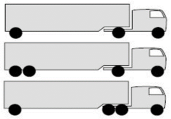
#3 2-Axle, 4-Tire Single Unit

#4 Buses

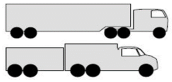
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00	12:00 - 24:00	07:00 - 09:00	16:00 - 18:00
#1	3	3	0	1
%	1%	1%	0%	0%
Peak Hour	11:00	12:00	7:00	16:00
Peak Volume	3	1	0	1
#2	172	223	98	46
%	36%	47%	21%	10%
Peak Hour	8:00	14:45	8:00	16:00
Peak Volume	60	61	60	24
#3	13	22	3	4
%	3%	5%	1%	1%
Peak Hour	11:30	12:15	7:00	16:15
Peak Volume	5	5	2	4
#4	10	8	3	1
%	2%	2%	1%	0%
Peak Hour	6:15	14:00	7:45	16:30
Peak Volume	4	4	2	1
#5	13	6	1	1
%	3%	1%	0%	0%
Peak Hour	9:15	12:45	7:00	16:00
Peak Volume	6	3	1	1
#6	1	1	0	0
%	0%	0%	0%	0%
Peak Hour	5:00	12:30	7:00	16:00
Peak Volume	1	1	0	0
#7	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#8	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#9	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#10	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#11	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#12	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#13	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
Total	212	263	105	53
%	45%	55%	22%	11%
Peak Hour	8:15	14:45	8:00	16:00
Peak Volume	64	68	63	29
#1	2	2	0	0
%	0%	0%	0%	0%
Peak Hour	11:45	12:00	7:00	16:00
Peak Volume	3	2	0	0
#2	137	260	81	76
%	28%	53%	16%	15%
Peak Hour	8:30	15:15	8:00	16:00
Peak Volume	55	69	53	46
#3	17	22	5	7
%	3%	4%	1%	1%
Peak Hour	11:00	20:30	8:00	17:00
Peak Volume	6	6	3	5
#4	10	9	8	5
%	2%	2%	2%	1%
Peak Hour	8:00	15:30	8:00	16:00
Peak Volume	6	6	6	5
#5	17	16	10	0
%	3%	3%	2%	0%
Peak Hour	8:00	13:45	8:00	16:00
Peak Volume	8	7	8	0
#6	1	0	1	0
%	0%	0%	0%	0%
Peak Hour	7:15	12:00	7:15	16:00
Peak Volume	1	0	1	0
#7	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#8	0	1	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	13:30	7:00	16:00
Peak Volume	0	1	0	0
#9	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#10	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#11	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#12	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#13	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
Total	184	310	105	88
%	37%	63%	21%	18%
Peak Hour	8:00	15:15	8:00	16:00
Peak Volume	71	78	71	53
#1	5	5	0	1
%	1%	1%	0%	0%
Peak Hour	11:00	12:00	7:00	16:00
Peak Volume	5	3	0	1
#2	309	483	179	122
%	32%	50%	18%	13%
Peak Hour	8:15	15:00	8:00	16:00
Peak Volume	114	116	113	70
#3	30	44	8	11
%	3%	5%	1%	1%
Peak Hour	11:00	12:15	7:00	16:15
Peak Volume	10	7	4	7
#4	20	17	11	6
%	2%	2%	1%	1%
Peak Hour	8:00	14:15	8:00	16:00
Peak Volume	8	6	8	5
#5	30	22	11	1
%	3%	2%	1%	0%
Peak Hour	8:30	13:45	8:00	16:00
Peak Volume	10	8	8	1
#6	2	1	1	0
%	0%	0%	0%	0%
Peak Hour	5:00	12:30	7:15	16:00
Peak Volume	1	1	1	0
#7	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#8	0	1	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	13:30	7:00	16:00
Peak Volume	0	1	0	0
#9	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#10	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#11	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#12	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
#13	0	0	0	0
%	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
Total	396	573	210	141
%	41%	59%	22%	15%
Peak Hour	8:00	15:15	8:00	16:00
Peak Volume	134	127	134	82

Prepared by National Data & Surveying Services

CLASSIFICATION

Masseek St W/O Van Block Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_019

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	**1**
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
02:15	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	**1**
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	3	1	0	0	0	0	0	0	0	0	0	**4**
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	**3**
04:15	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	1	0	0	0	0	0	0	0	**3**
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	**1**
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:45	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	1	0	0	0	0	0	0	**2**
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
06:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
06:30	0	5	1	1	0	0	0	0	0	0	0	0	0	**7**	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**	0	7	2	1	1	0	0	0	0	0	0	0	**11**
06:45	0	2	0	2	0	0	0	0	0	0	0	0	0	**4**	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**	0	6	0	3	0	0	0	0	0	0	0	0	**9**
07:00	0	6	1	1	0	0	0	0	0	0	0	0	0	**8**	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	0	9	3	1	0	0	0	0	0	0	0	0	**13**
07:15	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**	0	8	0	1	2	0	0	0	0	0	0	0	0	**11**	0	20	0	1	3	0	0	0	0	0	0	0	**24**
07:30	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	11	0	1	0	0	0	0	0	0	0	0	0	**12**	0	20	0	1	0	0	0	0	0	0	0	0	**21**
07:45	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	17	1	0	0	0	0	0	0	0	0	0	**18**
08:00	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**	0	6	0	1	0	1	0	0	0	0	0	0	0	**8**	0	11	0	2	0	1	0	0	0	0	0	0	**14**
08:15	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	0	17	1	1	0	0	0	0	0	0	0	0	**19**
08:30	0	21	0	1	0	0	0	0	0	0	0	0	0	**22**	0	18	2	2	3	0	0	0	0	0	0	0	0	**25**	0	39	2	3	3	0	0	0	0	0	0	0	**47**
08:45	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	0	27	1	2	5	0	0	0	0	0	0	0	0	**35**	0	46	1	2	5	0	0	0	0	0	0	0	**54**
09:00	0	5	1	1	0	0	0	0	0	0	0	0	0	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	12	1	1	0	0	0	0	0	0	0	0	**14**
09:15	0	9	0	1	2	0	0	0	0	0	0	0	0	**12**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	12	0	1	2	0	0	0	0	0	0	0	**15**
09:30	0	2	1	1	3	0	0	0	0	0	0	0	0	**7**	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	3	1	2	3	0	0	0	0	0	0	0	**9**
09:45	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
10:00	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	0	6	2	0	1	0	0	0	0	0	0	0	**9**
10:15	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	8	1	0	1	0	0	0	0	0	0	0	**10**
10:30	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	1	0	1	0	0	0	0	0	0	0	**7**
10:45	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	8	0	0	0	0	0	0	0	0	0	0	**8**
11:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	1	3	2	0	3	0	0	0	0	0	0	0	0	**9**	1	6	2	0	3	0	0	0	0	0	0	0	**12**
11:15	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**	0	6	0	0	2	0	0	0	0	0	0	0	0	**8**	0	9	1	0	3	0	0	0	0	0	0	0	**13**
11:30	2	5	2	0	1	0	0	0	0	0	0	0	0	**10**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	2	9	3	0	1	0	0	0	0	0	0	0	**15**
11:45	1	5	1	1	0	0	0	0	0	0	0	0	0	**8**	1	4	3	0	1	0	0	0	0	0	0	0	0	**9**	2	9	4	1	1	0	0	0	0	0	0	0	**17**

Prepared by National Data & Surveying Services

CLASSIFICATION

Masseek St W/O Van Block Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_019

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS										Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	1	7	1	0	2	0	0	0	0	0	0	0	0	**11**	1	11	1	0	2	0	0	0	0	0	0	0	**15**
12:15	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	10	2	0	1	0	0	0	0	0	0	0	**13**
12:30	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	1	2	1	0	1	0	0	0	0	0	0	0	0	**5**	1	8	2	0	1	0	0	0	0	0	0	0	**12**
12:45	1	6	0	1	0	0	0	0	0	0	0	0	0	**8**	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	1	12	1	1	0	0	0	0	0	0	0	0	**15**
13:00	0	5	2	1	1	0	0	0	0	0	0	0	0	**9**	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	0	10	2	1	2	0	0	0	0	0	0	0	**15**
13:15	0	3	1	0	1	1	0	0	0	0	0	0	0	**6**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	8	1	0	1	1	0	0	0	0	0	0	**11**
13:30	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	0	0	1	0	0	0	0	0	0	0	**5**
13:45	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	0	20	1	0	0	0	0	0	0	0	0	0	**21**
14:00	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	9	2	0	0	0	0	0	0	0	0	0	**11**
14:15	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	14	1	0	4	0	0	1	0	0	0	0	0	**20**	0	20	2	0	4	0	0	1	0	0	0	0	**27**
14:30	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**	0	6	0	1	3	0	0	0	0	0	0	0	0	**10**	0	18	0	1	4	0	0	0	0	0	0	0	**23**
14:45	0	10	2	4	0	0	0	0	0	0	0	0	0	**16**	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	19	3	4	0	0	0	0	0	0	0	0	**26**
15:00	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**	0	22	0	1	0	0	0	0	0	0	0	0	**23**
15:15	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**	0	29	1	0	1	0	0	0	0	0	0	0	**31**
15:30	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	0	36	0	0	0	0	0	0	0	0	0	0	**36**
15:45	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	23	0	2	2	0	0	0	0	0	0	0	0	**27**	0	29	1	2	2	0	0	0	0	0	0	0	**34**
16:00	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	16	1	3	0	0	0	0	0	0	0	0	0	**20**	0	22	1	3	0	0	0	0	0	0	0	0	**26**
16:15	1	9	1	0	1	0	0	0	0	0	0	0	0	**12**	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**	1	19	1	1	1	0	0	0	0	0	0	0	**23**
16:30	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	0	17	1	0	0	0	0	0	0	0	0	0	**18**
16:45	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	7	1	1	0	0	0	0	0	0	0	0	0	**9**	0	12	2	1	0	0	0	0	0	0	0	0	**15**
17:00	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	0	13	3	0	0	0	0	0	0	0	0	0	**16**
17:15	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	0	20	1	1	0	0	0	0	0	0	0	0	**22**
17:30	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	11	0	0	0	0	0	0	0	0	0	0	**11**
17:45	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	0	8	2	0	0	0	0	0	0	0	0	0	**10**
18:00	1	4	0	1	0	0	0	0	0	0	0	0	0	**6**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	1	9	0	1	0	0	0	0	0	0	0	0	**11**
18:15	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**	0	5	2	0	1	0	0	0	0	0	0	0	**8**
18:30	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**	0	9	2	0	1	0	0	0	0	0	0	0	**12**
18:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	5	1	0	0	0	0	0	0	0	0	0	**6**
19:00	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	8	1	0	0	0	0	0	0	0	0	0	**9**
19:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
19:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
19:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	9	0	0	0	0	0	0	0	0	0	0	**9**
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	5	1	0	0	0	0	0	0	0	0	0	**6**
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	1	0	0	0	0	0	0	0	0	0	**3**
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	0	2	3	0	0	0	0	0	0	0	0	0	**5**
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**	0	2	3	0	0	0	0	0	0	0	0	0	**5**
21:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	6	0	0	0	0	0	0	0	0	0	0	**6**
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**6**	**395**	**35**	**18**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**475**	**4**	**397**	**39**	**19**	**33**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**494**	**10**	**792**	**74**	**37**	**52**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**969**
% of Totals	1%	83%	7%	4%	4%	0%								100%	1%	80%	8%	4%	7%	0%		0%						100%	1%	82%	8%	4%	5%	0%		0%						100%

Prepared by National Data & Surveying Services

VOLUME

Masseek St W/O Van Block Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_019

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	475	494	969

DAILY TOTALS

15-Minutes Interval

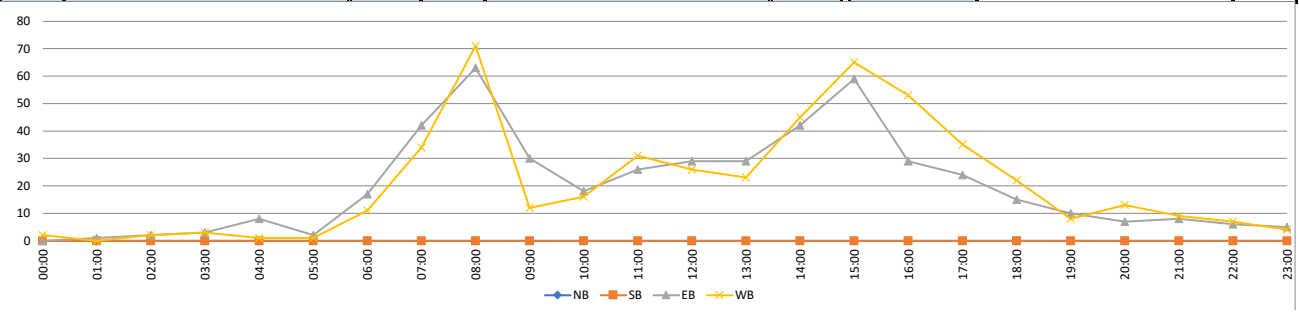
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			0	0	0	12:00			4	11	15
00:15			0	0	0	12:15			10	3	13
00:30			0	2	2	12:30			7	5	12
00:45			0	0	0	12:45			8	7	15
01:00			0	0	0	13:00			9	6	15
01:15			1	0	1	13:15			6	5	11
01:30			0	0	0	13:30			4	1	5
01:45			0	0	0	13:45			10	11	21
02:00			1	1	2	14:00			6	5	11
02:15			1	0	1	14:15			7	20	27
02:30			0	0	0	14:30			13	10	23
02:45			0	1	1	14:45			16	10	26
03:00			1	0	1	15:00			16	7	23
03:15			1	0	1	15:15			18	13	31
03:30			0	0	0	15:30			18	18	36
03:45			1	3	4	15:45			7	27	34
04:00			2	1	3	16:00			6	20	26
04:15			3	0	3	16:15			12	11	23
04:30			0	0	0	16:30			5	13	18
04:45			3	0	3	16:45			6	9	15
05:00			0	0	0	17:00			5	11	16
05:15			0	1	1	17:15			10	12	22
05:30			0	0	0	17:30			4	7	11
05:45			2	0	2	17:45			5	5	10
06:00			2	2	4	18:00			6	5	11
06:15			4	0	4	18:15			3	5	8
06:30			7	4	11	18:30			4	8	12
06:45			4	5	9	18:45			2	4	6
07:00			8	5	13	19:00			3	6	9
07:15			13	11	24	19:15			2	2	4
07:30			9	12	21	19:30			2	0	2
07:45			12	6	18	19:45			3	0	3
08:00			6	8	14	20:00			3	6	9
08:15			16	3	19	20:15			2	4	6
08:30			22	25	47	20:30			1	1	2
08:45			19	35	54	20:45			1	2	3
09:00			7	7	14	21:00			3	2	5
09:15			12	3	15	21:15			1	4	5
09:30			7	2	9	21:30			2	1	3
09:45			4	0	4	21:45			2	2	4
10:00			3	6	9	22:00			1	1	2
10:15			5	5	10	22:15			3	1	4
10:30			5	2	7	22:30			0	1	1
10:45			5	3	8	22:45			2	4	6
11:00			3	9	12	23:00			1	1	2
11:15			5	8	13	23:15			0	1	1
11:30			10	5	15	23:30			4	1	5
11:45			8	9	17	23:45			0	1	1
TOTALS	0	0	212	184	396	TOTALS	0	0	263	310	573
SPLIT %	0%	0%	54%	46%	41%	SPLIT %	0%	0%	46%	54%	59%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			0	2	2
01:00	02:00			1	0	1
02:00	03:00			2	2	4
03:00	04:00			3	3	6
04:00	05:00			8	1	9
05:00	06:00			2	1	3
06:00	07:00			17	11	28
07:00	08:00			42	34	76
08:00	09:00			63	71	134
09:00	10:00			30	12	42
10:00	11:00			18	16	34
11:00	12:00			26	31	57
12:00	13:00			29	26	55
13:00	14:00			29	23	52
14:00	15:00			42	45	87
15:00	16:00			59	65	124
16:00	17:00			29	53	82
17:00	18:00			24	35	59
18:00	19:00			15	22	37
19:00	20:00			10	8	18
20:00	21:00			7	13	20
21:00	22:00			8	9	17
22:00	23:00			6	7	13
23:00	00:00			5	4	9

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			212	184	396
Peak Hour			8:15	8:00	8:00
Peak Volume			64	71	134
Peak Hour Factor			0.727	0.507	0.620
Peak Period	12:00	to	00:00		
Volume			263	310	573
Peak Hour			14:45	15:15	15:15
Peak Volume			68	78	127
Peak Hour Factor			0.944	0.722	0.882
Peak Period	07:00	to	09:00		
Volume			105	105	210
Peak Hour			8:00	8:00	8:00
Peak Volume			63	71	134
Peak Hour Factor			0.716	0.507	0.620
Peak Period	16:00	to	18:00		
Volume			53	88	141
Peak Hour			16:00	16:00	16:00
Peak Volume			29	53	82
Peak Hour Factor			0.604	0.663	0.788



Hendricxsen Ave Bet. Curcombe St & Wawarme Ave

Averaged Counts

TIME		Tues			Wed			Ave		
		NB	SB	TOTAL	NB	SB	TOTAL	NB	SB	Total
00:00	01:00	1	0	**1**	2	1	**3**	1.5	0.5	**2**
01:00	02:00	0	1	**1**	0	0	**0**	0	0.5	**1**
02:00	03:00	0	0	**0**	0	1	**1**	0	0.5	**1**
03:00	04:00	2	1	**3**	1	1	**2**	1.5	1	**3**
04:00	05:00	0	0	**0**	1	1	**2**	0.5	0.5	**1**
05:00	06:00	0	0	**0**	0	1	**1**	0	0.5	**1**
06:00	07:00	5	4	**9**	5	7	**12**	5	5.5	**11**
07:00	08:00	14	11	**25**	13	15	**28**	13.5	13	**27**
08:00	09:00	6	15	**21**	16	18	**34**	11	16.5	**28**
09:00	10:00	8	5	**13**	16	7	**23**	12	6	**18**
10:00	11:00	8	4	**12**	10	6	**16**	9	5	**14**
11:00	12:00	10	12	**22**	8	8	**16**	9	10	**19**
12:00	13:00	8	7	**15**	13	13	**26**	10.5	10	**21**
13:00	14:00	13	6	**19**	7	6	**13**	10	6	**16**
14:00	15:00	10	17	**27**	14	14	**28**	12	15.5	**28**
15:00	16:00	11	19	**30**	8	10	**18**	9.5	14.5	**24**
16:00	17:00	18	14	**32**	17	13	**30**	17.5	13.5	**31**
17:00	18:00	11	13	**24**	15	13	**28**	13	13	**26**
18:00	19:00	5	14	**19**	5	8	**13**	5	11	**16**
19:00	20:00	2	3	**5**	3	9	**12**	2.5	6	**9**
20:00	21:00	6	2	**8**	2	4	**6**	4	3	**7**
21:00	22:00	11	6	**17**	4	10	**14**	7.5	8	**16**
22:00	23:00	3	3	**6**	4	6	**10**	3.5	4.5	**8**
23:00	00:00	1	4	**5**	5	3	**8**	3	3.5	**7**

Prepared by National Data & Surveying Services

CLASSIFICATION

Hendricksen Ave Bet. Curcombe St & Wawarme Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_020

HOURLY BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	1	1	1	1	0	0	0	0	0	0	0	0	4	0	5	1	2	1	0	0	0	0	0	0	0	0	9
07:00	0	11	1	2	0	0	0	0	0	0	0	0	0	14	0	9	0	2	0	0	0	0	0	0	0	0	0	11	0	20	1	4	0	0	0	0	0	0	0	0	0	25
08:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	1	11	0	3	0	0	0	0	0	0	0	0	0	15	1	17	0	3	0	0	0	0	0	0	0	0	0	21
09:00	0	7	0	0	0	1	0	0	0	0	0	0	0	8	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	11	1	0	0	1	0	0	0	0	0	0	0	13
10:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	10	2	0	0	0	0	0	0	0	0	0	0	12
11:00	0	6	2	0	0	1	0	1	0	0	0	0	0	10	0	8	3	0	1	0	0	0	0	0	0	0	0	12	0	14	5	0	1	1	0	1	0	0	0	0	0	22
12:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8	0	6	0	0	1	0	0	0	0	0	0	0	0	7	0	11	2	0	2	0	0	0	0	0	0	0	0	15
13:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	17	2	0	0	0	0	0	0	0	0	0	0	19
14:00	0	7	1	2	0	0	0	0	0	0	0	0	0	10	0	10	3	3	1	0	0	0	0	0	0	0	0	17	0	17	4	5	1	0	0	0	0	0	0	0	0	27
15:00	0	9	1	1	0	0	0	0	0	0	0	0	0	11	1	14	1	3	0	0	0	0	0	0	0	0	0	19	1	23	2	4	0	0	0	0	0	0	0	0	0	30
16:00	0	13	4	0	1	0	0	0	0	0	0	0	0	18	0	11	2	1	0	0	0	0	0	0	0	0	0	14	0	24	6	1	1	0	0	0	0	0	0	0	0	32
17:00	0	9	1	1	0	0	0	0	0	0	0	0	0	11	0	10	2	1	0	0	0	0	0	0	0	0	0	13	0	19	3	2	0	0	0	0	0	0	0	0	0	24
18:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	13	0	1	0	0	0	0	0	0	0	0	0	14	0	18	0	1	0	0	0	0	0	0	0	0	0	19
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	5
20:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	13	3	0	1	0	0	0	0	0	0	0	0	17
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Totals	**0**	**123**	**17**	**7**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**153**	**2**	**124**	**16**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**161**	**2**	**247**	**33**	**22**	**7**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**314**
% of Totals		80%	11%	5%	2%	1%		1%						100%	1%	77%	10%	9%	2%									100%	1%	79%	11%	7%	2%	1%		0%						100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

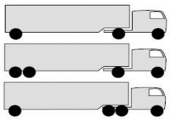
#3 2-Axle, 4-Tire Single Unit

#4 Buses

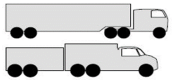
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	44	4	3	0	2	0	1	0	0	0	0	0	54	1	37	7	6	2	0	0	0	0	0	0	0	0	53	1	81	11	9	2	2	0	1	0	0	0	0	0	107
%	0%	29%	3%	2%	0%	1%	0%	1%	0%	0%	0%	0%	0%	35%	1%	23%	4%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%	26%	4%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	34%
Peak Hour	0:00	7:15	11:30	6:45	11:15	8:15	0:00	11:00	0:00	0:00	0:00	0:00	0:00	7:15	8:00	8:00	10:30	8:00	5:30	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	8:00	8:00	7:15	10:30	6:45	11:45	8:15	0:00	11:00	0:00	0:00	0:00	0:00	0:00	7:15
Peak Volume	0	13	3	3	1	1	0	1	0	0	0	0	0	15	1	11	3	3	1	0	0	0	0	0	0	0	0	15	1	23	5	5	2	1	0	1	0	0	0	0	0	27
12:00 - 24:00	0	79	13	4	3	0	0	0	0	0	0	0	0	99	1	87	9	9	2	0	0	0	0	0	0	0	0	108	1	166	22	13	5	0	0	0	0	0	0	0	0	207
%	0%	52%	8%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	65%	1%	54%	6%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	67%	0%	53%	7%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	66%
Peak Hour	12:00	15:30	16:00	14:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	16:00	14:15	17:45	14:45	14:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	14:15	14:15	15:45	16:30	14:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	16:00
Peak Volume	0	13	4	3	1	0	0	0	0	0	0	0	0	18	1	16	4	4	1	0	0	0	0	0	0	0	0	22	1	24	7	6	2	0	0	0	0	0	0	0	0	32
07:00 - 09:00	0	17	1	2	0	0	0	0	0	0	0	0	0	20	1	20	0	5	0	0	0	0	0	0	0	0	0	26	1	37	1	7	0	0	0	0	0	0	0	0	0	46
%	0%	11%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	1%	12%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	12%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	8:00	8:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	8:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15
Peak Volume	0	13	1	2	0	0	0	0	0	0	0	0	0	15	1	11	0	3	0	0	0	0	0	0	0	0	0	15	1	23	1	4	0	0	0	0	0	0	0	0	0	27
16:00 - 18:00	0	22	5	1	1	0	0	0	0	0	0	0	0	29	0	21	4	2	0	0	0	0	0	0	0	0	0	27	0	43	9	3	1	0	0	0	0	0	0	0	0	56
%	0%	14%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	13%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	14%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%
Peak Hour	16:00	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	16:30	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	0	13	4	1	1	0	0	0	0	0	0	0	0	18	0	11	3	1	0	0	0	0	0	0	0	0	0	15	0	24	7	2	1	0	0	0	0	0	0	0	0	32

Prepared by National Data & Surveying Services

CLASSIFICATION

Hendricxsen Ave Bet. Curcombe St & Wawarme Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_020

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
06:45	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**
07:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**	0	8	0	1	0	0	0	0	0	0	0	0	0	**9**
07:30	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	0	3	1	2	0	0	0	0	0	0	0	0	0	**6**
07:45	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
08:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	5	0	2	0	0	0	0	0	0	0	0	0	**7**	0	6	0	2	0	0	0	0	0	0	0	0	0	**8**
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	1	2	0	1	0	0	0	0	0	0	0	0	0	**4**	1	3	0	1	0	0	0	0	0	0	0	0	0	**5**
09:00	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	1	0	0	0	0	0	0	0	**5**
09:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
09:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
09:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
10:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
10:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00	0	1	1	0	0	1	0	0	0	0	0	0	0	**3**	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	1	2	0	1	1	0	0	0	0	0	0	0	**5**
11:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
11:30	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
11:45	0	1	0	0	0	0	0	1	0	0	0	0	0	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	1	0	0	0	0	1	0	0	0	0	0	**4**

Prepared by National Data & Surveying Services

CLASSIFICATION

Hendricxsen Ave Bet. Curcombe St & Wawarme Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_020

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	3
12:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	2
12:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	7
13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0	5
13:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	6
13:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	4
13:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
14:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3
14:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	3	0	1	0	0	0	0	0	0	0	0	0	4
14:30	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	3	0	2	0	0	0	0	0	0	0	0	0	5	0	4	0	3	0	0	0	0	0	0	0	0	0	7
14:45	0	2	1	1	0	0	0	0	0	0	0	0	0	4	0	5	3	0	1	0	0	0	0	0	0	0	0	9	0	7	4	1	1	0	0	0	0	0	0	0	0	13
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	4	0	1	0	0	0	0	0	0	0	0	0	6	1	5	0	1	0	0	0	0	0	0	0	0	0	7
15:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0	0	0	3
15:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	6	2	0	0	0	0	0	0	0	0	0	0	8
15:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	2	0	0	0	0	0	0	0	0	0	9	0	10	0	2	0	0	0	0	0	0	0	0	0	12
16:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	5	1	1	0	0	0	0	0	0	0	0	0	7
16:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	1	0	0	0	0	0	0	0	0	3
16:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	7	2	0	0	0	0	0	0	0	0	0	0	9
16:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	10	3	0	0	0	0	0	0	0	0	0	0	13
17:00	0	1	1	1	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	4
17:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	1	0	0	0	0	0	0	0	0	0	3	0	4	1	1	0	0	0	0	0	0	0	0	0	6
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
17:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	0	0	0	0	0	0	0	0	0	11
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	4	0	1	0	0	0	0	0	0	0	0	0	5
18:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:15	0	4	1	0	1	0	0	0	0	0	0	0	0	6	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	5	2	0	1	0	0	0	0	0	0	0	0	8
21:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	5
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	0	123	17	7	3	2	0	1	0	0	0	0	0	153	2	124	16	15	4	0	0	0	0	0	0	0	0	161	2	247	33	22	7	2	0	1	0	0	0	0	0	314
% of Totals		80%	11%	5%	2%	1%		1%						100%	1%	77%	10%	9%	2%									100%	1%	79%	11%	7%	2%	1%		0%						100%

Prepared by National Data & Surveying Services

VOLUME

Hendricxsen Ave Bet. Curcombe St & Wawarme Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_020

DAILY TOTALS	NB	SB	EB	WB	Total
	153	161	0	0	314

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	1	0			1	12:00	2	1			3
00:15	0	0			0	12:15	2	1			3
00:30	0	0			0	12:30	1	1			2
00:45	0	0			0	12:45	3	4			7
01:00	0	1			1	13:00	3	2			5
01:15	0	0			0	13:15	5	1			6
01:30	0	0			0	13:30	3	1			4
01:45	0	0			0	13:45	2	2			4
02:00	0	0			0	14:00	2	1			3
02:15	0	0			0	14:15	2	2			4
02:30	0	0			0	14:30	2	5			7
02:45	0	0			0	14:45	4	9			13
03:00	0	0			0	15:00	1	6			7
03:15	1	0			1	15:15	1	2			3
03:30	0	0			0	15:30	6	2			8
03:45	1	1			2	15:45	3	9			12
04:00	0	0			0	16:00	5	2			7
04:15	0	0			0	16:15	2	1			3
04:30	0	0			0	16:30	4	5			9
04:45	0	0			0	16:45	7	6			13
05:00	0	0			0	17:00	3	1			4
05:15	0	0			0	17:15	3	3			6
05:30	0	0			0	17:30	1	2			3
05:45	0	0			0	17:45	4	7			11
06:00	2	1			3	18:00	1	3			4
06:15	0	2			2	18:15	1	3			4
06:30	1	1			2	18:30	0	5			5
06:45	2	0			2	18:45	3	3			6
07:00	1	3			4	19:00	0	1			1
07:15	4	5			9	19:15	1	0			1
07:30	3	3			6	19:30	1	1			2
07:45	6	0			6	19:45	0	1			1
08:00	2	4			6	20:00	3	1			4
08:15	2	0			2	20:15	1	0			1
08:30	1	7			8	20:30	1	0			1
08:45	1	4			5	20:45	1	1			2
09:00	3	2			5	21:00	1	2			3
09:15	2	1			3	21:15	6	2			8
09:30	1	0			1	21:30	4	1			5
09:45	2	2			4	21:45	0	1			1
10:00	4	1			5	22:00	3	1			4
10:15	2	0			2	22:15	0	1			1
10:30	1	1			2	22:30	0	0			0
10:45	1	2			3	22:45	0	1			1
11:00	3	2			5	23:00	0	0			0
11:15	4	4			8	23:15	1	2			3
11:30	1	4			5	23:30	0	1			1
11:45	2	2			4	23:45	0	1			1
TOTALS	54	53	0	0	107	TOTALS	99	108	0	0	207
SPLIT %	50%	50%	0%	0%	34%	SPLIT %	48%	52%	0%	0%	66%

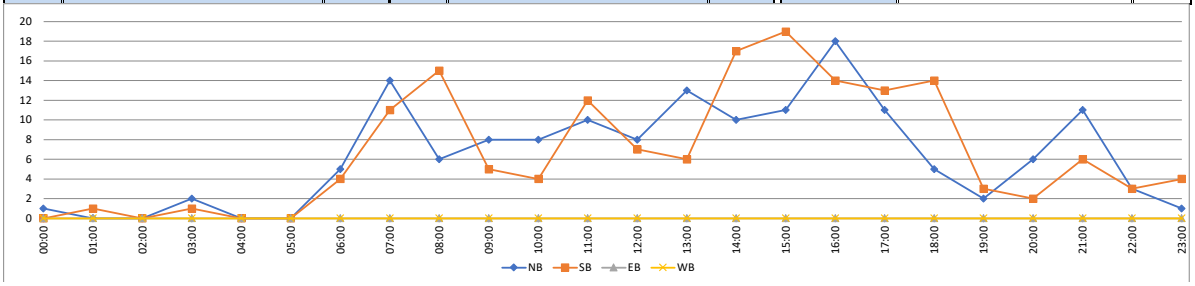
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	1	0			1
01:00	02:00	0	1			1
02:00	03:00	0	0			0
03:00	04:00	2	1			3
04:00	05:00	0	0			0
05:00	06:00	0	0			0
06:00	07:00	5	4			9
07:00	08:00	14	11			25
08:00	09:00	6	15			21
09:00	10:00	8	5			13
10:00	11:00	8	4			12
11:00	12:00	10	12			22
12:00	13:00	8	7			15
13:00	14:00	13	6			19
14:00	15:00	10	17			27
15:00	16:00	11	19			30
16:00	17:00	18	14			32
17:00	18:00	11	13			24
18:00	19:00	5	14			19
19:00	20:00	2	3			5
20:00	21:00	6	2			8
21:00	22:00	11	6			17
22:00	23:00	3	3			6
23:00	00:00	1	4			5

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	54	53			107
Peak Hour	7:15	8:00			7:15
Peak Volume	15	15			27
Peak Hour Factor	0.625	0.536			0.750
Peak Period	12:00	to	00:00		
Volume	99	108			207
Peak Hour	16:00	14:15			16:00
Peak Volume	18	22			32
Peak Hour Factor	0.643	0.611			0.615
Peak Period	07:00	to	09:00		
Volume	20	26			46
Peak Hour	7:15	8:00			7:15
Peak Volume	15	15			27
Peak Hour Factor	0.625	0.536			0.750
Peak Period	16:00	to	18:00		
Volume	29	27			56
Peak Hour	16:00	16:30			16:00
Peak Volume	18	15			32
Peak Hour Factor	0.643	0.625			0.615



Prepared by National Data & Surveying Services

CLASSIFICATION

Hendricksen Ave Bet. Curcombe St & Wawarme Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_020

HOURLY BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
06:00	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	0	3	2	1	1	0	0	0	0	0	0	0	0	**7**	0	6	4	1	1	0	0	0	0	0	0	0	0	**12**
07:00	0	8	2	3	0	0	0	0	0	0	0	0	0	**13**	0	12	1	2	0	0	0	0	0	0	0	0	0	**15**	0	20	3	5	0	0	0	0	0	0	0	0	0	**28**
08:00	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	1	8	3	5	1	0	0	0	0	0	0	0	0	**18**	1	22	5	5	1	0	0	0	0	0	0	0	0	**34**
09:00	0	15	0	0	0	0	0	0	1	0	0	0	0	**16**	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	22	0	0	0	0	0	0	1	0	0	0	0	**23**
10:00	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
11:00	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**	0	5	0	0	3	0	0	0	0	0	0	0	0	**8**	0	10	2	0	4	0	0	0	0	0	0	0	0	**16**
12:00	1	10	2	0	0	0	0	0	0	0	0	0	0	**13**	0	9	2	1	1	0	0	0	0	0	0	0	0	**13**	1	19	4	1	1	0	0	0	0	0	0	0	0	**26**
13:00	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	0	11	0	0	2	0	0	0	0	0	0	0	0	**13**
14:00	0	10	2	2	0	0	0	0	0	0	0	0	0	**14**	2	9	1	2	0	0	0	0	0	0	0	0	0	**14**	2	19	3	4	0	0	0	0	0	0	0	0	0	**28**
15:00	0	5	1	2	0	0	0	0	0	0	0	0	0	**8**	0	7	0	1	2	0	0	0	0	0	0	0	0	**10**	0	12	1	3	2	0	0	0	0	0	0	0	0	**18**
16:00	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**	0	11	0	2	0	0	0	0	0	0	0	0	0	**13**	0	25	3	2	0	0	0	0	0	0	0	0	0	**30**
17:00	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	0	24	4	0	0	0	0	0	0	0	0	0	0	**28**
18:00	1	4	0	0	0	0	0	0	0	0	0	0	0	**5**	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	1	12	0	0	0	0	0	0	0	0	0	0	0	**13**
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	1	8	0	0	0	0	0	0	0	0	0	0	0	**9**	1	11	0	0	0	0	0	0	0	0	0	0	0	**12**
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	1	8	1	0	0	0	0	0	0	0	0	0	0	**10**	1	12	1	0	0	0	0	0	0	0	0	0	0	**14**
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
Totals	**2**	**137**	**20**	**7**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**169**	**5**	**132**	**15**	**14**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**175**	**7**	**269**	**35**	**21**	**11**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**344**
% of Totals	1%	81%	12%	4%	1%				1%					**100%**	3%	75%	9%	8%	5%									**100%**	2%	78%	10%	6%	3%				0%					**100%**

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

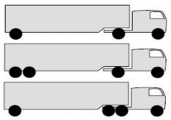
#3 2-Axle, 4-Tire Single Unit

#4 Buses

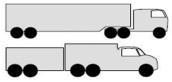
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	58	9	3	1	0	0	0	1	0	0	0	0	**72**	1	44	8	8	5	0	0	0	0	0	0	0	0	**66**	1	102	17	11	6	0	0	0	1	0	0	0	0	**138**
%	0%	34%	5%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	**43%**	1%	25%	5%	5%	3%	0%	0%	0%	0%	0%	0%	0%	0%	**38%**	0%	30%	5%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	**40%**
Peak Hour	0:00	8:30	7:30	6:45	10:30	0:00	0:00	0:00	8:45	0:00	0:00	0:00	0:00	**7:45**	7:45	7:15	6:30	8:00	10:30	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	**8:30**	7:45	8:30	6:30	6:45	10:30	0:00	0:00	0:00	8:45	0:00	0:00	0:00	0:00	**8:15**
Peak Volume	0	18	3	3	1	0	0	0	1	0	0	0	0	**19**	1	13	3	5	3	0	0	0	0	0	0	0	0	**19**	1	28	5	5	4	0	0	0	1	0	0	0	0	**37**
12:00 - 24:00	2	79	11	4	1	0	0	0	0	0	0	0	0	**97**	4	88	7	6	4	0	0	0	0	0	0	0	0	**109**	6	167	18	10	5	0	0	0	0	0	0	0	0	**206**
%	1%	47%	7%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**57%**	2%	50%	4%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	**62%**	2%	49%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**60%**
Peak Hour	12:00	16:00	15:30	14:30	12:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**16:00**	14:00	16:15	12:00	13:45	15:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**14:00**	14:00	16:00	12:00	14:15	12:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	**16:00**
Peak Volume	1	14	4	4	1	0	0	0	0	0	0	0	0	**17**	2	13	2	2	2	0	0	0	0	0	0	0	0	**14**	2	25	4	5	2	0	0	0	0	0	0	0	0	**30**
07:00 - 09:00	0	22	4	3	0	0	0	0	0	0	0	0	0	**29**	1	20	4	7	1	0	0	0	0	0	0	0	0	**33**	1	42	8	10	1	0	0	0	0	0	0	0	0	**62**
%	0%	13%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**17%**	1%	11%	2%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	**19%**	0%	12%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**18%**
Peak Hour	7:00	7:45	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**7:45**	7:45	7:15	8:00	8:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**8:00**	7:45	7:45	8:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	**8:00**
Peak Volume	0	16	3	3	0	0	0	0	0	0	0	0	0	**19**	1	13	3	5	1	0	0	0	0	0	0	0	0	**18**	1	24	5	5	1	0	0	0	0	0	0	0	0	**34**
16:00 - 18:00	0	26	6	0	0	0	0	0	0	0	0	0	0	**32**	0	23	1	2	0	0	0	0	0	0	0	0	0	**26**	0	49	7	2	0	0	0	0	0	0	0	0	0	**58**
%	0%	15%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**19%**	0%	13%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**15%**	0%	14%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	**17%**
Peak Hour	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**	16:00	16:15	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:15**	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	**16:00**
Peak Volume	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**	0	13	1	2	0	0	0	0	0	0	0	0	0	**14**	0	25	4	2	0	0	0	0	0	0	0	0	0	**30**

Prepared by National Data & Surveying Services

CLASSIFICATION

Hendricxsen Ave Bet. Curcombe St & Wawarme Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_020

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	**1**
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	**3**
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
06:30	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	1	1	1	0	0	0	0	0	0	0	0	**4**
06:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	3	2	0	0	0	0	0	0	0	0	0	**5**
07:00	0	1	1	2	0	0	0	0	0	0	0	0	0	**4**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	1	2	0	0	0	0	0	0	0	0	**6**
07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**	0	4	1	1	0	0	0	0	0	0	0	0	**6**
07:30	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**	0	6	0	2	0	0	0	0	0	0	0	0	**8**
07:45	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	7	1	0	0	0	0	0	0	0	0	0	**8**
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
08:15	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	5	3	0	0	0	0	0	0	0	0	0	**8**
08:30	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	1	3	0	2	0	0	0	0	0	0	0	0	0	**6**	1	8	0	2	0	0	0	0	0	0	0	0	**11**
08:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	2	2	3	1	0	0	0	0	0	0	0	0	**8**	0	5	2	3	1	0	0	0	0	0	0	0	**11**
09:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	7	0	0	0	0	0	0	0	0	0	0	**7**
09:15	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	8	0	0	0	0	0	0	0	0	0	0	**8**
09:30	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	1	0	0	0	**4**
09:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	3	1	0	0	0	0	0	0	0	0	0	**4**
10:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
10:30	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	1	0	0	0	0	0	0	0	0	0	**4**
10:45	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
11:00	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	2	0	0	0	0	0	0	0	0	**3**	0	2	1	0	2	0	0	0	0	0	0	0	**5**
11:15	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	0	2	0	0	2	0	0	0	0	0	0	0	**4**
11:30	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	1	0	0	0	0	0	0	0	0	0	**5**
11:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**

Prepared by National Data & Surveying Services

CLASSIFICATION

Hendricxsen Ave Bet. Curcombe St & Wawarme Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_020

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**	0	6	2	0	1	0	0	0	0	0	0	0	**9**
12:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	6	1	0	0	0	0	0	0	0	0	0	**7**
12:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	0	3	0	1	0	0	0	0	0	0	0	0	**4**
12:45	1	3	1	0	0	0	0	0	0	0	0	0	0	**5**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	1	4	1	0	0	0	0	0	0	0	0	0	**6**
13:00	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	0	3	0	0	2	0	0	0	0	0	0	0	**5**
13:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
13:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
13:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
14:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**	1	4	0	0	0	0	0	0	0	0	0	0	**5**
14:15	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**	0	5	2	1	0	0	0	0	0	0	0	0	**8**
14:30	0	3	0	2	0	0	0	0	0	0	0	0	0	**5**	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	4	0	3	0	0	0	0	0	0	0	0	**7**
14:45	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**	1	6	1	0	0	0	0	0	0	0	0	0	**8**
15:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0	**2**
15:15	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**	0	5	0	1	1	0	0	0	0	0	0	0	**7**
15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	0	3	0	1	0	0	0	0	0	0	0	0	**4**
15:45	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	0	3	1	0	1	0	0	0	0	0	0	0	**5**
16:00	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	0	7	1	1	0	0	0	0	0	0	0	0	**9**
16:15	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	6	2	0	0	0	0	0	0	0	0	0	**8**
16:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	6	0	0	0	0	0	0	0	0	0	0	**6**
16:45	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	0	6	0	1	0	0	0	0	0	0	0	0	**7**
17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	4	1	0	0	0	0	0	0	0	0	0	**5**
17:15	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	7	2	0	0	0	0	0	0	0	0	0	**9**
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	3	1	0	0	0	0	0	0	0	0	0	**4**
17:45	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	10	0	0	0	0	0	0	0	0	0	0	**10**
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
18:45	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	1	2	0	0	0	0	0	0	0	0	0	0	**3**
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
19:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1	0	0	0	0	0	0	0	0	0	0	**2**
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	1	1	0	0	0	0	0	0	0	0	0	**2**
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	4	1	0	0	0	0	0	0	0	0	0	**5**
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
21:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**	1	3	0	0	0	0	0	0	0	0	0	0	**4**
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	1	0	0	0	0	0	0	0	0	0	**3**
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
Totals	**2**	**137**	**20**	**7**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**169**	**5**	**132**	**15**	**14**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**175**	**7**	**269**	**35**	**21**	**11**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**344**
% of Totals	1%	81%	12%	4%	1%				1%					**100%**	3%	75%	9%	8%	5%									**100%**	2%	78%	10%	6%	3%				0%					**100%**

Prepared by National Data & Surveying Services

VOLUME

Hendricxsen Ave Bet. Curcombe St & Wawarme Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_020

DAILY TOTALS	NB	SB	EB	WB	Total
	169	175	0	0	344

DAILY TOTALS

15-Minutes Interval

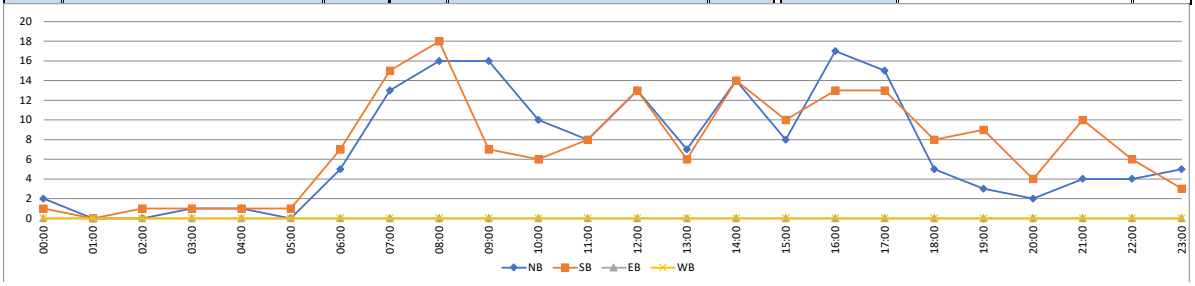
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	3	6			9
00:15	0	0			0	12:15	4	3			7
00:30	2	1			3	12:30	1	3			4
00:45	0	0			0	12:45	5	1			6
01:00	0	0			0	13:00	3	2			5
01:15	0	0			0	13:15	1	1			2
01:30	0	0			0	13:30	1	1			2
01:45	0	0			0	13:45	2	2			4
02:00	0	1			1	14:00	2	3			5
02:15	0	0			0	14:15	3	5			8
02:30	0	0			0	14:30	5	2			7
02:45	0	0			0	14:45	4	4			8
03:00	1	0			1	15:00	1	1			2
03:15	0	0			0	15:15	3	4			7
03:30	0	0			0	15:30	1	3			4
03:45	0	1			1	15:45	3	2			5
04:00	0	1			1	16:00	6	3			9
04:15	1	0			1	16:15	4	4			8
04:30	0	0			0	16:30	3	3			6
04:45	0	0			0	16:45	4	3			7
05:00	0	0			0	17:00	1	4			5
05:15	0	0			0	17:15	6	3			9
05:30	0	0			0	17:30	1	3			4
05:45	0	1			1	17:45	7	3			10
06:00	2	1			3	18:00	1	4			5
06:15	0	0			0	18:15	0	2			2
06:30	2	2			4	18:30	2	1			3
06:45	1	4			5	18:45	2	1			3
07:00	4	2			6	19:00	0	5			5
07:15	1	5			6	19:15	2	1			3
07:30	2	6			8	19:30	1	1			2
07:45	6	2			8	19:45	0	2			2
08:00	1	3			4	20:00	0	2			2
08:15	7	1			8	20:15	1	1			2
08:30	5	6			11	20:30	1	0			1
08:45	3	8			11	20:45	0	1			1
09:00	4	3			7	21:00	1	4			5
09:15	6	2			8	21:15	0	1			1
09:30	3	1			4	21:30	2	2			4
09:45	3	1			4	21:45	1	3			4
10:00	2	2			4	22:00	1	2			3
10:15	1	2			3	22:15	0	1			1
10:30	3	1			4	22:30	2	2			4
10:45	4	1			5	22:45	1	1			2
11:00	2	3			5	23:00	1	0			1
11:15	2	2			4	23:15	1	1			2
11:30	3	2			5	23:30	2	0			2
11:45	1	1			2	23:45	1	2			3
TOTALS	72	66	0	0	138	TOTALS	97	109	0	0	206
SPLIT %	52%	48%	0%	0%	40%	SPLIT %	47%	53%	0%	0%	60%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	2	1			3
01:00	02:00	0	0			0
02:00	03:00	0	1			1
03:00	04:00	1	1			2
04:00	05:00	1	1			2
05:00	06:00	0	1			1
06:00	07:00	5	7			12
07:00	08:00	13	15			28
08:00	09:00	16	18			34
09:00	10:00	16	7			23
10:00	11:00	10	6			16
11:00	12:00	8	8			16
12:00	13:00	13	13			26
13:00	14:00	7	6			13
14:00	15:00	14	14			28
15:00	16:00	8	10			18
16:00	17:00	17	13			30
17:00	18:00	15	13			28
18:00	19:00	5	8			13
19:00	20:00	3	9			12
20:00	21:00	2	4			6
21:00	22:00	4	10			14
22:00	23:00	4	6			10
23:00	00:00	5	3			8

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	72	66			138
Peak Hour	7:45	8:30			8:15
Peak Volume	19	19			37
Peak Hour Factor	0.679	0.594			0.841
Peak Period	12:00	to	00:00		
Volume	97	109			206
Peak Hour	16:00	14:00			16:00
Peak Volume	17	14			30
Peak Hour Factor	0.708	0.700			0.833
Peak Period	07:00	to	09:00		
Volume	29	33			62
Peak Hour	7:45	8:00			8:00
Peak Volume	19	18			34
Peak Hour Factor	0.679	0.563			0.773
Peak Period	16:00	to	18:00		
Volume	32	26			58
Peak Hour	16:00	16:15			16:00
Peak Volume	17	14			30
Peak Hour Factor	0.708	0.875			0.833



Wawarme Ave E/O Huyshope Ave

Averaged Counts

TIME		Tues			Wed			Ave		
		EB	WB	TOTAL	EB	WB	TOTAL	EB	WB	Total
00:00	01:00	3	3	**6**	6	5	**11**	4.5	4	**9**
01:00	02:00	2	2	**4**	5	1	**6**	3.5	1.5	**5**
02:00	03:00	2	1	**3**	4	4	**8**	3	2.5	**6**
03:00	04:00	11	7	**18**	12	4	**16**	11.5	5.5	**17**
04:00	05:00	14	9	**23**	9	7	**16**	11.5	8	**20**
05:00	06:00	15	12	**27**	23	13	**36**	19	12.5	**32**
06:00	07:00	31	37	**68**	38	49	**87**	34.5	43	**78**
07:00	08:00	62	143	**205**	61	139	**200**	61.5	141	**203**
08:00	09:00	59	103	**162**	60	90	**150**	59.5	96.5	**156**
09:00	10:00	115	71	**186**	108	77	**185**	111.5	74	**186**
10:00	11:00	72	55	**127**	71	67	**138**	71.5	61	**133**
11:00	12:00	80	62	**142**	88	61	**149**	84	61.5	**146**
12:00	13:00	87	82	**169**	76	74	**150**	81.5	78	**160**
13:00	14:00	86	63	**149**	89	67	**156**	87.5	65	**153**
14:00	15:00	85	68	**153**	112	91	**203**	98.5	79.5	**178**
15:00	16:00	113	77	**190**	107	80	**187**	110	78.5	**189**
16:00	17:00	122	76	**198**	113	71	**184**	117.5	73.5	**191**
17:00	18:00	72	62	**134**	81	74	**155**	76.5	68	**145**
18:00	19:00	28	37	**65**	43	42	**85**	35.5	39.5	**75**
19:00	20:00	28	14	**42**	17	19	**36**	22.5	16.5	**39**
20:00	21:00	23	16	**39**	23	7	**30**	23	11.5	**35**
21:00	22:00	16	10	**26**	16	7	**23**	16	8.5	**25**
22:00	23:00	13	9	**22**	14	16	**30**	13.5	12.5	**26**
23:00	00:00	8	3	**11**	13	8	**21**	10.5	5.5	**16**

Prepared by National Data & Surveying Services

CLASSIFICATION

Wawarme Ave E/O Huyshope Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_021

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	3	1	5	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0	0	0	4
02:00	0	0	1	0	0	0	0	0	1	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1	0	0	0	0	3
03:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	18	0	0	0	0	0	0	0	0	0	0	0	18
04:00	0	10	3	0	0	1	0	0	0	0	0	0	0	14	0	4	3	0	0	2	0	0	0	0	0	0	0	9	0	14	6	0	0	3	0	0	0	0	0	0	0	23
05:00	0	10	3	1	1	0	0	0	0	0	0	0	0	15	0	8	2	1	1	0	0	0	0	0	0	0	0	12	0	18	5	2	2	0	0	0	0	0	0	0	0	27
06:00	0	19	5	5	2	0	0	0	0	0	0	0	0	31	0	23	3	4	0	4	0	0	3	0	0	0	0	37	0	42	8	9	2	4	0	0	3	0	0	0	0	68
07:00	1	38	10	4	7	2	0	0	0	0	0	0	0	62	0	101	20	17	4	1	0	0	0	0	0	0	0	143	1	139	30	21	11	3	0	0	0	0	0	0	0	205
08:00	1	32	17	2	6	0	0	0	1	0	0	0	0	59	0	83	13	0	5	0	0	1	1	0	0	0	0	103	1	115	30	2	11	0	0	1	2	0	0	0	0	162
09:00	0	39	17	7	46	3	0	1	2	0	0	0	0	115	0	49	15	3	3	0	0	0	1	0	0	0	0	71	0	88	32	10	49	3	0	1	3	0	0	0	0	186
10:00	0	45	18	0	4	3	0	1	1	0	0	0	0	72	0	26	19	0	8	1	0	0	1	0	0	0	0	55	0	71	37	0	12	4	0	1	2	0	0	0	0	127
11:00	0	46	23	0	7	1	0	1	2	0	0	0	0	80	0	40	12	0	6	3	0	0	1	0	0	0	0	62	0	86	35	0	13	4	0	1	3	0	0	0	0	142
12:00	0	62	18	0	1	5	0	1	0	0	0	0	0	87	0	60	17	0	2	2	0	0	1	0	0	0	0	82	0	122	35	0	3	7	0	1	1	0	0	0	0	169
13:00	0	49	23	2	8	2	0	2	0	0	0	0	0	86	1	41	16	2	2	0	0	1	0	0	0	0	0	63	1	90	39	4	10	2	0	3	0	0	0	0	0	149
14:00	3	55	14	6	5	1	0	1	0	0	0	0	0	85	1	39	10	12	4	2	0	0	0	0	0	0	0	68	4	94	24	18	9	3	0	1	0	0	0	0	0	153
15:00	2	81	20	3	4	2	0	1	0	0	0	0	0	113	0	51	13	4	8	0	0	1	0	0	0	0	0	77	2	132	33	7	12	2	0	2	0	0	0	0	0	190
16:00	1	91	24	2	4	0	0	0	0	0	0	0	0	122	0	57	12	4	3	0	0	0	0	0	0	0	0	76	1	148	36	6	7	0	0	0	0	0	0	0	0	198
17:00	0	57	10	5	0	0	0	0	0	0	0	0	0	72	2	49	6	2	3	0	0	0	0	0	0	0	0	62	2	106	16	7	3	0	0	0	0	0	0	0	0	134
18:00	0	23	4	0	1	0	0	0	0	0	0	0	0	28	0	26	1	2	8	0	0	0	0	0	0	0	0	37	0	49	5	2	9	0	0	0	0	0	0	0	0	65
19:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28	0	8	2	0	4	0	0	0	0	0	0	0	0	14	0	32	6	0	4	0	0	0	0	0	0	0	0	42
20:00	0	22	0	0	1	0	0	0	0	0	0	0	0	23	0	12	2	1	1	0	0	0	0	0	0	0	0	16	0	34	2	1	2	0	0	0	0	0	0	0	0	39
21:00	0	15	0	0	1	0	0	0	0	0	0	0	0	16	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	23	2	0	1	0	0	0	0	0	0	0	0	26
22:00	0	9	2	0	0	0	0	0	2	0	0	0	0	13	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	18	2	0	0	0	0	0	2	0	0	0	0	22
23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Totals	**8**	**751**	**216**	**37**	**98**	**20**	**0**	**8**	**9**	**0**	**0**	**0**	**0**	**1,147**	**5**	**707**	**169**	**52**	**63**	**15**	**0**	**3**	**8**	**0**	**0**	**0**	**0**	**1,022**	**13**	**1,458**	**385**	**89**	**161**	**35**	**0**	**11**	**17**	**0**	**0**	**0**	**0**	**2,169**
% of Totals	1%	65%	19%	3%	9%	2%		1%	1%					100%	0%	69%	17%	5%	6%	1%		0%	1%					100%	1%	67%	18%	4%	7%	2%		1%	1%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

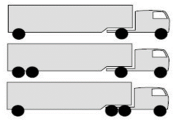
#3 2-Axle, 4-Tire Single Unit

#4 Buses

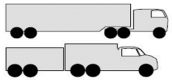
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00	12:00 - 24:00	07:00 - 09:00	16:00 - 18:00
EASTBOUND	2	6	2	1
	0%	1%	0%	0%
	6:45	13:45	7:00	16:00
	1	3	1	1
#1	255	496	70	148
	22%	43%	6%	13%
	11:30	15:30	7:15	16:00
	59	105	39	91
#2	97	119	27	34
	8%	10%	2%	3%
	11:30	15:45	8:00	16:00
	26	28	17	24
#3	19	18	6	7
	2%	2%	1%	1%
	8:45	14:00	7:00	16:45
	7	6	4	5
#4	73	25	13	4
	6%	2%	1%	0%
	9:15	13:00	7:15	16:00
	48	8	11	4
#5	10	10	2	0
	1%	1%	0%	0%
	9:15	12:00	7:00	16:00
	4	5	2	0
#6	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#7	3	5	0	0
	0%	0%	0%	0%
	9:45	12:30	7:00	16:00
	2	2	0	0
#8	7	2	1	0
	1%	0%	0%	0%
	8:45	21:30	7:30	16:00
	2	2	1	0
#9	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#10	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#11	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#12	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#13	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
Total	**466**	**681**	**121**	**194**
	41%	**59%**	**11%**	**17%**
	9:15	**15:30**	**7:15**	**16:00**
	121	**141**	**69**	**122**
WESTBOUND #1	1	4	0	2
	0%	0%	0%	0%
	0:00	17:00	7:00	17:00
	1	2	0	2
#2	344	363	184	106
	34%	36%	18%	10%
	7:15	12:15	7:15	16:00
	111	62	111	57
#3	88	81	33	18
	9%	8%	3%	2%
	7:15	12:00	7:15	16:15
	23	17	23	13
#4	25	27	17	6
	2%	3%	2%	1%
	6:45	13:45	7:00	16:15
	17	12	17	6
#5	28	35	9	6
	3%	3%	1%	1%
	9:45	18:30	7:15	16:15
	8	9	6	4
#6	11	4	1	0
	1%	0%	0%	0%
	6:00	12:00	7:00	16:00
	4	2	1	0
#7	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#8	0	2	1	0
	0%	0%	0%	0%
	7:30	12:30	7:30	16:00
	1	1	1	0
#9	1	1	1	0
	0%	0%	0%	0%
	5:45	12:00	7:45	16:00
	3	1	1	0
#10	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#11	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#12	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#13	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
Total	**505**	**517**	**246**	**138**
	49%	**51%**	**24%**	**14%**
	7:15	**12:15**	**7:15**	**16:00**
	146	**83**	**146**	**76**
TOTALS #1	3	10	2	3
	0%	0%	0%	0%
	0:00	13:45	7:00	16:15
	1	4	1	2
#2	599	859	254	254
	28%	40%	12%	12%
	7:15	15:30	7:15	16:00
	150	163	150	148
#3	185	200	60	52
	9%	9%	3%	2%
	11:30	15:45	7:15	16:00
	42	40	37	36
#4	44	45	23	13
	2%	2%	1%	1%
	6:45	14:00	7:00	16:30
	21	18	21	10
#5	101	60	22	10
	5%	3%	1%	0%
	9:15	15:00	7:15	16:00
	52	12	17	7
#6	21	14	3	0
	1%	1%	0%	0%
	11:30	12:00	7:00	16:00
	7	7	3	0
#7	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#8	4	7	1	0
	0%	0%	0%	0%
	9:45	12:30	7:30	16:00
	2	3	1	0
#9	14	3	2	0
	1%	0%	0%	0%
	11:15	21:30	7:45	16:00
	4	2	2	0
#10	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#11	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#12	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#13	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
Total	**971**	**1198**	**367**	**332**
	45%	**55%**	**17%**	**15%**
	7:15	**15:30**	**7:15**	**16:00**
	215	**215**	**215**	**198**

Prepared by National Data & Surveying Services

CLASSIFICATION

Wawarme Ave E/O Huyshope Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_021

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	**1**
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	**1**
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	1	0	0	0	**1**
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	**1**
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
03:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	5	0	0	0	0	0	0	0	0	0	0	**5**
03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	6	0	0	0	0	0	0	0	0	0	0	**6**
04:00	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**	0	3	2	0	0	1	0	0	0	0	0	0	**6**
04:15	0	5	0	0	0	1	0	0	0	0	0	0	0	**6**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	5	1	0	0	1	0	0	0	0	0	0	**7**
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	0	4	2	0	0	0	0	0	0	0	0	0	**6**
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**	0	2	1	0	0	1	0	0	0	0	0	0	**4**
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	1	0	0	0	0	0	0	0	0	0	**3**
05:30	0	5	0	1	1	0	0	0	0	0	0	0	0	**7**	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	0	7	0	2	1	0	0	0	0	0	0	0	**10**
05:45	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**	0	7	4	0	1	0	0	0	0	0	0	0	**12**
06:00	0	4	0	2	0	0	0	0	0	0	0	0	0	**6**	0	4	1	2	0	1	0	0	1	0	0	0	0	**9**	0	8	1	4	0	1	0	0	1	0	0	0	**15**
06:15	0	4	2	3	0	0	0	0	0	0	0	0	0	**9**	0	4	0	2	0	1	0	0	1	0	0	0	0	**8**	0	8	2	5	0	1	0	0	1	0	0	0	**17**
06:30	0	3	2	0	2	0	0	0	0	0	0	0	0	**7**	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**	0	6	2	0	2	0	0	0	1	0	0	0	**11**
06:45	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	0	12	2	0	0	2	0	0	0	0	0	0	0	**16**	0	20	3	0	0	2	0	0	0	0	0	0	**25**
07:00	0	7	1	2	0	0	0	0	0	0	0	0	0	**10**	0	14	1	12	0	0	0	0	0	0	0	0	0	**27**	0	21	2	14	0	0	0	0	0	0	0	0	**37**
07:15	0	11	5	1	3	1	0	0	0	0	0	0	0	**21**	0	31	6	4	1	0	0	0	0	0	0	0	0	**42**	0	42	11	5	4	1	0	0	0	0	0	0	**63**
07:30	1	9	4	1	0	0	0	0	0	0	0	0	0	**15**	0	25	6	1	0	1	0	0	0	0	0	0	0	**33**	1	34	10	2	0	1	0	0	0	0	0	0	**48**
07:45	0	11	0	0	4	1	0	0	0	0	0	0	0	**16**	0	31	7	0	3	0	0	0	0	0	0	0	0	**41**	0	42	7	0	7	1	0	0	0	0	0	0	**57**
08:00	0	8	5	0	4	0	0	0	0	0	0	0	0	**17**	0	24	4	0	2	0	0	0	0	0	0	0	0	**30**	0	32	9	0	6	0	0	0	0	0	0	0	**47**
08:15	0	9	4	0	0	0	0	0	1	0	0	0	0	**14**	0	17	3	0	1	0	0	1	0	0	0	0	0	**22**	0	26	7	0	1	0	0	1	1	0	0	0	**36**
08:30	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	0	19	3	0	0	0	0	0	1	0	0	0	0	**23**	0	27	5	0	0	0	0	0	1	0	0	0	**33**
08:45	1	7	6	2	2	0	0	0	0	0	0	0	0	**18**	0	23	3	0	2	0	0	0	0	0	0	0	0	**28**	1	30	9	2	4	0	0	0	0	0	0	0	**46**
09:00	0	12	3	1	0	0	0	0	0	0	0	0	0	**16**	0	17	4	0	2	0	0	0	1	0	0	0	0	**24**	0	29	7	1	2	0	0	0	1	0	0	0	**40**
09:15	0	7	3	3	4	2	0	0	1	0	0	0	0	**20**	0	12	5	1	0	0	0	0	0	0	0	0	0	**18**	0	19	8	4	4	2	0	0	1	0	0	0	**38**
09:30	0	7	5	1	33	1	0	0	1	0	0	0	0	**48**	0	11	4	2	0	0	0	0	0	0	0	0	0	**17**	0	18	9	3	33	1	0	0	1	0	0	0	**65**
09:45	0	13	6	2	9	0	0	1	0	0	0	0	0	**31**	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**	0	22	8	2	10	0	0	1	0	0	0	0	**43**
10:00	0	11	8	0	2	1	0	0	0	0	0	0	0	**22**	0	11	4	0	3	0	0	0	0	0	0	0	0	**18**	0	22	12	0	5	1	0	0	0	0	0	0	**40**
10:15	0	7	5	0	1	0	0	0	0	0	0	0	0	**13**	0	5	4	0	2	0	0	0	1	0	0	0	0	**12**	0	12	9	0	3	0	0	0	1	0	0	0	**25**
10:30	0	13	3	0	1	1	0	1	0	0	0	0	0	**19**	0	6	6	0	2	1	0	0	0	0	0	0	0	**15**	0	19	9	0	3	2	0	1	0	0	0	0	**34**
10:45	0	14	2	0	0	1	0	0	1	0	0	0	0	**18**	0	4	5	0	1	0	0	0	0	0	0	0	0	**10**	0	18	7	0	1	1	0	0	1	0	0	0	**28**
11:00	0	7	8	0	1	0	0	0	0	0	0	0	0	**16**	0	10	2	0	2	1	0	0	0	0	0	0	0	**15**	0	17	10	0	3	1	0	0	0	0	0	0	**31**
11:15	0	18	1	0	2	1	0	0	0	0	0	0	0	**22**	0	6	5	0	3	0	0	0	0	0	0	0	0	**14**	0	24	6	0	5	1	0	0	0	0	0	0	**36**
11:30	0	14	8	0	2	0	0	1	0	0	0	0	0	**25**	0	10	2	0	1	0	0	0	0	0	0	0	0	**13**	0	24	10	0	3	0	0	1	0	0	0	0	**38**
11:45	0	7	6	0	2	0	0	0	2	0	0	0	0	**17**	0	14	3	0	0	2	0	0	1	0	0	0	0	**20**	0	21	9	0	2	2	0	0	3	0	0	0	**37**

Prepared by National Data & Surveying Services

CLASSIFICATION

Wawarme Ave E/O Huyshope Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_021

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS										
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	14	6	0	0	3	0	0	0	0	0	0	0	**23**	0	11	7	0	0	0	0	0	1	0	0	0	0	**19**	0	25	13	0	0	3	0	0	1	0	0	0	0	**42**
12:15	0	24	6	0	1	1	0	0	0	0	0	0	0	**32**	0	19	4	0	0	1	0	0	0	0	0	0	0	**24**	0	43	10	0	1	2	0	0	0	0	0	0	0	**56**
12:30	0	10	4	0	0	0	0	1	0	0	0	0	0	**15**	0	18	2	0	2	0	0	0	0	0	0	0	0	**22**	0	28	6	0	2	0	0	1	0	0	0	0	0	**37**
12:45	0	14	2	0	0	1	0	0	0	0	0	0	0	**17**	0	12	4	0	0	1	0	0	0	0	0	0	0	**17**	0	26	6	0	0	2	0	0	0	0	0	0	0	**34**
13:00	0	14	9	0	1	1	0	0	0	0	0	0	0	**25**	1	13	5	0	1	0	0	0	0	0	0	0	0	**20**	1	27	14	0	2	1	0	0	0	0	0	0	0	**45**
13:15	0	11	6	1	3	0	0	1	0	0	0	0	0	**22**	0	8	3	1	0	0	0	1	0	0	0	0	0	**13**	0	19	9	2	3	0	0	2	0	0	0	0	0	**35**
13:30	0	12	5	0	2	0	0	1	0	0	0	0	0	**20**	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**	0	20	9	0	2	0	0	1	0	0	0	0	0	**32**
13:45	0	12	3	1	2	1	0	0	0	0	0	0	0	**19**	0	12	4	1	1	0	0	0	0	0	0	0	0	**18**	0	24	7	2	3	1	0	0	0	0	0	0	0	**37**
14:00	1	15	3	1	0	0	0	0	0	0	0	0	0	**20**	0	11	3	5	2	0	0	0	0	0	0	0	0	**21**	1	26	6	6	2	0	0	0	0	0	0	0	0	**41**
14:15	1	17	4	1	2	0	0	0	0	0	0	0	0	**25**	0	12	2	5	0	0	0	0	0	0	0	0	0	**19**	1	29	6	6	2	0	0	0	0	0	0	0	0	**44**
14:30	1	8	3	2	1	1	0	1	0	0	0	0	0	**17**	1	4	3	1	1	2	0	0	0	0	0	0	0	**12**	2	12	6	3	2	3	0	1	0	0	0	0	0	**29**
14:45	0	15	4	2	2	0	0	0	0	0	0	0	0	**23**	0	12	2	1	1	0	0	0	0	0	0	0	0	**16**	0	27	6	3	3	0	0	0	0	0	0	0	0	**39**
15:00	1	16	4	1	1	0	0	0	0	0	0	0	0	**23**	0	14	3	3	1	0	0	1	0	0	0	0	0	**22**	1	30	7	4	2	0	0	1	0	0	0	0	0	**45**
15:15	0	11	8	1	1	0	0	0	0	0	0	0	0	**21**	0	12	3	1	3	0	0	0	0	0	0	0	0	**19**	0	23	11	2	4	0	0	0	0	0	0	0	0	**40**
15:30	1	31	3	0	1	2	0	1	0	0	0	0	0	**39**	0	15	5	0	1	0	0	0	0	0	0	0	0	**21**	1	46	8	0	2	2	0	1	0	0	0	0	0	**60**
15:45	0	23	5	1	1	0	0	0	0	0	0	0	0	**30**	0	10	2	0	3	0	0	0	0	0	0	0	0	**15**	0	33	7	1	4	0	0	0	0	0	0	0	0	**45**
16:00	0	24	7	0	1	0	0	0	0	0	0	0	0	**32**	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**	0	42	9	0	1	0	0	0	0	0	0	0	0	**52**
16:15	1	27	8	1	3	0	0	0	0	0	0	0	0	**40**	0	15	2	0	1	0	0	0	0	0	0	0	0	**18**	1	42	10	1	4	0	0	0	0	0	0	0	0	**58**
16:30	0	26	8	0	0	0	0	0	0	0	0	0	0	**34**	0	15	6	2	2	0	0	0	0	0	0	0	0	**25**	0	41	14	2	2	0	0	0	0	0	0	0	0	**59**
16:45	0	14	1	1	0	0	0	0	0	0	0	0	0	**16**	0	9	2	2	0	0	0	0	0	0	0	0	0	**13**	0	23	3	3	0	0	0	0	0	0	0	0	0	**29**
17:00	0	23	3	0	0	0	0	0	0	0	0	0	0	**26**	1	7	3	2	1	0	0	0	0	0	0	0	0	**14**	1	30	6	2	1	0	0	0	0	0	0	0	0	**40**
17:15	0	14	4	3	0	0	0	0	0	0	0	0	0	**21**	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	0	25	5	3	0	0	0	0	0	0	0	0	0	**33**
17:30	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**	0	19	0	0	1	0	0	0	0	0	0	0	0	**20**	0	28	0	1	1	0	0	0	0	0	0	0	0	**30**
17:45	0	11	3	1	0	0	0	0	0	0	0	0	0	**15**	1	12	2	0	1	0	0	0	0	0	0	0	0	**16**	1	23	5	1	1	0	0	0	0	0	0	0	0	**31**
18:00	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	3	1	0	2	0	0	0	0	0	0	0	0	**6**	0	9	1	0	2	0	0	0	0	0	0	0	0	**12**
18:15	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**	0	14	2	0	1	0	0	0	0	0	0	0	0	**17**
18:30	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	6	0	1	1	0	0	0	0	0	0	0	0	**8**	0	12	1	1	1	0	0	0	0	0	0	0	0	**15**
18:45	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**	0	8	0	1	4	0	0	0	0	0	0	0	0	**13**	0	14	1	1	5	0	0	0	0	0	0	0	0	**21**
19:00	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	0	3	1	0	2	0	0	0	0	0	0	0	0	**6**	0	11	3	0	2	0	0	0	0	0	0	0	0	**16**
19:15	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	1	1	0	2	0	0	0	0	0	0	0	0	**4**	0	9	1	0	2	0	0	0	0	0	0	0	0	**12**
19:30	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
19:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
20:00	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
20:30	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	0	10	0	0	1	0	0	0	0	0	0	0	0	**11**
20:45	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	0	2	1	1	0	0	0	0	0	0	0	0	0	**4**	0	12	1	1	0	0	0	0	0	0	0	0	0	**14**
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
21:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
21:30	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
21:45	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
22:00	0	3	1	0	0	0	0	0	1	0	0	0	0	**5**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	1	0	0	0	0	0	1	0	0	0	0	**6**
22:15	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	7	0	0	0	0	0	0	1	0	0	0	0	**8**
22:30	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
Totals	**8**	**751**	**216**	**37**	**98**	**20**	**0**	**8**	**9**	**0**	**0**	**0**	**0**	**1,147**	**5**	**707**	**169**	**52**	**63**	**15**	**0**	**3**	**8**	**0**	**0**	**0**	**0**	**1,022**	**13**	**1,458**	**385**	**89**	**161**	**35**	**0**	**11**	**17**	**0**	**0**	**0**	**0**	**2,169**
% of Totals	1%	65%	19%	3%	9%	2%		1%	1%					**100%**	0%	69%	17%	5%	6%	1%		0%	1%					**100%**	1%	67%	18%	4%	7%	2%		1%	1%					**100%**

Prepared by National Data & Surveying Services

VOLUME

Wawarme Ave E/O Huyshope Ave

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_021

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,147	1,022	2,169

DAILY TOTALS

15-Minutes Interval

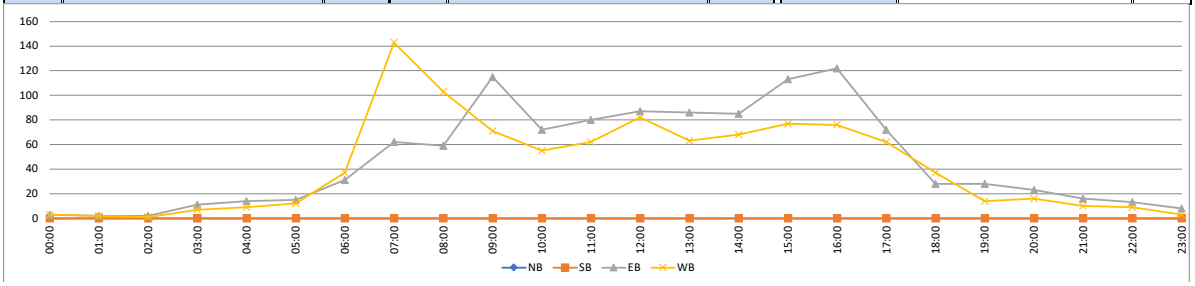
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			2	2	4	12:00			23	19	42
00:15			1	0	1	12:15			32	24	56
00:30			0	0	0	12:30			15	22	37
00:45			0	1	1	12:45			17	17	34
01:00			0	1	1	13:00			25	20	45
01:15			2	0	2	13:15			22	13	35
01:30			0	1	1	13:30			20	12	32
01:45			0	0	0	13:45			19	18	37
02:00			1	0	1	14:00			20	21	41
02:15			0	1	1	14:15			25	19	44
02:30			0	0	0	14:30			17	12	29
02:45			1	0	1	14:45			23	16	39
03:00			1	1	2	15:00			23	22	45
03:15			4	1	5	15:15			21	19	40
03:30			2	3	5	15:30			39	21	60
03:45			4	2	6	15:45			30	15	45
04:00			4	2	6	16:00			32	20	52
04:15			6	1	7	16:15			40	18	58
04:30			3	3	6	16:30			34	25	59
04:45			1	3	4	16:45			16	13	29
05:00			1	1	2	17:00			26	14	40
05:15			1	2	3	17:15			21	12	33
05:30			7	3	10	17:30			10	20	30
05:45			6	6	12	17:45			15	16	31
06:00			6	9	15	18:00			6	6	12
06:15			9	8	17	18:15			7	10	17
06:30			7	4	11	18:30			7	8	15
06:45			9	16	25	18:45			8	13	21
07:00			10	27	37	19:00			10	6	16
07:15			21	42	63	19:15			8	4	12
07:30			15	33	48	19:30			7	2	9
07:45			16	41	57	19:45			3	2	5
08:00			17	30	47	20:00			6	4	10
08:15			14	22	36	20:15			2	2	4
08:30			10	23	33	20:30			5	6	11
08:45			18	28	46	20:45			10	4	14
09:00			16	24	40	21:00			2	1	3
09:15			20	18	38	21:15			2	7	9
09:30			48	17	65	21:30			7	2	9
09:45			31	12	43	21:45			5	0	5
10:00			22	18	40	22:00			5	1	6
10:15			13	12	25	22:15			3	5	8
10:30			19	15	34	22:30			3	3	6
10:45			18	10	28	22:45			2	0	2
11:00			16	15	31	23:00			3	1	4
11:15			22	14	36	23:15			1	1	2
11:30			25	13	38	23:30			3	0	3
11:45			17	20	37	23:45			1	1	2
TOTALS	0	0	466	505	971	TOTALS	0	0	681	517	1198
SPLIT %	0%	0%	48%	52%	45%	SPLIT %	0%	0%	57%	43%	55%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			3	3	6
01:00	02:00			2	2	4
02:00	03:00			2	1	3
03:00	04:00			11	7	18
04:00	05:00			14	9	23
05:00	06:00			15	12	27
06:00	07:00			31	37	68
07:00	08:00			62	143	205
08:00	09:00			59	103	162
09:00	10:00			115	71	186
10:00	11:00			72	55	127
11:00	12:00			80	62	142
12:00	13:00			87	82	169
13:00	14:00			86	63	149
14:00	15:00			85	68	153
15:00	16:00			113	77	190
16:00	17:00			122	76	198
17:00	18:00			72	62	134
18:00	19:00			28	37	65
19:00	20:00			28	14	42
20:00	21:00			23	16	39
21:00	22:00			16	10	26
22:00	23:00			13	9	22
23:00	00:00			8	3	11

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			466	505	971
Peak Hour			9:15	7:15	7:15
Peak Volume			121	146	215
Peak Hour Factor			0.630	0.869	0.853
Peak Period	12:00	to	00:00		
Volume			681	517	1198
Peak Hour			15:30	12:15	15:30
Peak Volume			141	83	215
Peak Hour Factor			0.881	0.865	0.896
Peak Period	07:00	to	09:00		
Volume			121	246	367
Peak Hour			7:15	7:15	7:15
Peak Volume			69	146	215
Peak Hour Factor			0.821	0.869	0.853
Peak Period	16:00	to	18:00		
Volume			194	138	332
Peak Hour			16:00	16:00	16:00
Peak Volume			122	76	198
Peak Hour Factor			0.763	0.760	0.839



Prepared by National Data & Surveying Services

CLASSIFICATION

Wawarme Ave E/O Huyshope Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_021

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	4	0	0	0	1	0	0	0	0	0	0	0	5	0	8	2	0	0	1	0	0	0	0	0	0	0	11
01:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	1	0	0	0	0	0	0	0	0	6
02:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	5	1	0	2	0	0	0	0	0	0	0	0	8
03:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	16	0	0	0	0	0	0	0	0	0	0	0	16
04:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	13	3	0	0	0	0	0	0	0	0	0	0	16
05:00	0	16	2	2	1	1	0	0	1	0	0	0	0	23	0	8	4	1	0	0	0	0	0	0	0	0	0	13	0	24	6	3	1	1	0	0	1	0	0	0	0	36
06:00	0	27	4	6	1	0	0	0	0	0	0	0	0	38	0	36	4	6	0	1	0	0	2	0	0	0	0	49	0	63	8	12	1	1	0	0	2	0	0	0	0	87
07:00	1	39	10	2	6	2	0	0	1	0	0	0	0	61	0	96	19	18	6	0	0	0	0	0	0	0	0	139	1	135	29	20	12	2	0	0	1	0	0	0	0	200
08:00	1	37	10	0	7	2	0	0	3	0	0	0	0	60	0	69	13	0	6	0	0	0	2	0	0	0	0	90	1	106	23	0	13	2	0	0	5	0	0	0	0	150
09:00	1	37	18	6	45	1	0	0	0	0	0	0	0	108	0	47	20	3	3	2	0	1	1	0	0	0	0	77	1	84	38	9	48	3	0	1	1	0	0	0	0	185
10:00	1	38	20	2	6	2	0	0	2	0	0	0	0	71	0	51	11	0	2	0	0	1	2	0	0	0	0	67	1	89	31	2	8	2	0	1	4	0	0	0	0	138
11:00	0	64	16	0	5	2	0	0	1	0	0	0	0	88	0	48	7	0	1	3	0	2	0	0	0	0	0	61	0	112	23	0	6	5	0	2	1	0	0	0	0	149
12:00	0	50	17	2	3	1	0	2	1	0	0	0	0	76	1	49	15	2	6	1	0	0	0	0	0	0	0	74	1	99	32	4	9	2	0	2	1	0	0	0	0	150
13:00	2	62	17	2	4	2	0	0	0	0	0	0	0	89	1	41	14	4	5	2	0	0	0	0	0	0	0	67	3	103	31	6	9	4	0	0	0	0	0	0	0	156
14:00	4	67	27	4	8	1	0	0	1	0	0	0	0	112	1	57	10	10	12	0	0	1	0	0	0	0	0	91	5	124	37	14	20	1	0	1	1	0	0	0	0	203
15:00	0	78	18	1	9	1	0	0	0	0	0	0	0	107	0	54	18	1	6	1	0	0	0	0	0	0	0	80	0	132	36	2	15	2	0	0	0	0	0	0	0	187
16:00	1	88	17	3	2	2	0	0	0	0	0	0	0	113	2	55	6	4	2	1	0	0	1	0	0	0	0	71	3	143	23	7	4	3	0	0	1	0	0	0	0	184
17:00	1	63	14	2	1	0	0	0	0	0	0	0	0	81	1	60	3	1	8	1	0	0	0	0	0	0	0	74	2	123	17	3	9	1	0	0	0	0	0	0	0	155
18:00	1	35	7	0	0	0	0	0	0	0	0	0	0	43	1	24	8	1	8	0	0	0	0	0	0	0	0	42	2	59	15	1	8	0	0	0	0	0	0	0	0	85
19:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	33	3	0	0	0	0	0	0	0	0	0	0	36
20:00	2	21	0	0	0	0	0	0	0	0	0	0	0	23	1	6	0	0	0	0	0	0	0	0	0	0	0	7	3	27	0	0	0	0	0	0	0	0	0	0	0	30
21:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16	1	6	0	0	0	0	0	0	0	0	0	0	0	7	1	18	3	0	1	0	0	0	0	0	0	0	0	23
22:00	0	9	1	0	2	0	0	0	2	0	0	0	0	14	0	12	3	0	0	1	0	0	0	0	0	0	0	16	0	21	4	0	2	1	0	0	2	0	0	0	0	30
23:00	1	9	3	0	0	0	0	0	0	0	0	0	0	13	2	5	0	0	1	0	0	0	0	0	0	0	0	8	3	14	3	0	1	0	0	0	0	0	0	0	0	21
Totals	**16**	**798**	**209**	**32**	**103**	**17**	**0**	**2**	**12**	**0**	**0**	**0**	**0**	**1,189**	**11**	**757**	**160**	**51**	**67**	**14**	**0**	**5**	**8**	**0**	**0**	**0**	**0**	**1,073**	**27**	**1,555**	**369**	**83**	**170**	**31**	**0**	**7**	**20**	**0**	**0**	**0**	**0**	**2,262**
% of Totals	1%	67%	18%	3%	9%	1%		0%	1%					100%	1%	71%	15%	5%	6%	1%		0%	1%					100%	1%	69%	16%	4%	8%	1%		0%	1%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

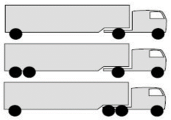
#3 2-Axle, 4-Tire Single Unit

#4 Buses

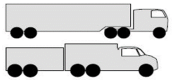
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00	%	Peak Hour	Peak Volume	12:00 - 24:00	%	Peak Hour	Peak Volume	07:00 - 09:00	%	Peak Hour	Peak Volume	16:00 - 18:00	%	Peak Hour	Peak Volume
#1	4	0%	9:15	2	12	1%	13:30	4	2	0%	7:00	1	2	0%	16:45	2
#2	288	24%	11:00	64	510	43%	16:15	92	76	6%	7:15	42	151	13%	16:15	92
#3	84	7%	8:45	22	125	11%	14:15	29	20	2%	7:00	10	31	3%	16:00	17
#4	18	2%	5:30	7	14	1%	13:45	4	2	0%	7:00	2	5	0%	16:00	3
#5	73	6%	9:00	45	30	3%	14:45	12	13	1%	7:30	8	3	0%	16:00	2
#6	10	1%	10:30	3	7	1%	12:30	3	4	0%	7:00	2	2	0%	16:00	2
#7	0	0%	0:00	0	0	0%	12:00	0	0	0%	7:00	0	0	0%	16:00	0
#8	0	0%	11:30	2	2	0%	12:00	2	0	0%	7:00	0	0	0%	16:00	0
#9	8	1%	7:45	3	4	0%	21:30	2	4	0%	7:45	3	0	0%	16:00	0
#10	0	0%	0:00	0	0	0%	12:00	0	0	0%	7:00	0	0	0%	16:00	0
#11	0	0%	0:00	0	0	0%	12:00	0	0	0%	7:00	0	0	0%	16:00	0
#12	0	0%	0:00	0	0	0%	12:00	0	0	0%	7:00	0	0	0%	16:00	0
#13	0	0%	0:00	0	0	0%	12:00	0	0	0%	7:00	0	0	0%	16:00	0
Total	**485**	**41%**	**8:45**	**110**	**704**	**59%**	**14:15**	**124**	**121**	**10%**	**7:15**	**63**	**194**	**16%**	**16:00**	**113**
#1	0	0%	0:00	0	11	1%	12:45	2	0	0%	7:00	0	3	0%	16:00	2
#2	371	35%	7:15	100	386	36%	15:45	63	165	15%	7:15	100	115	11%	17:00	60
#3	81	8%	8:45	21	79	7%	14:45	18	32	3%	7:00	19	9	1%	16:00	6
#4	28	3%	6:45	19	23	2%	13:45	12	18	2%	7:00	18	5	0%	16:15	5
#5	19	2%	7:45	10	48	4%	14:15	14	12	1%	7:45	10	10	1%	17:00	8
#6	7	1%	11:15	4	7	1%	13:00	2	0	0%	7:00	0	2	0%	16:15	2
#7	0	0%	0:00	0	0	0%	12:00	0	0	0%	7:00	0	0	0%	16:00	0
#8	0	0%	9:45	2	1	0%	14:00	1	0	0%	7:00	0	0	0%	16:00	0
#9	4	0%	5:45	2	1	0%	15:45	1	2	0%	8:00	2	1	0%	16:00	1
#10	7	1%	0:00	2	1	0%	12:00	1	0	0%	7:00	0	0	0%	16:00	0
#11	0	0%	0:00	0	0	0%	12:00	0	0	0%	7:00	0	0	0%	16:00	0
#12	0	0%	0:00	0	0	0%	12:00	0	0	0%	7:00	0	0	0%	16:00	0
#13	0	0%	0:00	0	0	0%	12:00	0	0	0%	7:00	0	0	0%	16:00	0
Total	**517**	**48%**	**7:00**	**139**	**556**	**52%**	**14:15**	**95**	**229**	**21%**	**7:00**	**139**	**145**	**14%**	**17:00**	**74**
#1	4	0%	9:15	2	23	1%	13:30	6	2	0%	7:00	1	5	0%	16:00	3
#2	659	29%	7:15	142	896	40%	15:45	146	241	11%	7:15	142	266	12%	16:15	146
#3	165	7%	8:45	43	204	9%	14:15	43	52	2%	7:00	29	40	2%	16:00	23
#4	46	2%	6:15	22	37	2%	13:45	16	20	1%	7:00	20	10	0%	16:00	7
#5	92	4%	9:15	49	78	3%	14:15	22	25	1%	7:45	17	13	1%	17:00	9
#6	17	1%	10:30	5	14	1%	13:00	4	4	0%	7:00	2	4	0%	16:00	3
#7	0	0%	0:00	0	0	0%	12:00	0	0	0%	7:00	0	0	0%	16:00	0
#8	4	0%	11:30	3	3	0%	12:00	2	0	0%	7:00	0	0	0%	16:00	0
#9	15	1%	8:00	5	5	0%	21:30	2	6	0%	8:00	5	1	0%	16:00	1
#10	0	0%	0:00	0	0	0%	12:00	0	0	0%	7:00	0	0	0%	16:00	0
#11	0	0%	0:00	0	0	0%	12:00	0	0	0%	7:00	0	0	0%	16:00	0
#12	0	0%	0:00	0	0	0%	12:00	0	0	0%	7:00	0	0	0%	16:00	0
#13	0	0%	0:00	0	0	0%	12:00	0	0	0%	7:00	0	0	0%	16:00	0
Total	**1002**	**44%**	**7:00**	**200**	**1260**	**56%**	**14:15**	**219**	**350**	**15%**	**7:00**	**200**	**339**	**15%**	**16:00**	**184**

Prepared by National Data & Surveying Services

CLASSIFICATION

Wawarme Ave E/O Huyshope Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_021

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND													TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	1	0	0	0	0	0	0	0	0	0	**5**
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	0	0	0	1	0	0	0	0	0	0	0	**4**	0	3	0	0	0	1	0	0	0	0	0	0	**4**
00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	**1**
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	**3**
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:45	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	1	0	0	0	0	0	0	0	**2**
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	1	0	0	1	0	0	0	0	0	0	0	**2**
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
02:45	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	1	0	0	0	0	0	0	0	**2**
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	**2**
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	**3**
03:45	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	8	0	0	0	0	0	0	0	0	0	0	**8**
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	1	0	0	0	0	0	0	0	0	0	**3**
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	1	0	0	0	0	0	0	0	0	0	**3**
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:45	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	8	1	0	0	0	0	0	0	0	0	0	**9**
05:00	0	1	0	0	0	1	0	0	1	0	0	0	0	**3**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	1	0	0	1	0	0	0	**4**
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	**4**
05:30	0	3	0	1	1	0	0	0	0	0	0	0	0	**5**	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	0	4	2	1	1	0	0	0	0	0	0	0	**8**
05:45	0	10	2	1	0	0	0	0	0	0	0	0	0	**13**	0	4	2	1	0	0	0	0	0	0	0	0	0	**7**	0	14	4	2	0	0	0	0	0	0	0	0	**20**
06:00	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	4	0	2	0	0	0	1	0	0	0	0	0	**7**	0	9	1	2	0	0	0	1	0	0	0	0	**13**
06:15	0	6	2	5	1	0	0	0	0	0	0	0	0	**14**	0	6	1	3	0	0	0	0	0	0	0	0	0	**10**	0	12	3	8	1	0	0	0	0	0	0	0	**24**
06:30	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**	0	5	1	0	0	1	0	0	1	0	0	0	0	**8**	0	9	2	1	0	1	0	0	1	0	0	0	**14**
06:45	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	0	21	2	1	0	0	0	0	0	0	0	0	0	**24**	0	33	2	1	0	0	0	0	0	0	0	0	**36**
07:00	0	5	1	1	2	1	0	0	0	0	0	0	0	**10**	0	15	1	11	0	0	0	0	0	0	0	0	0	**27**	0	20	2	12	2	1	0	0	0	0	0	0	**37**
07:15	0	16	3	0	1	0	0	0	0	0	0	0	0	**20**	0	33	9	5	1	0	0	0	0	0	0	0	0	**48**	0	49	12	5	2	0	0	0	0	0	0	0	**68**
07:30	1	8	3	1	2	1	0	0	0	0	0	0	0	**16**	0	23	3	2	1	0	0	0	0	0	0	0	0	**29**	1	31	6	3	3	1	0	0	0	0	0	0	**45**
07:45	0	10	3	0	1	0	0	0	1	0	0	0	0	**15**	0	25	6	0	4	0	0	0	0	0	0	0	0	**35**	0	35	9	0	5	0	0	0	1	0	0	0	**50**
08:00	0	8	0	0	3	0	0	0	1	0	0	0	0	**12**	0	19	1	0	0	0	0	0	1	0	0	0	0	**21**	0	27	1	0	3	0	0	0	2	0	0	0	**33**
08:15	0	9	3	0	2	0	0	0	0	0	0	0	0	**14**	0	13	4	0	3	0	0	0	0	0	0	0	0	**20**	0	22	7	0	5	0	0	0	0	0	0	0	**34**
08:30	1	8	2	0	1	1	0	0	1	0	0	0	0	**14**	0	23	6	0	3	0	0	0	0	0	0	0	0	**32**	1	31	8	0	4	1	0	0	1	0	0	0	**46**
08:45	0	12	5	0	1	1	0	0	1	0	0	0	0	**20**	0	14	2	0	0	0	0	0	1	0	0	0	0	**17**	0	26	7	0	1	1	0	0	2	0	0	0	**37**
09:00	0	17	4	3	3	0	0	0	0	0	0	0	0	**27**	0	19	8	1	0	0	0	0	0	0	0	0	0	**28**	0	36	12	4	3	0	0	0	0	0	0	0	**55**
09:15	0	3	10	1	6	0	0	0	0	0	0	0	0	**20**	0	9	4	1	0	1	0	0	0	0	0	0	0	**15**	0	12	14	2	6	1	0	0	0	0	0	0	**35**
09:30	1	8	3	2	28	1	0	0	0	0	0	0	0	**43**	0	8	7	1	1	1	0	0	1	0	0	0	0	**19**	1	16	10	3	29	2	0	0	1	0	0	0	**62**
09:45	0	9	1	0	8	0	0	0	0	0	0	0	0	**18**	0	11	1	0	2	0	0	1	0	0	0	0	0	**15**	0	20	2	0	10	0	0	1	0	0	0	0	**33**
10:00	1	13	3	1	3	1	0	0	1	0	0	0	0	**23**	0	13	0	0	1	0	0	1	0	0	0	0	0	**15**	1	26	3	1	4	1	0	0	2	0	0	0	**38**
10:15	0	10	3	1	1	0	0	0	1	0	0	0	0	**16**	0	17	4	0	1	0	0	0	0	0	0	0	0	**22**	0	27	7	1	2	0	0	0	1	0	0	0	**38**
10:30	0	7	5	0	1	1	0	0	0	0	0	0	0	**14**	0	10	4	0	0	0	0	1	1	0	0	0	0	**16**	0	17	9	0	1	1	0	1	1	0	0	0	**30**
10:45	0	8	9	0	1	0	0	0	0	0	0	0	0	**18**	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**	0	19	12	0	1	0	0	0	0	0	0	0	**32**
11:00	0	25	1	0	1	1	0	0	1	0	0	0	0	**29**	0	11	4	0	1	0	0	1	0	0	0	0	0	**17**	0	36	5	0	2	1	0	1	1	0	0	0	**46**
11:15	0	7	2	0	0	1	0	0	0	0	0	0	0	**10**	0	9	3	0	0	2	0	0	0	0	0	0	0	**14**	0	16	5	0	0	3	0	0	0	0	0	0	**24**
11:30	0	20	5	0	0	0	0	0	0	0	0	0	0	**25**	0	14	0	0	0	1	0	0	0	0	0	0	0	**15**	0	34	5	0	0	1	0	0	0	0	0	0	**40**
11:45	0	12	8	0	4	0	0	0	0	0	0	0	0	**24**	0	14	0	0	0	0	0	1	0	0	0	0	0	**15**	0	26	8	0	4	0	0	1	0	0	0	0	**39**

Prepared by National Data & Surveying Services

CLASSIFICATION

Wawarme Ave E/O Huyshope Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_021

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS										
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	9	0	0	2	0	0	1	0	0	0	0	0	**12**	0	10	4	0	1	1	0	0	0	0	0	0	0	**16**	0	19	4	0	3	1	0	1	0	0	0	0	0	**28**
12:15	0	16	2	0	0	0	0	1	1	0	0	0	0	**20**	0	16	2	2	2	0	0	0	0	0	0	0	0	**22**	0	32	4	2	2	0	0	1	1	0	0	0	0	**42**
12:30	0	9	7	2	1	0	0	0	0	0	0	0	0	**19**	0	12	3	0	1	0	0	0	0	0	0	0	0	**16**	0	21	10	2	2	0	0	0	0	0	0	0	0	**35**
12:45	0	16	8	0	0	1	0	0	0	0	0	0	0	**25**	1	11	6	0	2	0	0	0	0	0	0	0	0	**20**	1	27	14	0	2	1	0	0	0	0	0	0	0	**45**
13:00	1	16	6	1	0	0	0	0	0	0	0	0	0	**24**	0	8	3	2	1	0	0	0	0	0	0	0	0	**14**	1	24	9	3	1	0	0	0	0	0	0	0	0	**38**
13:15	1	17	3	0	1	2	0	0	0	0	0	0	0	**24**	0	13	4	0	1	0	0	0	0	0	0	0	0	**18**	1	30	7	0	2	2	0	0	0	0	0	0	0	**42**
13:30	0	15	3	0	2	0	0	0	0	0	0	0	0	**20**	1	13	3	0	2	0	0	0	0	0	0	0	0	**19**	1	28	6	0	4	0	0	0	0	0	0	0	0	**39**
13:45	0	14	5	1	1	0	0	0	0	0	0	0	0	**21**	0	7	4	2	1	2	0	0	0	0	0	0	0	**16**	0	21	9	3	2	2	0	0	0	0	0	0	0	**37**
14:00	1	11	3	2	2	0	0	0	1	0	0	0	0	**20**	1	12	1	4	1	0	0	0	0	0	0	0	0	**19**	2	23	4	6	3	0	0	0	1	0	0	0	0	**39**
14:15	3	23	7	0	1	1	0	0	0	0	0	0	0	**35**	0	12	3	5	6	0	0	0	0	0	0	0	0	**26**	3	35	10	5	7	1	0	0	0	0	0	0	0	**61**
14:30	0	13	6	1	1	0	0	0	0	0	0	0	0	**21**	0	15	2	1	3	0	0	0	0	0	0	0	0	**21**	0	28	8	2	4	0	0	0	0	0	0	0	0	**42**
14:45	0	20	11	1	4	0	0	0	0	0	0	0	0	**36**	0	18	4	0	2	0	0	1	0	0	0	0	0	**25**	0	38	15	1	6	0	0	1	0	0	0	0	0	**61**
15:00	0	25	5	0	2	0	0	0	0	0	0	0	0	**32**	0	14	5	1	3	0	0	0	0	0	0	0	0	**23**	0	39	10	1	5	0	0	0	0	0	0	0	0	**55**
15:15	0	14	4	0	1	1	0	0	0	0	0	0	0	**20**	0	13	6	0	0	0	0	0	0	0	0	0	0	**19**	0	27	10	0	1	1	0	0	0	0	0	0	0	**39**
15:30	0	24	5	0	5	0	0	0	0	0	0	0	0	**34**	0	10	3	0	1	0	0	0	0	0	0	0	0	**14**	0	34	8	0	6	0	0	0	0	0	0	0	0	**48**
15:45	0	15	4	1	1	0	0	0	0	0	0	0	0	**21**	0	17	4	0	2	1	0	0	0	0	0	0	0	**24**	0	32	8	1	3	1	0	0	0	0	0	0	0	**45**
16:00	0	25	6	1	1	1	0	0	0	0	0	0	0	**34**	1	14	2	0	1	0	0	0	0	0	0	0	0	**18**	1	39	8	1	2	1	0	0	0	0	0	0	0	**52**
16:15	0	17	5	1	1	0	0	0	0	0	0	0	0	**24**	0	17	2	2	0	0	0	0	0	0	0	0	0	**21**	0	34	7	3	1	0	0	0	0	0	0	0	0	**45**
16:30	0	26	3	1	0	0	0	0	0	0	0	0	0	**30**	1	15	2	1	0	1	0	0	1	0	0	0	0	**21**	1	41	5	2	0	1	0	0	1	0	0	0	0	**51**
16:45	1	20	3	0	0	1	0	0	0	0	0	0	0	**25**	0	9	0	1	1	0	0	0	0	0	0	0	0	**11**	1	29	3	1	1	1	0	0	0	0	0	0	0	**36**
17:00	0	29	5	0	0	0	0	0	0	0	0	0	0	**34**	1	13	0	1	1	1	0	0	0	0	0	0	0	**17**	1	42	5	1	1	1	0	0	0	0	0	0	0	**51**
17:15	0	15	2	1	0	0	0	0	0	0	0	0	0	**18**	0	10	2	0	2	0	0	0	0	0	0	0	0	**14**	0	25	4	1	2	0	0	0	0	0	0	0	0	**32**
17:30	1	7	4	1	0	0	0	0	0	0	0	0	0	**13**	0	19	0	0	1	0	0	0	0	0	0	0	0	**20**	1	26	4	1	1	0	0	0	0	0	0	0	0	**33**
17:45	0	12	3	0	1	0	0	0	0	0	0	0	0	**16**	0	18	1	0	4	0	0	0	0	0	0	0	0	**23**	0	30	4	0	5	0	0	0	0	0	0	0	0	**39**
18:00	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	0	10	3	0	2	0	0	0	0	0	0	0	0	**15**	0	23	4	0	2	0	0	0	0	0	0	0	0	**29**
18:15	1	8	4	0	0	0	0	0	0	0	0	0	0	**13**	0	4	1	0	3	0	0	0	0	0	0	0	0	**8**	1	12	5	0	3	0	0	0	0	0	0	0	0	**21**
18:30	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	0	6	2	0	1	0	0	0	0	0	0	0	0	**9**	0	13	4	0	1	0	0	0	0	0	0	0	0	**18**
18:45	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	1	4	2	1	2	0	0	0	0	0	0	0	0	**10**	1	11	2	1	2	0	0	0	0	0	0	0	0	**17**
19:00	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
19:15	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
19:30	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
19:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
20:00	2	5	0	0	0	0	0	0	0	0	0	0	0	**7**	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**	3	7	0	0	0	0	0	0	0	0	0	0	0	**10**
20:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
20:30	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
20:45	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**
21:15	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
21:30	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
21:45	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
22:00	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**	0	3	1	0	0	1	0	0	0	0	0	0	0	**5**	0	5	1	0	0	1	0	0	1	0	0	0	0	**8**
22:15	0	3	1	0	0	0	0	0	1	0	0	0	0	**5**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	5	2	0	0	0	0	0	1	0	0	0	0	**8**
22:30	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
22:45	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
23:15	1	4	0	0	0	0	0	0	0	0	0	0	0	**5**	2	1	0	0	0	0	0	0	0	0	0	0	0	**3**	3	5	0	0	0	0	0	0	0	0	0	0	0	**8**
23:30	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
Totals	**16**	**798**	**209**	**32**	**103**	**17**	**0**	**2**	**12**	**0**	**0**	**0**	**0**	**1,189**	**11**	**757**	**160**	**51**	**67**	**14**	**0**	**5**	**8**	**0**	**0**	**0**	**0**	**1,073**	**27**	**1,555**	**369**	**83**	**170**	**31**	**0**	**7**	**20**	**0**	**0**	**0**	**0**	**2,262**
% of Totals	1%	67%	18%	3%	9%	1%		0%	1%					**100%**	1%	71%	15%	5%	6%	1%		0%	1%					**100%**	1%	69%	16%	4%	8%	1%		0%	1%					**100%**

Prepared by National Data & Surveying Services

VOLUME

Wawarme Ave E/O Huyshope Ave

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_021

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,189	1,073	2,262

DAILY TOTALS

15-Minutes Interval

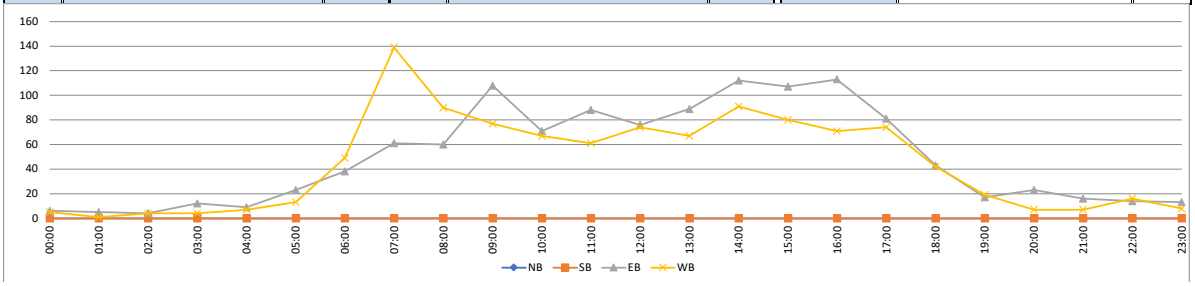
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			4	1	5	12:00			12	16	28
00:15			1	0	1	12:15			20	22	42
00:30			0	4	4	12:30			19	16	35
00:45			1	0	1	12:45			25	20	45
01:00			2	1	3	13:00			24	14	38
01:15			0	0	0	13:15			24	18	42
01:30			1	0	1	13:30			20	19	39
01:45			2	0	2	13:45			21	16	37
02:00			0	2	2	14:00			20	19	39
02:15			1	1	2	14:15			35	26	61
02:30			1	1	2	14:30			21	21	42
02:45			2	0	2	14:45			36	25	61
03:00			1	1	2	15:00			32	23	55
03:15			1	2	3	15:15			20	19	39
03:30			2	1	3	15:30			34	14	48
03:45			8	0	8	15:45			21	24	45
04:00			3	0	3	16:00			34	18	52
04:15			1	2	3	16:15			24	21	45
04:30			1	0	1	16:30			30	21	51
04:45			4	5	9	16:45			25	11	36
05:00			3	1	4	17:00			34	17	51
05:15			2	2	4	17:15			18	14	32
05:30			5	3	8	17:30			13	20	33
05:45			13	7	20	17:45			16	23	39
06:00			6	7	13	18:00			14	15	29
06:15			14	10	24	18:15			13	8	21
06:30			6	8	14	18:30			9	9	18
06:45			12	24	36	18:45			7	10	17
07:00			10	27	37	19:00			6	5	11
07:15			20	48	68	19:15			4	9	13
07:30			16	29	45	19:30			5	4	9
07:45			15	35	50	19:45			2	1	3
08:00			12	21	33	20:00			7	3	10
08:15			14	20	34	20:15			3	2	5
08:30			14	32	46	20:30			7	1	8
08:45			20	17	37	20:45			6	1	7
09:00			27	28	55	21:00			1	2	3
09:15			20	15	35	21:15			4	1	5
09:30			43	19	62	21:30			6	3	9
09:45			18	15	33	21:45			5	1	6
10:00			23	15	38	22:00			3	5	8
10:15			16	22	38	22:15			5	3	8
10:30			14	16	30	22:30			5	4	9
10:45			18	14	32	22:45			1	4	5
11:00			29	17	46	23:00			2	3	5
11:15			10	14	24	23:15			5	3	8
11:30			25	15	40	23:30			5	1	6
11:45			24	15	39	23:45			1	1	2
TOTALS	0	0	485	517	1002	TOTALS	0	0	704	556	1260
SPLIT %	0%	0%	48%	52%	44%	SPLIT %	0%	0%	56%	44%	56%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			6	5	11
01:00	02:00			5	1	6
02:00	03:00			4	4	8
03:00	04:00			12	4	16
04:00	05:00			9	7	16
05:00	06:00			23	13	36
06:00	07:00			38	49	87
07:00	08:00			61	139	200
08:00	09:00			60	90	150
09:00	10:00			108	77	185
10:00	11:00			71	67	138
11:00	12:00			88	61	149
12:00	13:00			76	74	150
13:00	14:00			89	67	156
14:00	15:00			112	91	203
15:00	16:00			107	80	187
16:00	17:00			113	71	184
17:00	18:00			81	74	155
18:00	19:00			43	42	85
19:00	20:00			17	19	36
20:00	21:00			23	7	30
21:00	22:00			16	7	23
22:00	23:00			14	16	30
23:00	00:00			13	8	21

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			485	517	1002
Peak Hour			8:45	7:00	7:00
Peak Volume			110	139	200
Peak Hour Factor			0.640	0.724	0.735
Peak Period	12:00	to	00:00		
Volume			704	556	1260
Peak Hour			14:15	14:15	14:15
Peak Volume			124	95	219
Peak Hour Factor			0.861	0.913	0.898
Peak Period	07:00	to	09:00		
Volume			121	229	350
Peak Hour			7:15	7:00	7:00
Peak Volume			63	139	200
Peak Hour Factor			0.788	0.724	0.735
Peak Period	16:00	to	18:00		
Volume			194	145	339
Peak Hour			16:00	17:00	16:00
Peak Volume			113	74	184
Peak Hour Factor			0.831	0.804	0.885



Reserve Rd Bet. I-91 NB Bridge & Railroad Crossing

Averaged Counts

TIME		Tues			Wed			Ave		
		EB	WB	TOTAL	EB	WB	TOTAL	EB	WB	Total
00:00	01:00	3	6	**9**	3	5	**8**	3	5.5	**9**
01:00	02:00	3	3	**6**	5	4	**9**	4	3.5	**8**
02:00	03:00	7	0	**7**	4	8	**12**	5.5	4	**10**
03:00	04:00	7	9	**16**	5	9	**14**	6	9	**15**
04:00	05:00	14	8	**22**	7	10	**17**	10.5	9	**20**
05:00	06:00	24	23	**47**	27	20	**47**	25.5	21.5	**47**
06:00	07:00	34	57	**91**	33	65	**98**	33.5	61	**95**
07:00	08:00	65	192	**257**	59	194	**253**	62	193	**255**
08:00	09:00	62	169	**231**	50	161	**211**	56	165	**221**
09:00	10:00	55	99	**154**	60	86	**146**	57.5	92.5	**150**
10:00	11:00	59	67	**126**	61	75	**136**	60	71	**131**
11:00	12:00	81	90	**171**	64	73	**137**	72.5	81.5	**154**
12:00	13:00	90	110	**200**	94	122	**216**	92	116	**208**
13:00	14:00	77	86	**163**	75	94	**169**	76	90	**166**
14:00	15:00	87	101	**188**	107	114	**221**	97	107.5	**205**
15:00	16:00	103	107	**210**	91	96	**187**	97	101.5	**199**
16:00	17:00	98	91	**189**	90	94	**184**	94	92.5	**187**
17:00	18:00	72	85	**157**	69	93	**162**	70.5	89	**160**
18:00	19:00	23	42	**65**	35	41	**76**	29	41.5	**71**
19:00	20:00	14	17	**31**	22	32	**54**	18	24.5	**43**
20:00	21:00	16	16	**32**	13	21	**34**	14.5	18.5	**33**
21:00	22:00	10	11	**21**	15	17	**32**	12.5	14	**27**
22:00	23:00	9	14	**23**	8	16	**24**	8.5	15	**24**
23:00	00:00	8	3	**11**	12	7	**19**	10	5	**15**

Prepared by National Data & Surveying Services

CLASSIFICATION

Reserve Rd Bet. I-91 NB Bridge & Railroad Crossing

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_022

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	1	0	1	0	0	0	0	0	6	0	7	0	0	0	1	0	1	0	0	0	0	0	9
01:00	0	2	0	0	0	0	0	1	0	0	0	0	0	3	0	1	1	0	1	0	0	0	0	0	0	0	0	3	0	3	1	0	1	0	0	1	0	0	0	0	0	6
02:00	0	4	0	0	1	1	0	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	1	0	1	0	0	0	0	0	7
03:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7	0	8	0	0	1	0	0	0	0	0	0	0	0	9	0	13	1	0	2	0	0	0	0	0	0	0	0	16
04:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14	0	5	0	0	1	1	0	1	0	0	0	0	0	8	0	16	2	0	2	1	0	1	0	0	0	0	0	22
05:00	0	16	6	0	2	0	0	0	0	0	0	0	0	24	0	14	3	0	6	0	0	0	0	0	0	0	0	23	0	30	9	0	8	0	0	0	0	0	0	0	0	47
06:00	0	25	4	0	3	2	0	0	0	0	0	0	0	34	0	36	5	1	7	1	1	3	3	0	0	0	0	57	0	61	9	1	10	3	1	3	3	0	0	0	0	91
07:00	1	40	12	0	10	1	0	0	0	1	0	0	0	65	0	149	34	1	7	1	0	0	0	0	0	0	0	192	1	189	46	1	17	2	0	0	0	1	0	0	0	257
08:00	1	31	13	0	10	2	0	0	4	1	0	0	0	62	0	120	26	0	18	2	0	1	2	0	0	0	0	169	1	151	39	0	28	4	0	1	6	1	0	0	0	231
09:00	0	25	9	0	13	5	0	2	1	0	0	0	0	55	0	68	17	0	12	0	0	1	1	0	0	0	0	99	0	93	26	0	25	5	0	3	2	0	0	0	0	154
10:00	0	28	18	0	8	3	0	0	2	0	0	0	0	59	0	34	21	0	8	2	0	1	1	0	0	0	0	67	0	62	39	0	16	5	0	1	3	0	0	0	0	126
11:00	1	47	22	0	8	0	1	1	1	0	0	0	0	81	1	47	28	0	10	3	0	0	1	0	0	0	0	90	2	94	50	0	18	3	1	1	2	0	0	0	0	171
12:00	0	55	21	0	6	2	1	1	2	2	0	0	0	90	0	70	31	0	5	2	0	0	2	0	0	0	0	110	0	125	52	0	11	4	1	1	4	2	0	0	0	200
13:00	1	51	13	0	7	1	0	2	1	1	0	0	0	77	1	58	20	1	4	0	0	1	1	0	0	0	0	86	2	109	33	1	11	1	0	3	2	1	0	0	0	163
14:00	3	58	15	0	7	2	0	2	0	0	0	0	0	87	2	56	22	0	19	2	0	0	0	0	0	0	0	101	5	114	37	0	26	4	0	2	0	0	0	0	0	188
15:00	3	70	21	0	4	3	0	1	0	1	0	0	0	103	3	71	21	0	8	2	0	2	0	0	0	0	0	107	6	141	42	0	12	5	0	3	0	1	0	0	0	210
16:00	1	76	12	0	7	1	0	1	0	0	0	0	0	98	0	71	16	0	3	1	0	0	0	0	0	0	0	91	1	147	28	0	10	2	0	1	0	0	0	0	0	189
17:00	0	60	9	0	3	0	0	0	0	0	0	0	0	72	2	71	9	0	3	0	0	0	0	0	0	0	0	85	2	131	18	0	6	0	0	0	0	0	0	0	0	157
18:00	0	17	5	0	1	0	0	0	0	0	0	0	0	23	0	40	2	0	0	0	0	0	0	0	0	0	0	42	0	57	7	0	1	0	0	0	0	0	0	0	0	65
19:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	14	2	0	1	0	0	0	0	0	0	0	0	17	0	25	5	0	1	0	0	0	0	0	0	0	0	31
20:00	0	14	0	0	2	0	0	0	0	0	0	0	0	16	1	10	3	0	1	0	0	0	1	0	0	0	0	16	1	24	3	0	3	0	0	0	1	0	0	0	0	32
21:00	0	9	0	0	1	0	0	0	0	0	0	0	0	10	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	19	1	0	1	0	0	0	0	0	0	0	0	21
22:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	23	0	0	0	0	0	0	0	0	0	0	0	23
23:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	9	1	0	1	0	0	0	0	0	0	0	0	11
Totals	**11**	**674**	**186**	**0**	**96**	**23**	**2**	**12**	**11**	**6**	**0**	**0**	**0**	**1,021**	**10**	**973**	**263**	**3**	**115**	**18**	**1**	**11**	**12**	**0**	**0**	**0**	**0**	**1,406**	**21**	**1,647**	**449**	**3**	**211**	**41**	**3**	**23**	**23**	**6**	**0**	**0**	**0**	**2,427**
% of Totals	1%	66%	18%		9%	2%	0%	1%	1%	1%				100%	1%	69%	19%	0%	8%	1%	0%	1%	1%					100%	1%	68%	19%	0%	9%	2%	0%	1%	1%	0%				100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

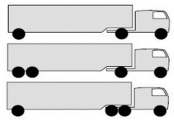
#3 2-Axle, 4-Tire Single Unit

#4 Buses

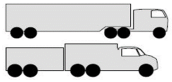
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00	12:00 - 24:00	07:00 - 09:00	16:00 - 18:00
EASTBOUND	3	8	2	1
	0%	1%	0%	0%
	6:45	13:30	7:00	16:00
	1	4	1	1
#1	237	437	71	136
	23%	43%	7%	13%
	11:30	15:45	7:00	16:00
	58	86	40	76
#2	87	99	25	21
	9%	10%	2%	2%
	11:30	12:00	7:15	16:15
	27	21	15	13
#3	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#4	57	39	20	10
	6%	4%	2%	1%
	9:30	13:15	7:15	16:00
	17	9	7	7
#5	14	9	3	1
	1%	1%	0%	0%
	9:00	12:15	7:30	16:00
	5	3	2	1
#6	1	1	0	0
	0%	0%	0%	0%
	11:15	12:00	7:00	16:00
	2	3	0	0
#7	5	7	0	1
	0%	1%	0%	0%
	9:00	13:15	7:00	16:00
	2	3	0	1
#8	8	3	4	0
	1%	0%	0%	0%
	7:30	12:00	7:30	16:00
	4	2	2	0
#9	2	4	2	1
	0%	0%	0%	0%
	7:15	12:00	7:15	16:00
	2	2	2	1
#10	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#11	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#12	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#13	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
Total	414	607	127	170
	41%	59%	12%	17%
	11:30	15:30	7:15	16:00
	98	117	73	98
WESTBOUND #1	1	9	0	2
	0%	1%	0%	0%
	11:00	14:30	7:00	17:00
	1	4	0	2
#2	486	487	269	142
	35%	35%	19%	10%
	7:15	15:30	7:15	16:00
	157	78	157	71
#3	135	128	60	25
	10%	9%	4%	2%
	7:15	12:00	7:15	16:00
	37	31	37	16
#4	2	1	1	0
	0%	0%	0%	0%
	6:15	12:30	7:00	16:00
	2	1	1	0
#5	71	44	25	6
	5%	3%	2%	0%
	7:45	14:15	7:45	16:15
	20	20	20	5
#6	11	7	3	1
	1%	0%	0%	0%
	10:15	14:15	7:30	16:00
	3	4	2	1
#7	1	0	0	0
	0%	0%	0%	0%
	6:00	12:00	7:00	16:00
	1	0	0	0
#8	8	3	1	0
	1%	0%	0%	0%
	5:30	15:00	7:15	16:00
	3	2	1	0
#9	1	4	2	0
	0%	0%	0%	0%
	5:45	12:00	7:45	16:00
	3	2	2	0
#10	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#11	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#12	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#13	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
Total	723	683	361	176
	51%	49%	26%	13%
	7:15	14:15	7:15	16:00
	211	116	211	91
TOTALS #1	4	17	2	3
	0%	1%	0%	0%
	11:00	13:45	7:00	16:15
	2	6	1	2
#2	723	924	340	278
	30%	38%	14%	11%
	7:15	15:30	7:15	16:00
	195	161	195	147
#3	222	227	85	46
	9%	9%	4%	2%
	11:30	12:00	7:15	16:00
	62	52	52	28
#4	2	1	1	0
	0%	0%	0%	0%
	6:15	12:30	7:00	16:00
	2	1	1	0
#5	128	83	45	16
	5%	3%	2%	1%
	7:45	14:00	7:45	16:15
	34	26	26	11
#6	25	16	6	2
	1%	1%	0%	0%
	8:15	14:15	7:30	16:00
	5	7	7	2
#7	2	1	0	0
	0%	0%	0%	0%
	11:15	12:00	7:00	16:00
	2	1	1	0
#8	13	10	1	1
	1%	0%	0%	0%
	9:15	13:15	7:15	16:00
	4	4	1	1
#9	16	7	6	0
	1%	0%	0%	0%
	7:45	12:00	7:45	16:00
	6	4	2	0
#10	2	4	2	0
	0%	0%	0%	0%
	7:15	12:00	7:15	16:00
	2	2	2	0
#11	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#12	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
#13	0	0	0	0
	0%	0%	0%	0%
	0:00	12:00	7:00	16:00
	0	0	0	0
Total	1137	1290	488	346
	47%	53%	20%	14%
	7:15	15:30	7:15	16:00
	284	217	284	189

Prepared by National Data & Surveying Services

CLASSIFICATION

Reserve Rd Bet. I-91 NB Bridge & Railroad Crossing

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_022

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND													TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3	0	2	0	0	0	1	0	0	0	0	0	0	0	3
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	0	0	0	0	3
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	3	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	4
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	1	0	1	0	0	0	0	0	0	0	0	4
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	3	1	0	0	1	0	0	0	0	0	0	0	5
04:15	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0	6	0	0	1	0	0	0	0	0	0	0	0	7
04:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	1	0	0	0	0	0	0	3	0	5	1	0	0	0	1	0	0	0	0	0	0	7
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:30	0	6	3	0	1	0	0	0	0	0	0	0	0	10	0	3	1	0	3	0	0	0	0	0	0	0	0	7	0	9	4	0	4	0	0	0	0	0	0	0	0	17
05:45	0	4	2	0	1	0	0	0	0	0	0	0	0	7	0	10	1	0	3	0	0	0	0	0	0	0	0	14	0	14	3	0	4	0	0	0	0	0	0	0	0	21
06:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7	0	5	1	0	2	0	0	1	1	0	0	0	0	10	0	10	2	0	3	0	0	1	1	0	0	0	0	17
06:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	8	0	0	2	0	0	2	1	0	0	0	0	13	0	13	0	0	2	0	0	2	1	0	0	0	0	18
06:30	0	6	2	0	2	2	0	0	0	0	0	0	0	12	0	7	2	0	1	0	0	0	1	0	0	0	0	11	0	13	4	0	3	2	0	0	1	0	0	0	0	23
06:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	16	2	1	2	1	1	0	0	0	0	0	0	23	0	25	3	1	2	1	1	0	0	0	0	0	0	33
07:00	0	9	0	0	1	0	0	0	0	0	0	0	0	10	0	23	4	1	0	0	0	0	0	0	0	0	0	28	0	32	4	1	1	0	0	0	0	0	0	0	0	38
07:15	0	14	4	0	2	1	0	0	0	0	0	0	0	21	0	53	9	0	2	0	0	0	0	0	0	0	0	64	0	67	13	0	4	1	0	0	0	0	0	0	0	85
07:30	1	9	4	0	2	0	0	0	0	0	0	0	0	16	0	36	10	0	0	1	0	0	0	0	0	0	0	47	1	45	14	0	2	1	0	0	0	0	0	0	0	63
07:45	0	8	4	0	5	0	0	0	0	1	0	0	0	18	0	37	11	0	5	0	0	0	0	0	0	0	0	53	0	45	15	0	10	0	0	0	0	1	0	0	0	71
08:00	0	7	3	0	6	0	0	0	1	1	0	0	0	18	0	31	7	0	8	0	0	1	0	0	0	0	0	47	0	38	10	0	14	0	0	1	1	1	0	0	0	65
08:15	0	5	3	0	2	2	0	0	3	0	0	0	0	15	0	27	7	0	5	1	0	0	1	0	0	0	0	41	0	32	10	0	7	3	0	0	4	0	0	0	0	56
08:30	0	12	1	0	1	0	0	0	0	0	0	0	0	14	0	30	5	0	2	0	0	0	1	0	0	0	0	38	0	42	6	0	3	0	0	0	1	0	0	0	0	52
08:45	1	7	6	0	1	0	0	0	0	0	0	0	0	15	0	32	7	0	3	1	0	0	0	0	0	0	0	43	1	39	13	0	4	1	0	0	0	0	0	0	0	58
09:00	0	9	2	0	0	1	0	0	0	0	0	0	0	12	0	24	5	0	5	0	0	0	1	0	0	0	0	35	0	33	7	0	5	1	0	0	1	0	0	0	0	47
09:15	0	7	3	0	1	2	0	1	0	0	0	0	0	14	0	18	7	0	2	0	0	1	0	0	0	0	0	28	0	25	10	0	3	2	0	2	0	0	0	0	0	42
09:30	0	5	3	0	8	1	0	0	1	0	0	0	0	18	0	10	4	0	2	0	0	0	0	0	0	0	0	16	0	15	7	0	10	1	0	0	1	0	0	0	0	34
09:45	0	4	1	0	4	1	0	1	0	0	0	0	0	11	0	16	1	0	3	0	0	0	0	0	0	0	0	20	0	20	2	0	7	1	0	1	0	0	0	0	0	31
10:00	0	3	6	0	2	1	0	0	0	0	0	0	0	12	0	14	6	0	4	0	0	1	0	0	0	0	0	25	0	17	12	0	6	1	0	1	0	0	0	0	0	37
10:15	0	5	6	0	3	0	0	0	0	0	0	0	0	14	0	5	6	0	1	1	0	0	1	0	0	0	0	14	0	10	12	0	4	1	0	0	1	0	0	0	0	28
10:30	0	7	4	0	3	1	0	0	1	0	0	0	0	16	0	6	5	0	2	1	0	0	0	0	0	0	0	14	0	13	9	0	5	2	0	0	1	0	0	0	0	30
10:45	0	13	2	0	0	1	0	0	1	0	0	0	0	17	0	9	4	0	1	0	0	0	0	0	0	0	0	14	0	22	6	0	1	1	0	0	1	0	0	0	0	31
11:00	0	9	6	0	2	0	0	0	0	0	0	0	0	17	0	13	6	0	3	1	0	0	0	0	0	0	0	23	0	22	12	0	5	1	0	0	0	0	0	0	0	40
11:15	0	14	4	0	3	0	1	0	0	0	0	0	0	22	0	6	5	0	3	0	0	0	0	0	0	0	0	14	0	20	9	0	6	0	1	0	0	0	0	0	0	36
11:30	0	14	5	0	2	0	0	1	0	0	0	0	0	22	0	9	6	0	4	0	0	0	0	0	0	0	0	19	0	23	11	0	6	0	0	1	0	0	0	0	0	41
11:45	1	10	7	0	1	0	0	0	1	0	0	0	0	20	1	19	11	0	0	2	0	0	1	0	0	0	0	34	2	29	18	0	1	2	0	0	2	0	0	0	0	54

Prepared by National Data & Surveying Services

CLASSIFICATION

Reserve Rd Bet. I-91 NB Bridge & Railroad Crossing

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_022

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS										
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	17	8	0	0	0	1	0	2	1	0	0	0	**29**	0	16	8	0	2	0	0	0	1	0	0	0	0	**27**	0	33	16	0	2	0	1	0	3	1	0	0	0	**56**
12:15	0	17	7	0	2	0	0	0	0	1	0	0	0	**27**	0	19	10	0	1	1	0	0	1	0	0	0	0	**32**	0	36	17	0	3	1	0	0	1	1	0	0	0	**59**
12:30	0	10	5	0	1	1	0	1	0	0	0	0	0	**18**	0	17	4	0	2	0	0	0	0	0	0	0	0	**23**	0	27	9	0	3	1	0	1	0	0	0	0	0	**41**
12:45	0	11	1	0	3	1	0	0	0	0	0	0	0	**16**	0	18	9	0	0	1	0	0	0	0	0	0	0	**28**	0	29	10	0	3	2	0	0	0	0	0	0	0	**44**
13:00	0	12	5	0	1	1	0	0	0	0	0	0	0	**19**	1	21	4	0	3	0	0	0	0	0	0	0	0	**29**	1	33	9	0	4	1	0	0	0	0	0	0	0	**48**
13:15	0	14	2	0	1	0	0	1	1	1	0	0	0	**20**	0	12	6	1	0	0	0	1	0	0	0	0	0	**20**	0	26	8	1	1	0	0	2	1	1	0	0	0	**40**
13:30	0	13	5	0	2	0	0	1	0	0	0	0	0	**21**	0	10	7	0	0	0	0	0	1	0	0	0	0	**18**	0	23	12	0	2	0	0	1	1	0	0	0	0	**39**
13:45	1	12	1	0	3	0	0	0	0	0	0	0	0	**17**	0	15	3	0	1	0	0	0	0	0	0	0	0	**19**	1	27	4	0	4	0	0	0	0	0	0	0	0	**36**
14:00	1	15	4	0	3	0	0	1	0	0	0	0	0	**24**	0	11	4	0	2	0	0	0	0	0	0	0	0	**17**	1	26	8	0	5	0	0	1	0	0	0	0	0	**41**
14:15	2	20	6	0	1	1	0	0	0	0	0	0	0	**30**	0	20	6	0	3	0	0	0	0	0	0	0	0	**29**	2	40	12	0	4	1	0	0	0	0	0	0	0	**59**
14:30	0	12	1	0	1	1	0	1	0	0	0	0	0	**16**	2	11	5	0	6	2	0	0	0	0	0	0	0	**26**	2	23	6	0	7	3	0	1	0	0	0	0	0	**42**
14:45	0	11	4	0	2	0	0	0	0	0	0	0	0	**17**	0	14	7	0	8	0	0	0	0	0	0	0	0	**29**	0	25	11	0	10	0	0	0	0	0	0	0	0	**46**
15:00	1	11	4	0	2	1	0	0	0	0	0	0	0	**19**	0	22	4	0	3	2	0	1	0	0	0	0	0	**32**	1	33	8	0	5	3	0	1	0	0	0	0	0	**51**
15:15	0	19	7	0	2	1	0	0	0	0	0	0	0	**29**	2	13	6	0	1	0	0	0	0	0	0	0	0	**22**	2	32	13	0	3	1	0	0	0	0	0	0	0	**51**
15:30	1	18	5	0	0	1	0	0	0	1	0	0	0	**26**	1	22	8	0	1	0	0	0	0	0	0	0	0	**32**	2	40	13	0	1	1	0	0	0	1	0	0	0	**58**
15:45	1	22	5	0	0	0	0	1	0	0	0	0	0	**29**	0	14	3	0	3	0	0	1	0	0	0	0	0	**21**	1	36	8	0	3	0	0	2	0	0	0	0	0	**50**
16:00	0	25	3	0	2	0	0	0	0	0	0	0	0	**30**	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**	0	40	7	0	2	0	0	0	0	0	0	0	0	**49**
16:15	1	18	7	0	4	1	0	1	0	0	0	0	0	**32**	0	27	0	0	1	0	0	0	0	0	0	0	0	**28**	1	45	7	0	5	1	0	1	0	0	0	0	0	**60**
16:30	0	21	2	0	1	0	0	0	0	0	0	0	0	**24**	0	16	8	0	2	1	0	0	0	0	0	0	0	**27**	0	37	10	0	3	1	0	0	0	0	0	0	0	**51**
16:45	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	0	13	4	0	0	0	0	0	0	0	0	0	0	**17**	0	25	4	0	0	0	0	0	0	0	0	0	0	**29**
17:00	0	13	4	0	1	0	0	0	0	0	0	0	0	**18**	1	14	1	0	2	0	0	0	0	0	0	0	0	**18**	1	27	5	0	3	0	0	0	0	0	0	0	0	**36**
17:15	0	22	2	0	2	0	0	0	0	0	0	0	0	**26**	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**	0	43	3	0	2	0	0	0	0	0	0	0	0	**48**
17:30	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	0	23	2	0	1	0	0	0	0	0	0	0	0	**26**	0	38	2	0	1	0	0	0	0	0	0	0	0	**41**
17:45	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**	1	13	5	0	0	0	0	0	0	0	0	0	0	**19**	1	23	8	0	0	0	0	0	0	0	0	0	0	**32**
18:00	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**
18:15	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**
18:30	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
18:45	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	14	0	0	1	0	0	0	0	0	0	0	0	**15**
19:00	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
19:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
19:30	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	0	6	2	0	1	0	0	0	0	0	0	0	0	**9**
19:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
20:00	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	4	0	0	1	0	0	0	0	0	0	0	0	**6**
20:15	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
20:30	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	0	0	1	0	0	0	1	0	0	0	0	**6**	0	7	0	0	1	0	0	0	1	0	0	0	0	**9**
20:45	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
21:30	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:45	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
Totals	**11**	**674**	**186**	**0**	**96**	**23**	**2**	**12**	**11**	**6**	**0**	**0**	**0**	**1,021**	**10**	**973**	**263**	**3**	**115**	**18**	**1**	**11**	**12**	**0**	**0**	**0**	**0**	**1,406**	**21**	**1,647**	**449**	**3**	**211**	**41**	**3**	**23**	**23**	**6**	**0**	**0**	**0**	**2,427**
% of Totals	1%	66%	18%		9%	2%	0%	1%	1%	1%				**100%**	1%	69%	19%	0%	8%	1%	0%	1%	1%					**100%**	1%	68%	19%	0%	9%	2%	0%	1%	1%	0%				**100%**

Prepared by National Data & Surveying Services

VOLUME

Reserve Rd Bet. I-91 NB Bridge & Railroad Crossing

Day: Tuesday
Date: 10/24/2023

City: Hartford
Project #: CT23_410019_022

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,021	1,406	2,427

DAILY TOTALS

15-Minutes Interval

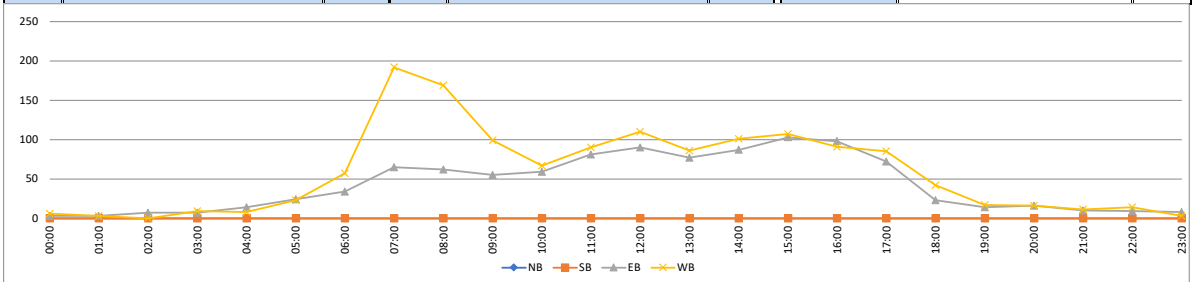
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			1	1	2	12:00			29	27	56
00:15			2	1	3	12:15			27	32	59
00:30			0	3	3	12:30			18	23	41
00:45			0	1	1	12:45			16	28	44
01:00			2	1	3	13:00			19	29	48
01:15			1	0	1	13:15			20	20	40
01:30			0	1	1	13:30			21	18	39
01:45			0	1	1	13:45			17	19	36
02:00			1	0	1	14:00			24	17	41
02:15			2	0	2	14:15			30	29	59
02:30			0	0	0	14:30			16	26	42
02:45			4	0	4	14:45			17	29	46
03:00			1	0	1	15:00			19	32	51
03:15			1	4	5	15:15			29	22	51
03:30			2	4	6	15:30			26	32	58
03:45			3	1	4	15:45			29	21	50
04:00			3	2	5	16:00			30	19	49
04:15			3	0	3	16:15			32	28	60
04:30			4	3	7	16:30			24	27	51
04:45			4	3	7	16:45			12	17	29
05:00			2	1	3	17:00			18	18	36
05:15			5	1	6	17:15			26	22	48
05:30			10	7	17	17:30			15	26	41
05:45			7	14	21	17:45			13	19	32
06:00			7	10	17	18:00			4	12	16
06:15			5	13	18	18:15			6	12	18
06:30			12	11	23	18:30			6	10	16
06:45			10	23	33	18:45			7	8	15
07:00			10	28	38	19:00			5	3	8
07:15			21	64	85	19:15			3	5	8
07:30			16	47	63	19:30			4	5	9
07:45			18	53	71	19:45			2	4	6
08:00			18	47	65	20:00			5	1	6
08:15			15	41	56	20:15			3	5	8
08:30			14	38	52	20:30			3	6	9
08:45			15	43	58	20:45			5	4	9
09:00			12	35	47	21:00			2	1	3
09:15			14	28	42	21:15			1	6	7
09:30			18	16	34	21:30			5	3	8
09:45			11	20	31	21:45			2	1	3
10:00			12	25	37	22:00			2	3	5
10:15			14	14	28	22:15			3	9	12
10:30			16	14	30	22:30			2	2	4
10:45			17	14	31	22:45			2	0	2
11:00			17	23	40	23:00			4	2	6
11:15			22	14	36	23:15			1	0	1
11:30			22	19	41	23:30			2	1	3
11:45			20	34	54	23:45			1	0	1
TOTALS	0	0	414	723	1137	TOTALS	0	0	607	683	1290
SPLIT %	0%	0%	36%	64%	47%	SPLIT %	0%	0%	47%	53%	53%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			3	6	9
01:00	02:00			3	3	6
02:00	03:00			7	0	7
03:00	04:00			7	9	16
04:00	05:00			14	8	22
05:00	06:00			24	23	47
06:00	07:00			34	57	91
07:00	08:00			65	192	257
08:00	09:00			62	169	231
09:00	10:00			55	99	154
10:00	11:00			59	67	126
11:00	12:00			81	90	171
12:00	13:00			90	110	200
13:00	14:00			77	86	163
14:00	15:00			87	101	188
15:00	16:00			103	107	210
16:00	17:00			98	91	189
17:00	18:00			72	85	157
18:00	19:00			23	42	65
19:00	20:00			14	17	31
20:00	21:00			16	16	32
21:00	22:00			10	11	21
22:00	23:00			9	14	23
23:00	00:00			8	3	11

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			414	723	1137
Peak Hour			11:00	7:15	7:15
Peak Volume			81	211	284
Peak Hour Factor			0.920	0.824	0.835
Peak Period	12:00	to	00:00		
Volume			607	683	1290
Peak Hour			15:30	14:15	15:30
Peak Volume			117	116	217
Peak Hour Factor			0.914	0.906	0.904
Peak Period	07:00	to	09:00		
Volume			127	361	488
Peak Hour			7:15	7:15	7:15
Peak Volume			73	211	284
Peak Hour Factor			0.869	0.824	0.835
Peak Period	16:00	to	18:00		
Volume			170	176	346
Peak Hour			16:00	16:00	16:00
Peak Volume			98	91	189
Peak Hour Factor			0.766	0.813	0.788



Prepared by National Data & Surveying Services

CLASSIFICATION

Reserve Rd Bet. I-91 NB Bridge & Railroad Crossing

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_022

HOURLY BREAKDOWN

Time	EASTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	WESTBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	1	0	1	0	0	0	0	0	5	0	5	1	0	0	1	0	1	0	0	0	0	0	8
01:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	2	1	0	1	0	0	0	0	0	0	0	0	4	0	6	1	0	2	0	0	0	0	0	0	0	0	9
02:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	5	0	0	0	2	0	1	0	0	0	0	0	8	0	8	0	0	1	2	0	1	0	0	0	0	0	12
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	7	0	0	1	0	0	1	0	0	0	0	0	9	0	11	1	0	1	0	0	1	0	0	0	0	0	14
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	5	0	0	5	0	0	0	0	0	0	0	0	10	0	11	1	0	5	0	0	0	0	0	0	0	0	17
05:00	0	20	3	0	2	1	0	0	1	0	0	0	0	27	0	14	1	0	5	0	0	0	0	0	0	0	0	20	0	34	4	0	7	1	0	0	1	0	0	0	0	47
06:00	0	27	4	0	2	0	0	0	0	0	0	0	0	33	0	46	11	0	5	1	0	1	1	0	0	0	0	65	0	73	15	0	7	1	0	1	1	0	0	0	0	98
07:00	1	38	3	0	13	2	0	0	2	0	0	0	0	59	0	141	39	2	11	0	0	1	0	0	0	0	0	194	1	179	42	2	24	2	0	1	2	0	0	0	0	253
08:00	1	24	10	0	6	4	0	2	3	0	0	0	0	50	1	107	30	0	14	4	0	2	3	0	0	0	0	161	2	131	40	0	20	8	0	4	6	0	0	0	0	211
09:00	1	35	10	0	12	2	0	0	0	0	0	0	0	60	0	50	24	0	8	3	0	0	1	0	0	0	0	86	1	85	34	0	20	5	0	0	1	0	0	0	0	146
10:00	1	32	18	0	5	3	0	1	1	0	0	0	0	61	0	45	21	0	4	1	0	1	3	0	0	0	0	75	1	77	39	0	9	4	0	2	4	0	0	0	0	136
11:00	0	39	15	0	4	5	0	0	1	0	0	0	0	64	1	53	14	0	3	2	0	0	0	0	0	0	0	73	1	92	29	0	7	7	0	0	1	0	0	0	0	137
12:00	0	64	18	0	6	2	0	1	3	0	0	0	0	94	1	78	30	0	11	2	0	0	0	0	0	0	0	122	1	142	48	0	17	4	0	1	3	0	0	0	0	216
13:00	2	50	15	1	5	1	0	0	0	1	0	0	0	75	2	59	25	1	6	1	0	0	0	0	0	0	0	94	4	109	40	2	11	2	0	0	0	1	0	0	0	169
14:00	6	62	22	0	12	2	0	2	1	0	0	0	0	107	1	65	23	0	23	1	0	1	0	0	0	0	0	114	7	127	45	0	35	3	0	3	1	0	0	0	0	221
15:00	0	63	19	0	7	0	0	1	0	1	0	0	0	91	0	66	24	0	4	1	0	0	1	0	0	0	0	96	0	129	43	0	11	1	0	1	1	1	0	0	0	187
16:00	2	73	11	0	2	1	0	0	1	0	0	0	0	90	2	72	16	1	2	1	0	0	0	0	0	0	0	94	4	145	27	1	4	2	0	0	1	0	0	0	0	184
17:00	1	56	10	0	2	0	0	0	0	0	0	0	0	69	2	80	7	0	3	1	0	0	0	0	0	0	0	93	3	136	17	0	5	1	0	0	0	0	0	0	0	162
18:00	0	26	8	0	1	0	0	0	0	0	0	0	0	35	1	36	4	0	0	0	0	0	0	0	0	0	0	41	1	62	12	0	1	0	0	0	0	0	0	0	0	76
19:00	1	21	0	0	0	0	0	0	0	0	0	0	0	22	1	29	0	0	2	0	0	0	0	0	0	0	0	32	2	50	0	0	2	0	0	0	0	0	0	0	0	54
20:00	2	9	2	0	0	0	0	0	0	0	0	0	0	13	1	17	1	0	1	0	0	0	1	0	0	0	0	21	3	26	3	0	1	0	0	0	1	0	0	0	0	34
21:00	0	10	2	0	2	1	0	0	0	0	0	0	0	15	1	12	1	0	3	0	0	0	0	0	0	0	0	17	1	22	3	0	5	1	0	0	0	0	0	0	0	32
22:00	0	6	0	0	2	0	0	0	0	0	0	0	0	8	0	15	0	0	0	1	0	0	0	0	0	0	0	16	0	21	0	0	2	1	0	0	0	0	0	0	0	24
23:00	1	6	4	0	1	0	0	0	0	0	0	0	0	12	1	3	0	0	3	0	0	0	0	0	0	0	0	7	2	9	4	0	4	0	0	0	0	0	0	0	0	19
Totals	**19**	**680**	**177**	**1**	**86**	**24**	**0**	**7**	**13**	**2**	**0**	**0**	**0**	**1,009**	**15**	**1,010**	**272**	**4**	**115**	**22**	**0**	**9**	**10**	**0**	**0**	**0**	**0**	**1,457**	**34**	**1,690**	**449**	**5**	**201**	**46**	**0**	**16**	**23**	**2**	**0**	**0**	**0**	**2,466**
% of Totals	2%	67%	18%	0%	9%	2%		1%	1%	0%				100%	1%	69%	19%	0%	8%	2%		1%	1%					100%	1%	69%	18%	0%	8%	2%		1%	1%	0%				100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

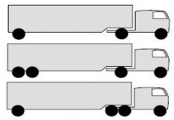
#3 2-Axle, 4-Tire Single Unit

#4 Buses

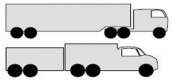
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	4	234	66	0	46	17	0	3	8	0	0	0	0	378	2	478	141	2	57	14	0	8	8	0	0	0	0	710	6	712	207	2	103	31	0	11	16	0	0	0	0	1088
%	0%	23%	7%	0%	5%	2%	0%	0%	1%	0%	0%	0%	0%	37%	0%	33%	10%	0%	4%	1%	0%	1%	1%	0%	0%	0%	0%	49%	0%	29%	8%	0%	4%	1%	0%	0%	1%	0%	0%	0%	0%	44%
Peak Hour	9:15	11:45	10:00	0:00	7:00	10:30	0:00	7:30	7:45	0:00	0:00	0:00	0:00	11:45	7:45	7:15	7:00	6:15	7:45	8:00	0:00	7:45	8:00	0:00	0:00	0:00	0:00	7:00	7:45	7:00	8:15	6:15	7:00	8:00	0:00	7:45	8:00	0:00	0:00	0:00	0:00	7:00
Peak Volume	2	55	18	0	13	5	0	2	3	0	0	0	0	88	1	143	39	2	15	4	0	2	3	0	0	0	0	194	2	179	46	2	24	8	0	4	6	0	0	0	0	253
12:00 - 24:00	15	446	111	1	40	7	0	4	5	2	0	0	0	631	13	532	131	2	58	8	0	1	2	0	0	0	0	747	28	978	242	3	98	15	0	5	7	2	0	0	0	1378
%	1%	44%	11%	0%	4%	1%	0%	0%	0%	0%	0%	0%	0%	63%	1%	37%	9%	0%	4%	1%	0%	0%	0%	0%	0%	0%	0%	51%	1%	40%	10%	0%	4%	1%	0%	0%	0%	0%	0%	0%	0%	56%
Peak Hour	14:00	16:30	14:15	12:15	14:00	12:00	12:00	13:45	12:00	12:30	12:00	12:00	12:00	14:15	12:45	17:00	12:15	13:00	14:15	12:00	12:00	14:00	15:00	12:00	12:00	12:00	12:00	12:15	13:30	16:15	14:15	13:00	14:00	12:00	12:00	14:00	12:00	12:30	12:00	12:00	12:00	14:15
Peak Volume	6	76	27	1	12	2	0	2	3	1	0	0	0	113	3	80	32	1	24	2	0	1	1	0	0	0	0	124	7	151	54	2	35	4	0	3	3	1	0	0	0	231
07:00 - 09:00	2	62	13	0	19	6	0	2	5	0	0	0	0	109	1	248	69	2	25	4	0	3	3	0	0	0	0	355	3	310	82	2	44	10	0	5	8	0	0	0	0	464
%	0%	6%	1%	0%	2%	1%	0%	0%	0%	0%	0%	0%	0%	11%	0%	17%	5%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	13%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	19%
Peak Hour	7:00	7:00	8:00	7:00	7:00	8:00	7:00	7:30	7:45	7:00	7:00	7:00	7:00	7:00	7:45	7:15	7:00	7:00	7:45	8:00	7:00	7:45	8:00	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:30	7:00	7:00	8:00	7:00	7:45	8:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	1	38	10	0	13	4	0	2	3	0	0	0	0	59	1	143	39	2	15	4	0	2	3	0	0	0	0	194	2	179	44	2	24	8	0	4	6	0	0	0	0	253
16:00 - 18:00	3	129	21	0	4	1	0	0	1	0	0	0	0	159	4	152	23	1	5	2	0	0	0	0	0	0	0	187	7	281	44	1	9	3	0	0	1	0	0	0	0	346
%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	16:00	16:30	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	17:00	16:00	16:00	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:15	16:00	16:00	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	2	76	12	0	2	1	0	0	1	0	0	0	0	91	3	80	16	1	3	2	0	0	0	0	0	0	0	95	4	151	27	1	5	3	0	0	1	0	0	0	0	184

Prepared by National Data & Surveying Services

CLASSIFICATION

Reserve Rd Bet. I-91 NB Bridge & Railroad Crossing

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_022

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND													TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0	1	1	0	0	0	0	1	0	0	0	0	0	3
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3	0	2	0	0	0	1	0	0	0	0	0	0	0	3
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	1	0	0	0	0	0	0	0	4
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	2
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	1	0	0	1	0	0	0	0	0	3	0	4	1	0	1	0	0	1	0	0	0	0	0	7
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	4
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0	3	0	0	1	0	0	0	0	0	0	0	0	4
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	2
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	6	0	0	1	0	0	0	0	0	0	0	0	7
05:00	0	2	0	0	0	1	0	0	1	0	0	0	0	4	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	1	0	0	1	0	0	0	0	6
05:15	0	2	1	0	1	0	0	0	0	0	0	0	0	4	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0	4	1	0	2	0	0	0	0	0	0	0	0	7
05:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	9	2	0	2	0	0	0	0	0	0	0	0	13
05:45	0	9	0	0	1	0	0	0	0	0	0	0	0	10	0	9	0	0	2	0	0	0	0	0	0	0	0	11	0	18	0	0	3	0	0	0	0	0	0	0	0	21
06:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5	0	6	1	0	2	0	0	1	0	0	0	0	0	10	0	8	3	0	3	0	0	1	0	0	0	0	0	15
06:15	0	6	1	0	1	0	0	0	0	0	0	0	0	8	0	7	2	0	3	0	0	0	0	0	0	0	0	12	0	13	3	0	4	0	0	0	0	0	0	0	0	20
06:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	6	3	0	0	1	0	0	1	0	0	0	0	11	0	12	4	0	0	1	0	0	1	0	0	0	0	18
06:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	27	5	0	0	0	0	0	0	0	0	0	0	32	0	40	5	0	0	0	0	0	0	0	0	0	0	45
07:00	0	7	0	0	2	1	0	0	0	0	0	0	0	10	0	23	6	2	4	0	0	0	0	0	0	0	0	35	0	30	6	2	6	1	0	0	0	0	0	0	0	45
07:15	0	17	1	0	2	0	0	0	0	0	0	0	0	20	0	53	9	0	1	0	0	1	0	0	0	0	0	64	0	70	10	0	3	0	0	1	0	0	0	0	0	84
07:30	1	8	1	0	4	1	0	0	0	0	0	0	0	15	0	29	12	0	1	0	0	0	0	0	0	0	0	42	1	37	13	0	5	1	0	0	0	0	0	0	0	57
07:45	0	6	1	0	5	0	0	0	2	0	0	0	0	14	0	36	12	0	5	0	0	0	0	0	0	0	0	53	0	42	13	0	10	0	0	0	2	0	0	0	0	67
08:00	0	5	2	0	1	1	0	1	0	0	0	0	0	10	0	25	4	0	1	1	0	0	1	0	0	0	0	32	0	30	6	0	2	2	0	1	1	0	0	0	0	42
08:15	0	5	3	0	3	1	0	1	0	0	0	0	0	13	0	24	9	0	4	0	0	1	1	0	0	0	0	39	0	29	12	0	7	1	0	2	1	0	0	0	0	52
08:30	1	7	0	0	0	1	0	0	1	0	0	0	0	10	1	37	10	0	5	2	0	1	0	0	0	0	0	56	2	44	10	0	5	3	0	1	1	0	0	0	0	66
08:45	0	7	5	0	2	1	0	0	2	0	0	0	0	17	0	21	7	0	4	1	0	0	1	0	0	0	0	34	0	28	12	0	6	2	0	0	3	0	0	0	0	51
09:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14	0	23	9	0	1	0	0	0	0	0	0	0	0	33	0	33	12	0	2	0	0	0	0	0	0	0	0	47
09:15	0	4	4	0	1	1	0	0	0	0	0	0	0	10	0	8	4	0	0	1	0	0	0	0	0	0	0	13	0	12	8	0	1	2	0	0	0	0	0	0	0	23
09:30	1	12	2	0	4	1	0	0	0	0	0	0	0	20	0	9	9	0	4	2	0	0	1	0	0	0	0	25	1	21	11	0	8	3	0	0	1	0	0	0	0	45
09:45	0	9	1	0	6	0	0	0	0	0	0	0	0	16	0	10	2	0	3	0	0	0	0	0	0	0	0	15	0	19	3	0	9	0	0	0	0	0	0	0	0	31
10:00	1	12	5	0	1	1	0	0	0	0	0	0	0	20	0	12	2	0	2	0	0	0	0	0	0	0	0	16	1	24	7	0	3	1	0	0	0	0	0	0	0	36
10:15	0	7	3	0	1	0	0	0	1	0	0	0	0	12	0	13	7	0	0	0	0	0	1	0	0	0	0	21	0	20	10	0	1	0	0	0	2	0	0	0	0	33
10:30	0	7	5	0	1	2	0	0	0	0	0	0	0	15	0	11	7	0	1	1	0	1	2	0	0	0	0	23	0	18	12	0	2	3	0	1	2	0	0	0	0	38
10:45	0	6	5	0	2	0	0	1	0	0	0	0	0	14	0	9	5	0	1	0	0	0	0	0	0	0	0	15	0	15	10	0	3	0	0	1	0	0	0	0	0	29
11:00	0	17	1	0	0	2	0	0	1	0	0	0	0	21	0	17	6	0	2	0	0	0	0	0	0	0	0	25	0	34	7	0	2	2	0	0	1	0	0	0	0	46
11:15	0	6	6	0	1	1	0	0	0	0	0	0	0	14	0	7	2	0	0	1	0	0	0	0	0	0	0	10	0	13	8	0	1	2	0	0	0	0	0	0	0	24
11:30	0	9	3	0	1	0	0	0	0	0	0	0	0	13	0	15	2	0	1	1	0	0	0	0	0	0	0	19	0	24	5	0	2	1	0	0	0	0	0	0	0	32
11:45	0	7	5	0	2	2	0	0	0	0	0	0	0	16	1	14	4	0	0	0	0	0	0	0	0	0	0	19	1	21	9	0	2	2	0	0	0	0	0	0	0	35

Prepared by National Data & Surveying Services

CLASSIFICATION

Reserve Rd Bet. I-91 NB Bridge & Railroad Crossing

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_022

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND													TOTALS										
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	11	2	0	3	0	0	1	1	0	0	0	0	**18**	0	11	7	0	2	1	0	0	0	0	0	0	0	**21**	0	22	9	0	5	1	0	1	1	0	0	0	0	**39**
12:15	0	21	4	0	1	1	0	0	2	0	0	0	0	**29**	0	19	7	0	2	1	0	0	0	0	0	0	0	**29**	0	40	11	0	3	2	0	0	2	0	0	0	0	**58**
12:30	0	16	7	0	2	0	0	0	0	0	0	0	0	**25**	0	23	8	0	4	0	0	0	0	0	0	0	0	**35**	0	39	15	0	6	0	0	0	0	0	0	0	0	**60**
12:45	0	16	5	0	0	1	0	0	0	0	0	0	0	**22**	1	25	8	0	3	0	0	0	0	0	0	0	0	**37**	1	41	13	0	3	1	0	0	0	0	0	0	0	**59**
13:00	1	19	5	1	2	0	0	0	0	0	0	0	0	**28**	0	11	9	0	3	0	0	0	0	0	0	0	0	**23**	1	30	14	1	5	0	0	0	0	0	0	0	0	**51**
13:15	1	11	2	0	0	1	0	0	0	1	0	0	0	**16**	1	20	6	0	1	0	0	0	0	0	0	0	0	**28**	2	31	8	0	1	1	0	0	0	1	0	0	0	**44**
13:30	0	11	2	0	2	0	0	0	0	0	0	0	0	**15**	1	14	4	0	1	1	0	0	0	0	0	0	0	**21**	1	25	6	0	3	1	0	0	0	0	0	0	0	**36**
13:45	0	9	6	0	1	0	0	0	0	0	0	0	0	**16**	0	14	6	1	1	0	0	0	0	0	0	0	0	**22**	0	23	12	1	2	0	0	0	0	0	0	0	0	**38**
14:00	2	9	3	0	4	1	0	1	1	0	0	0	0	**21**	1	17	3	0	1	0	0	0	0	0	0	0	0	**22**	3	26	6	0	5	1	0	1	1	0	0	0	0	**43**
14:15	3	23	10	0	3	1	0	0	0	0	0	0	0	**40**	0	13	7	0	6	0	0	0	0	0	0	0	0	**26**	3	36	17	0	9	1	0	0	0	0	0	0	0	**66**
14:30	0	12	5	0	1	0	0	1	0	0	0	0	0	**19**	0	18	8	0	11	0	0	0	0	0	0	0	0	**37**	0	30	13	0	12	0	0	1	0	0	0	0	0	**56**
14:45	1	18	4	0	4	0	0	0	0	0	0	0	0	**27**	0	17	5	0	5	1	0	1	0	0	0	0	0	**29**	1	35	9	0	9	1	0	1	0	0	0	0	0	**56**
15:00	0	18	8	0	1	0	0	0	0	0	0	0	0	**27**	0	17	7	0	2	0	0	0	0	0	0	0	0	**26**	0	35	15	0	3	0	0	0	0	0	0	0	0	**53**
15:15	0	14	4	0	1	0	0	0	0	1	0	0	0	**20**	0	15	6	0	1	0	0	0	0	0	0	0	0	**22**	0	29	10	0	2	0	0	0	0	1	0	0	0	**42**
15:30	0	17	4	0	4	0	0	1	0	0	0	0	0	**26**	0	14	7	0	1	0	0	0	0	0	0	0	0	**22**	0	31	11	0	5	0	0	1	0	0	0	0	0	**48**
15:45	0	14	3	0	1	0	0	0	0	0	0	0	0	**18**	0	20	4	0	0	1	0	0	1	0	0	0	0	**26**	0	34	7	0	1	1	0	0	1	0	0	0	0	**44**
16:00	1	21	4	0	1	0	0	0	0	0	0	0	0	**27**	1	16	8	0	1	0	0	0	0	0	0	0	0	**26**	2	37	12	0	2	0	0	0	0	0	0	0	0	**53**
16:15	0	15	2	0	1	0	0	0	1	0	0	0	0	**19**	1	20	2	0	1	0	0	0	0	0	0	0	0	**24**	1	35	4	0	2	0	0	0	1	0	0	0	0	**43**
16:30	0	20	4	0	0	0	0	0	0	0	0	0	0	**24**	0	19	3	1	0	1	0	0	0	0	0	0	0	**24**	0	39	7	1	0	1	0	0	0	0	0	0	0	**48**
16:45	1	17	1	0	0	1	0	0	0	0	0	0	0	**20**	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**	1	34	4	0	0	1	0	0	0	0	0	0	0	**40**
17:00	0	21	5	0	0	0	0	0	0	0	0	0	0	**26**	2	22	1	0	1	1	0	0	0	0	0	0	0	**27**	2	43	6	0	1	1	0	0	0	0	0	0	0	**53**
17:15	0	18	2	0	1	0	0	0	0	0	0	0	0	**21**	0	14	3	0	1	0	0	0	0	0	0	0	0	**18**	0	32	5	0	2	0	0	0	0	0	0	0	0	**39**
17:30	1	8	1	0	0	0	0	0	0	0	0	0	0	**10**	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**	1	29	2	0	0	0	0	0	0	0	0	0	0	**32**
17:45	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**	0	23	2	0	1	0	0	0	0	0	0	0	0	**26**	0	32	4	0	2	0	0	0	0	0	0	0	0	**38**
18:00	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	0	19	5	0	0	0	0	0	0	0	0	0	0	**24**
18:15	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	15	3	0	1	0	0	0	0	0	0	0	0	**19**
18:30	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**
18:45	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	1	6	0	0	0	0	0	0	0	0	0	0	0	**7**	1	11	1	0	0	0	0	0	0	0	0	0	0	**13**
19:00	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	1	11	0	0	0	0	0	0	0	0	0	0	0	**12**	1	16	0	0	0	0	0	0	0	0	0	0	0	**17**
19:15	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**	0	13	0	0	1	0	0	0	0	0	0	0	0	**14**
19:30	1	6	0	0	0	0	0	0	0	0	0	0	0	**7**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	1	12	0	0	0	0	0	0	0	0	0	0	0	**13**
19:45	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**
20:00	2	2	1	0	0	0	0	0	0	0	0	0	0	**5**	1	4	1	0	0	0	0	0	0	0	0	0	0	**6**	3	6	2	0	0	0	0	0	0	0	0	0	0	**11**
20:15	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
20:30	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	5	0	0	0	0	0	0	1	0	0	0	0	**6**	0	10	0	0	0	0	0	0	1	0	0	0	0	**11**
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
21:00	0	1	1	0	2	0	0	0	0	0	0	0	0	**4**	1	2	0	0	1	0	0	0	0	0	0	0	0	**4**	1	3	1	0	3	0	0	0	0	0	0	0	0	**8**
21:15	0	4	0	0	0	1	0	0	0	0	0	0	0	**5**	0	6	0	0	2	0	0	0	0	0	0	0	0	**8**	0	10	0	0	2	1	0	0	0	0	0	0	0	**13**
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
21:45	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	0	0	0	1	0	0	0	0	0	0	0	**5**	0	5	0	0	0	1	0	0	0	0	0	0	0	**6**
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
22:30	0	3	0	0	2	0	0	0	0	0	0	0	0	**5**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	0	0	2	0	0	0	0	0	0	0	0	**7**
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
23:00	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	0	2	1	0	2	0	0	0	0	0	0	0	0	**5**
23:15	1	2	1	0	0	0	0	0	0	0	0	0	0	**4**	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**	2	3	1	0	0	0	0	0	0	0	0	0	0	**6**
23:30	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	2	2	0	1	0	0	0	0	0	0	0	0	**5**
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
Totals	**19**	**680**	**177**	**1**	**86**	**24**	**0**	**7**	**13**	**2**	**0**	**0**	**0**	**1,009**	**15**	**1,010**	**272**	**4**	**115**	**22**	**0**	**9**	**10**	**0**	**0**	**0**	**0**	**1,457**	**34**	**1,690**	**449**	**5**	**201**	**46**	**0**	**16**	**23**	**2**	**0**	**0**	**0**	**2,466**
% of Totals	2%	67%	18%	0%	9%	2%		1%	1%	0%				**100%**	1%	69%	19%	0%	8%	2%		1%	1%					**100%**	1%	69%	18%	0%	8%	2%		1%	1%	0%				**100%**

Prepared by National Data & Surveying Services

VOLUME

Reserve Rd Bet. I-91 NB Bridge & Railroad Crossing

Day: Wednesday
Date: 10/25/2023

City: Hartford
Project #: CT23_410019_022

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,009	1,457	2,466

DAILY TOTALS

15-Minutes Interval

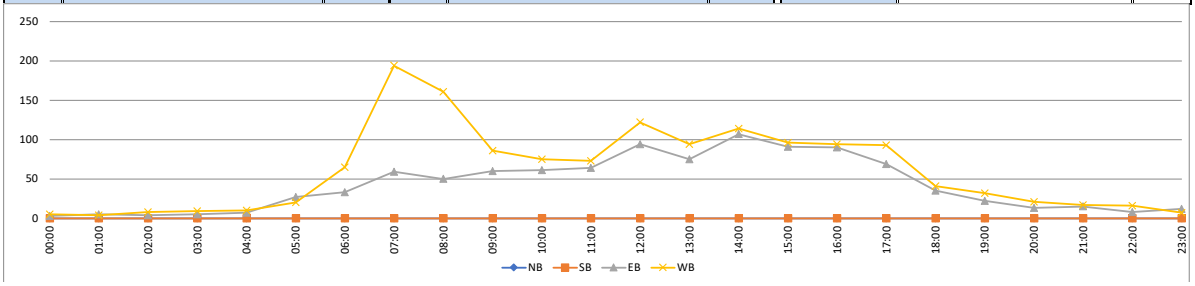
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			1	2	3	12:00			18	21	39
00:15			1	0	1	12:15			29	29	58
00:30			0	3	3	12:30			25	35	60
00:45			1	0	1	12:45			22	37	59
01:00			3	2	5	13:00			28	23	51
01:15			0	1	1	13:15			16	28	44
01:30			1	0	1	13:30			15	21	36
01:45			1	1	2	13:45			16	22	38
02:00			1	3	4	14:00			21	22	43
02:15			0	2	2	14:15			40	26	66
02:30			2	2	4	14:30			19	37	56
02:45			1	1	2	14:45			27	29	56
03:00			0	2	2	15:00			27	26	53
03:15			0	4	4	15:15			20	22	42
03:30			1	0	1	15:30			26	22	48
03:45			4	3	7	15:45			18	26	44
04:00			2	2	4	16:00			27	26	53
04:15			1	3	4	16:15			19	24	43
04:30			1	1	2	16:30			24	24	48
04:45			3	4	7	16:45			20	20	40
05:00			4	2	6	17:00			26	27	53
05:15			4	3	7	17:15			21	18	39
05:30			9	4	13	17:30			10	22	32
05:45			10	11	21	17:45			12	26	38
06:00			5	10	15	18:00			10	14	24
06:15			8	12	20	18:15			12	7	19
06:30			7	11	18	18:30			7	13	20
06:45			13	32	45	18:45			6	7	13
07:00			10	35	45	19:00			5	12	17
07:15			20	64	84	19:15			6	8	14
07:30			15	42	57	19:30			7	6	13
07:45			14	53	67	19:45			4	6	10
08:00			10	32	42	20:00			5	6	11
08:15			13	39	52	20:15			2	6	8
08:30			10	56	66	20:30			5	6	11
08:45			17	34	51	20:45			1	3	4
09:00			14	33	47	21:00			4	4	8
09:15			10	13	23	21:15			5	8	13
09:30			20	25	45	21:30			1	2	3
09:45			16	15	31	21:45			5	3	8
10:00			20	16	36	22:00			1	5	6
10:15			12	21	33	22:15			1	1	2
10:30			15	23	38	22:30			5	2	7
10:45			14	15	29	22:45			1	8	9
11:00			21	25	46	23:00			3	2	5
11:15			14	10	24	23:15			4	2	6
11:30			13	19	32	23:30			4	1	5
11:45			16	19	35	23:45			1	2	3
TOTALS	0	0	378	710	1088	TOTALS	0	0	631	747	1378
SPLIT %	0%	0%	35%	65%	44%	SPLIT %	0%	0%	46%	54%	56%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			3	5	8
01:00	02:00			5	4	9
02:00	03:00			4	8	12
03:00	04:00			5	9	14
04:00	05:00			7	10	17
05:00	06:00			27	20	47
06:00	07:00			33	65	98
07:00	08:00			59	194	253
08:00	09:00			50	161	211
09:00	10:00			60	86	146
10:00	11:00			61	75	136
11:00	12:00			64	73	137
12:00	13:00			94	122	216
13:00	14:00			75	94	169
14:00	15:00			107	114	221
15:00	16:00			91	96	187
16:00	17:00			90	94	184
17:00	18:00			69	93	162
18:00	19:00			35	41	76
19:00	20:00			22	32	54
20:00	21:00			13	21	34
21:00	22:00			15	17	32
22:00	23:00			8	16	24
23:00	00:00			12	7	19

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			378	710	1088
Peak Hour			9:30	7:00	7:00
Peak Volume			68	194	253
Peak Hour Factor			0.850	0.758	0.753
Peak Period	12:00	to	00:00		
Volume			631	747	1378
Peak Hour			14:15	12:15	14:15
Peak Volume			113	124	231
Peak Hour Factor			0.706	0.838	0.875
Peak Period	07:00	to	09:00		
Volume			109	355	464
Peak Hour			7:00	7:00	7:00
Peak Volume			59	194	253
Peak Hour Factor			0.738	0.758	0.753
Peak Period	16:00	to	18:00		
Volume			159	187	346
Peak Hour			16:30	16:15	16:00
Peak Volume			91	95	184
Peak Hour Factor			0.875	0.880	0.868



STANDARD TRAFFIC CONTROL PLANS

The Metropolitan District

Maintenance and Protection of Traffic Design Guidelines

JULY 2016

Revision Dates
REVISION 1: 3-4-16
REVISION 2: 5-10-16
REVISION 3: 7-20-16

DATE: 7/20/2016 FILE: c:\users\feldmana\desktop\mdc\standard traffic specs and drawings\2016 mpt guidelines\2016 mpt guidelines (7-20-16).dwg

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Appendix A: Typical Temporary Traffic Control Plans (CCTV/Cleaning and CIPP Lining)

Appendix B: CTDOT Construction Traffic Control Plans

METROPOLITAN DISTRICT
Design Guidelines
Maintenance and Protection of Traffic

INTRODUCTION

The Metropolitan District (MDC) has created the following document which provides particular design guidelines for the purpose of maintenance and protection of traffic (MPT) during construction operations. The design guidelines are based on the Manual of Uniform Traffic Control Devices (MUTCD 2009), The Connecticut Department of Transportation (CTDOT), and specific MDC requirements. If work is on a state road, please use CTDOT Construction Traffic Control plans found at: http://www.ct.gov/dot/cwp/view.asp?a=3199&q=259402 (0971991A – Traffic Control Plans and Typical Materials) or reference Appendix B of this document.

The purpose of these Design Guidelines is to provide the necessary information to assist in the design of temporary traffic control plans to meet the requirements of the MDC. The intent of any temporary traffic control plan is to provide a safe and effective travel environment for vehicular and pedestrian traffic in and around the construction work zone. A correctly established work zone and traffic pattern is of importance to the surrounding public as well as the construction personnel performing the work.

This document provides the following Maintenance and Protection of Traffic design information:

- Notes for Traffic Control Plans
- Component Parts of a Temporary Traffic Control Zone
- Type of Tapers and Buffer Spaces
- Traffic Control Details
- Traffic Control Signs
- Typical Temporary Traffic Control Plans (general construction)
- Typical Temporary Traffic Control Plans (CCTV/Cleaning and CIPP Lining)

The MPT Design Guidelines are also available in an AutoCAD format by request. The information contained herein should not be considered a final design for a construction project, but should be used as a guideline to develop the temporary traffic control plans.

The guidelines supplement and do not replace the requirements of the Manual of Uniform Traffic Control Devices (MUTCD) Latest Edition, CTDOT and municipality.

USING TYPICAL TRAFFIC CONTROL DETAILS IN DESIGN

When using the typical traffic control (TTC) details during design for any construction project's traffic management, the final designer shall assign a number to the detail used and develop a table for the contractor to reference as to what detail is required for use by construction activity location.

If any portion of the construction cannot be completed using a typical traffic control detail, a site specific plan is required as part of the design in addition to the standard traffic control sheets.

See the example table below for format:

Street	Construction Activity	Approximate Station	TTC Detail #
Street 1	Install water main	00+00 to 1+00	1
Street 2	Install water main	1+00 to 5+00	1
Street 3	Install water service	2+50	Site specific – see sheet X
Street 4	CIPP Lining (sewer)	5+00 to 6+50	3
Street 5	Trench restoration	6+50 to 7+50	4
Street 6	Milling	00+00 to 7+50	5
Street 7	Paving	00+00 to 7+50	5

TEMPORARY TRAFFIC CONTROL PLANS – GENERAL INFORMATION

MPT DESIGN GUIDELINE NOTES

1. TEMPORARY TRAFFIC CONTROL ON STATE ROADWAYS SHALL CONFORM WITH CTDOT CONSTRUCTION TRAFFIC CONTROL PLANS.
2. TRAFFIC CONTROL (POLICE) OFFICERS ARE REQUIRED FOR WORK ON STATE ROADWAYS.
3. UNIFORMED TRAFFIC CONTROL PERSONNEL SHOWN ON THE TYPICAL TEMPORARY TRAFFIC CONTROL PLANS ARE APPROXIMATE IN LOCATION AND QUANTITY. THE USE OF TRAFFIC CONTROL PERSONNEL SHALL BE DETERMINED BY THE FDE AND SHOWN ACCORDINGLY IN THE CONTRACT DOCUMENTS. CONSIDERATIONS TO SIGHT LINE, TRAFFIC VOLUMES AND OTHER FIELD CONDITIONS SHALL BE HAD WHEN DETERMINING THE USE OF TRAFFIC CONTROL PERSONNEL.
4. SIGN IDENTIFICATION SHALL BE IN ACCORDANCE WITH MDC TEMPORARY TRAFFIC CONTROL PLAN GUIDELINES.
5. PROVIDE RAMP IF NEEDED TO ACCOMMODATE ACCESS OR TRAFFIC FLOW OVER BY–PASS HOSES.
6. PROVIDE "BUMP" SIGNS WHEN RAMP IS USED.
7. MAINTAIN BUSINESS AND LOCAL ACCESS AT ALL TIMES.
8. MAINTAIN BUS STOPS AT ALL TIMES.
9. TRAFFIC DRUMS SHALL BE USED FOR NIGHT TIME WORK ZONES.
10. BUFFER SPACE IS OPTIONAL. HOWEVER, IT IS DESIRABLE TO PROVIDE BUFFER SPACE AT WORK ZONES TO PROVIDE RECOVERY SPACE FOR AN ERRANT VEHICLE AND A SAFER WORKING ENVIRONMENT FOR WORKERS. SEE TABLE 5 FOR BUFFER SPACE.
11. LANE WIDTH OF TRAVEL LANE SHALL BE A MINIMUM OF 11' MEASURED TO THE FACE OF THE CHANNELIZING DEVICE. 10' MINIMUM MAY BE ACCEPTED WITH APPROVAL OF OWNER (MDC) ON A CASE–BY–CASE BASIS.
12. IN GENERAL, 36" SIGNS SHALL BE USED ON LOCAL ROADWAYS, AND 48" SIGNS SHALL BE USED ON STATE ROADWAYS UNLESS OTHERWISE SPECIFIED WITHIN THE CONTRACT DOCUMENTS.
13. CONTRACTOR SHALL COORDINATE THE NEED FOR TEMPORARY "NO PARKING SIGNS" THROUGH OR ADJACENT TO THE WORK ZONE WITH THE APPROPRIATE TOWN/CITY/STATE OFFICIALS. THE FINAL DESIGN ENGINEER SHALL INDICATE THE "NO PARKING" AREA(S) ON THE TRAFFIC CONTROL PLAN WHERE APPLICABLE.
14. AS A MINIMUM REQUIREMENT, THE FOLLOWING INFORMATION SHALL BE SHOWN IN THE PLANS.
    - NORTH ARROW
    - POSTED/REGULATORY SPEED
    - EXISTING AND PROPOSED LANE CONFIGURATION
    - EXISTING AND PROPOSED ROADWAY/TRAVEL WAY WIDTH
    - WORK ZONE LIMITS
    - STREET NAMES (MAIN AND SIDE STREETS)
    - SIGN INVENTORY
    - LEGEND WHEN UTILIZING TRAFFIC CONTROL SIGNS AND/OR DEVICES THAT ARE NOT SHOWN IN MDC TRAFFIC CONTROL PLANS.
    - SCALE WITH SCALE BAR (INDICATE "N.T.S." FOR PLANS THAT ARE NOT TO SCALE)
    - SIDEWALKS/CROSSWALKS

TABLE 1: TAPER LENGTH
TRAVEL LANE CLOSURE OR MERGE

POSTED SPEED (MPH)	MIN. TAPER LENGTH L (FT) TRAVEL LANE WIDTH 10'	11'	12'	NOTES
20	67	74	80	$L=\frac{WS^2}{60}$
25	105	115	125	
30	150	165	180	
35	205	225	245	
40	267	294	320	
45	450	495	540	L=WS
50	500	550	600	

L = LENGTH OF TRAVEL LANE TAPER (FT)
W = TOTAL TRAVEL LANE WIDTH (FT)
S = POSTED OR REGULATORY SPEED (MPH)

TABLE 2: TAPER LENGTH
TRAVEL LANE SHIFT

POSTED SPEED (MPH)	MIN. TAPER LENGTH $\frac{1}{2}L$ (FT) TRAVEL LANE WIDTH 10'	11'	12'	NOTES
20	34	37	40	$L=\frac{WS^2}{60}$
25	53	58	63	
30	75	83	90	
35	103	113	123	
40	134	147	160	
45	225	248	270	L=WS
50	250	275	300	

$\frac{1}{2}L$ = LENGTH OF TRAVEL LANE TAPER (FT)
W = TOTAL TRAVEL LANE WIDTH (FT)
S = POSTED OR REGULATORY SPEED (MPH)

TABLE 3: TAPER LENGTH
SHOULDER CLOSURE

POSTED SPEED (MPH)	MIN. TAPER LENGTH $\frac{1}{3}L$ (FT) SHLDR WIDTH 4'	8'	10'	NOTES
20	9	18	23	$L=\frac{WS^2}{60}$
25	14	28	35	
30	20	40	50	
35	28	55	68	
40	36	72	90	
45	60	120	150	L=WS
50	67	133	167	

$\frac{1}{3}L$ = LENGTH OF SHOULDER TAPER (FT)
W = TOTAL SHOULDER WIDTH (FT)
S = POSTED OR REGULATORY SPEED (MPH)

TABLE 4: DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

TABLE 5: LONGITUDINAL BUFFER SPACE

POSTED SPEED (MPH)	DISTANCE (FT)
20	115
25	155
30	200
35	250
40	305
45	360
50	425

WHEN BUFFER SPACE CANNOT BE PROVIDED DUE TO GEOMETRIC CONSTRAINTS, THE GREATEST ATTAINABLE LENGTH SHOULD BE USED,

TABLE 6: CLEAR ZONE WIDTHS

POSTED SPEED (MPH)	*DISTANCE (FT)
30–40	14
45–50	20

* DISTANCES FOR SLOPE 1:6 OR FLATTER ONLY. SEE CTDOT HIGHWAY DESIGN MANUAL CHAPTER 13–2.0 CLEAR ZONES FOR OTHER CONDITIONS.

SYMBOLS

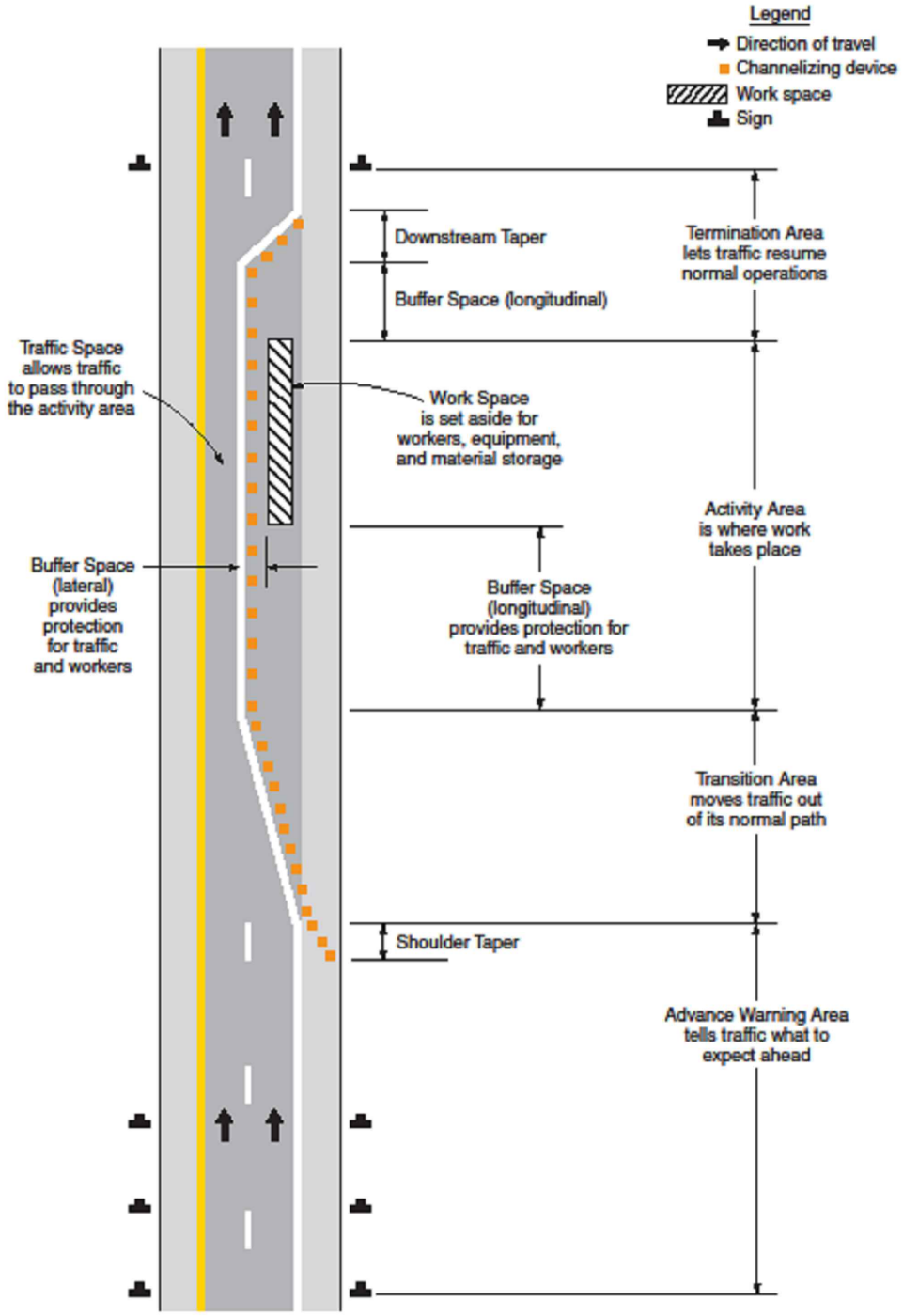
- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICE
- TRAFFIC CONTROL PERSON (POLICE OR FLAGGER – APPROX. LOCATION AND NUMBER, REFERENCE NOTE #3 ABOVE)
- WORK VEHICLE
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TYPE III BARRICADE

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

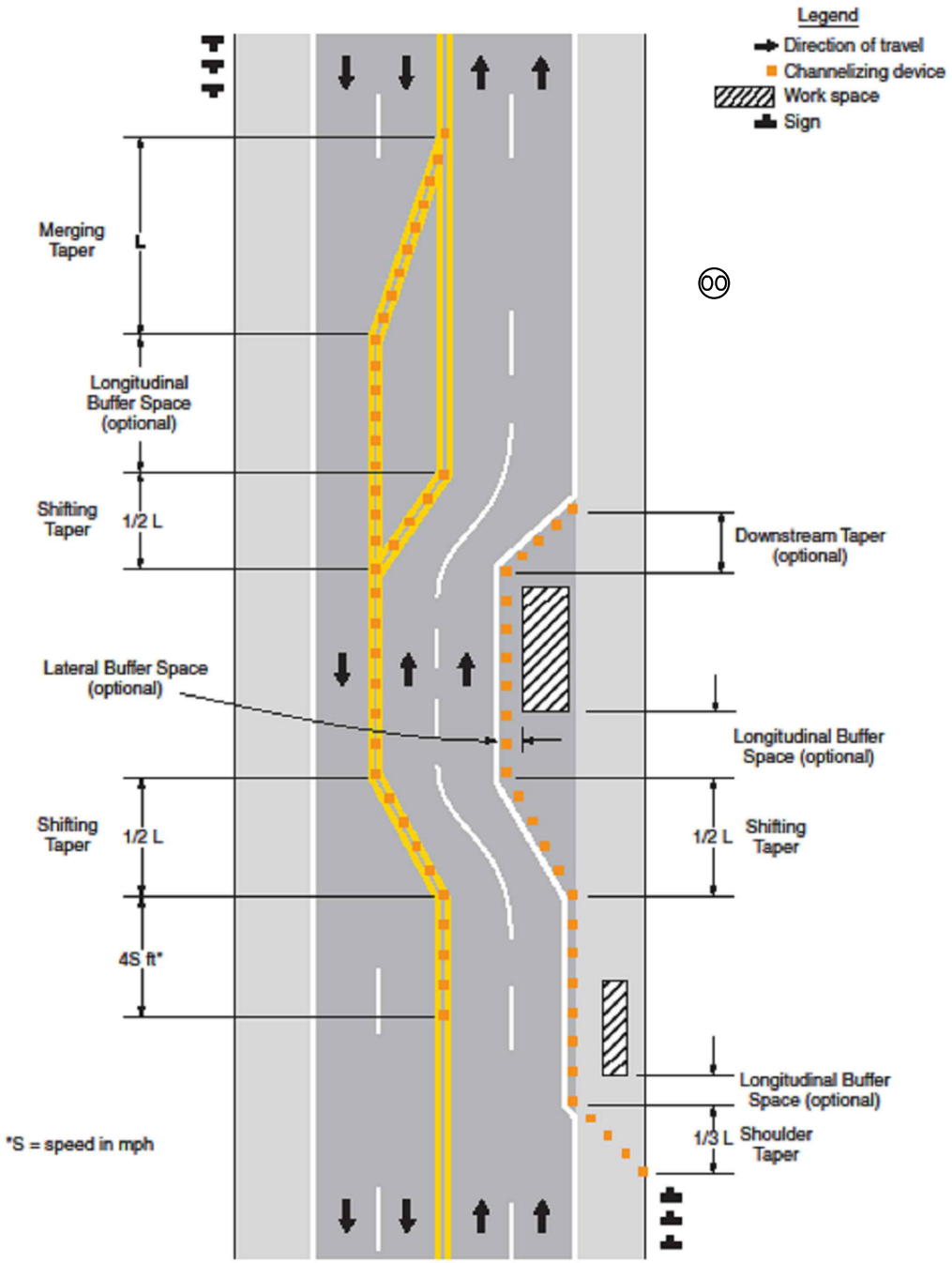
TEMPORARY TRAFFIC CONTROL PLAN
GENERAL INFORMATION

FIGURE 1: COMPONENT PARTS OF A TEMPORARY TRAFFIC CONTROL ZONE



SOURCE: MUTCD 2009 EDITION.

FIGURE 2: TYPES OF TAPERS & BUFFER SPACES



SOURCE: MUTCD 2009 EDITION.

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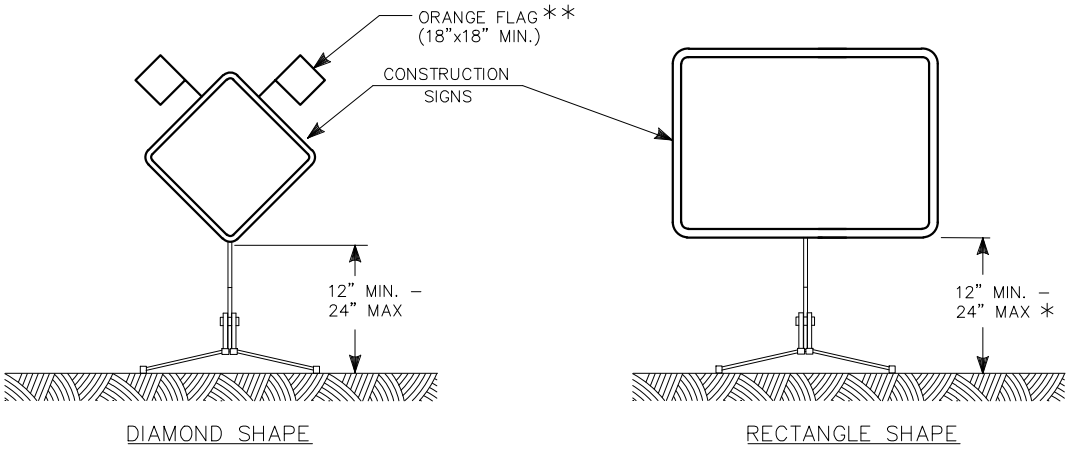
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
GENERAL INFORMATION

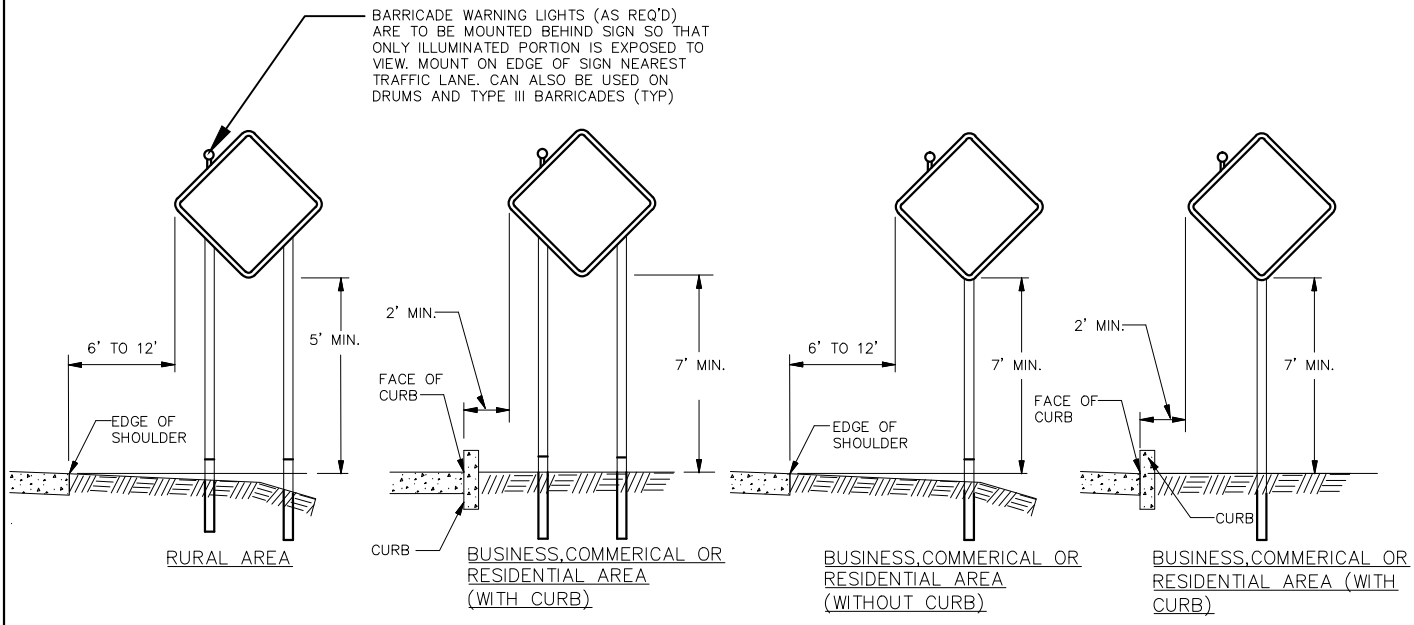


CONSTRUCTION SIGNS

** SIGN WITH ORANGE FLAGS SHALL REQUIRED AT THE OWNER'S DISCRETION.

NOTES FOR PORTABLE SIGN SUPPORTS:

1. SIGNS AND THEIR PORTABLE SUPPORTS SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL–3) AND THE LATEST EDITION OF THE MUTCD.
2. MOUNTING HEIGHT OF SIGNS SHALL BE A MINIMUM OF 12" AND A MAXIMUM OF 24". SIGNS SHALL BE MOUNTED HIGHER AS NEEDED TO MEET FIELD CONDITIONS OR AS DIRECTED BY THE OWNER.
3. THE MDC RESERVES THE RIGHT TO REJECT ANY SUPPORT DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
4. PORTABLE SIGN SUPPORTS SHALL BE STABILIZED IN A MANNER THAT WILL NOT AFFECT THEIR COMPLIANCE WITH NCHRP REPORT 350 (TL–3). SIGNS NEED TO BE STABILIZED AS NEEDED, WHICH MAY INCLUDE SAND BAGS OR OTHER WEIGHTED DEVICES.
5. ROLL–UP SIGNS ARE PERMITTED FOR SHORT DURATION WORK ZONES (LESS THAN 1 HOUR).
6. USE 48" SIGNS ON ARTERIAL ROADWAYS WHEN FEASIBLE.



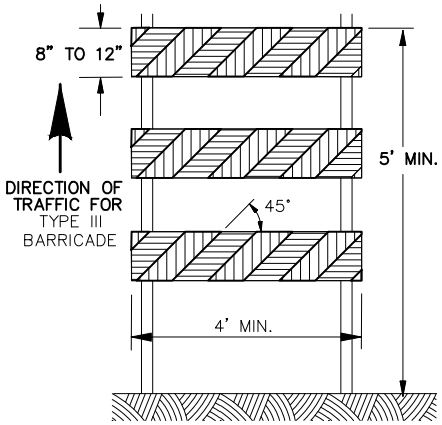
PLACEMENT OF CONSTRUCTION SIGNS
TYPICAL LONG TERM INSTALLATION

NOTES:

1. SUPPORTS SHALL BE METAL SIGN POSTS AND HAVE BREAK–AWAY FEATURES.

SOURCE: MUTCD 2009 EDITION AND MDC.

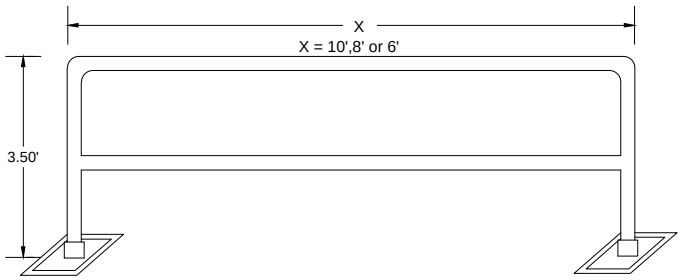
TYPE III BARRICADE (TYP.)



NOTES:

1. CONSTRUCTION BARRICADES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) AND THE LATEST EDITION OF THE MUTCD.
2. MARKINGS FOR BARRICADE RAILS SHALL BE ALTERNATE ORANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS. 6" WIDE STRIPES SHALL BE USED.
3. THE MDC RESERVES THE RIGHT TO REJECT ANY BARRICADE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
4. CORNERS OF BARRICADE RAILS SHALL BE ROUNDED.
5. THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS.

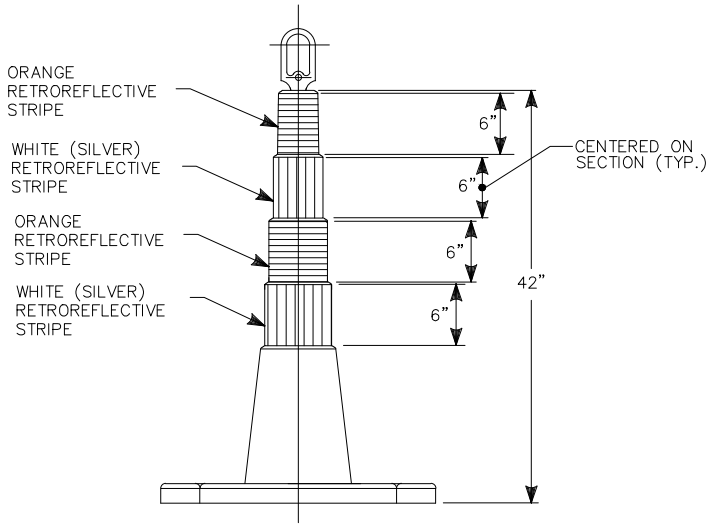
PEDESTRIAN GUIDE RAIL



NOTES:

1. PEDESTRIAN GUIDE RAILS SHALL BE FREE STANDING, PORTABLE MEET ALL APPLICABLE OSHA AND ANSI STANDARDS.
2. PEDESTRIAN GUIDE RAILS SHALL BE POWDER COATED YELLOW.
3. PEDESTRIAN GUIDE RAIL BASE PLATES SHALL BE HOT DIPPED GALVANIZED FOR DURABILITY AND BE SKID RESISTANT.

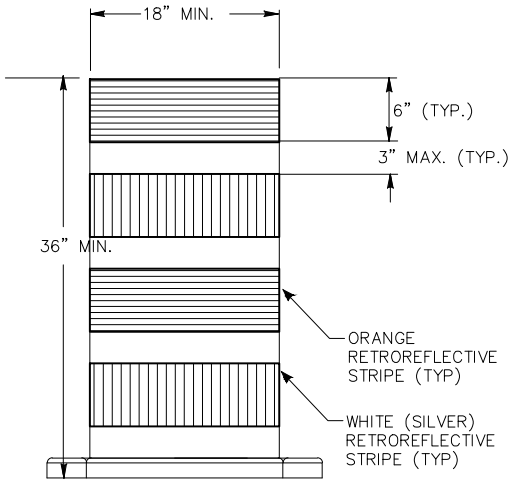
42" TRAFFIC CONE



NOTES:

1. TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) AND THE LATEST EDITION OF THE MUTCD.
2. IF RUBBER CONES ARE USED, THEY SHALL HAVE INTERIOR RIBS FOR RIGIDITY.
3. IF PLASTIC CONES ARE USED, THEY SHALL BE COLOR IMPREGNATED.
4. THE MDC RESERVES THE RIGHT TO REJECT ANY CONES DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.

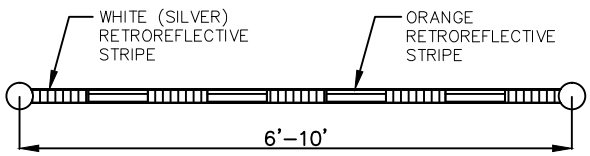
TRAFFIC DRUM



NOTES:

1. TRAFFIC DRUM SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) AND THE LATEST EDITION OF THE MUTCD.
2. THE MDC RESERVES THE RIGHT TO REJECT ANY DRUM DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
3. THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS.
4. THE SECTIONS OF DRUMS NOT COVERED WITH RETROREFLECTIVE STRIPES SHALL BE ORANGE.

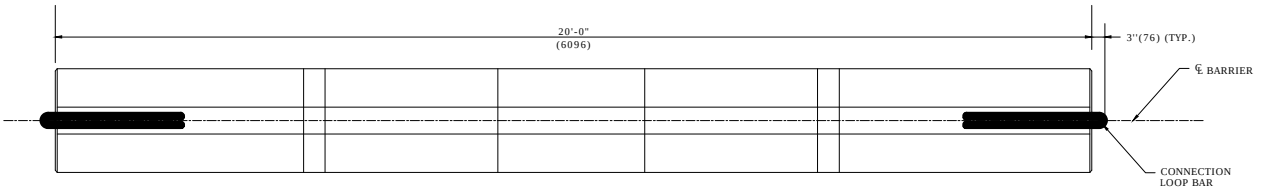
TRAFFIC CONE BAR (HOOK ON TOP OF 42" CONE)



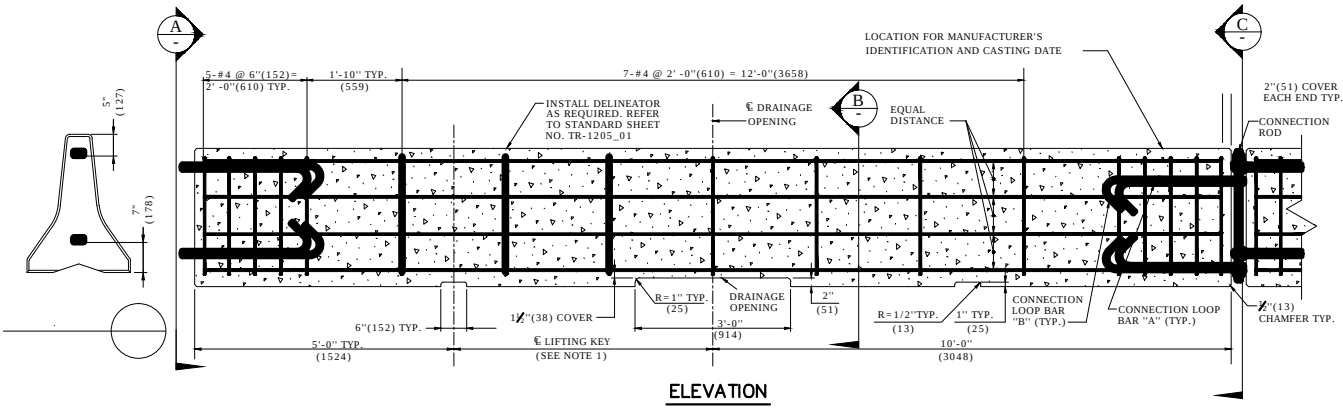
SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

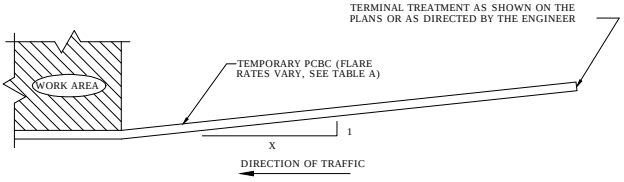
TEMPORARY TRAFFIC CONTROL PLAN
TRAFFIC CONTROL DEVICES



PLAN



ELEVATION



PLAN - TYPICAL INSTALLATION

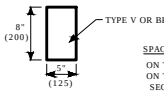
TABLE A

FLARE RATES

* SPEED	FLARE RATE (X : 1)
≤ 30MPH(48KPH)	4 : 1
> 30MPH(48KPH) <45MPH(72KPH)	6 : 1
≥ 45MPH(72KPH) NON-LIMITED ACCESS HIGHWAYS	8 : 1
ALL LIMITED ACCESS HIGHWAYS	10 : 1

* DESIGN SPEED THROUGH THE WORK AREA.

DELINEATORS DE-7, DE-7A, DE-7B, DE-7C
FOR INSTALLATION ON TEMPORARY PRECAST CONCRETE BARRIER CURB
AND TEMPORARY PRECAST CONCRETE BARRIER CURB (STRUCTURE)

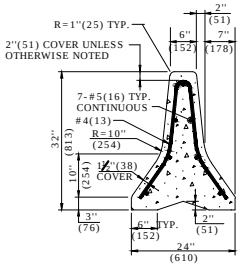


DE-7 ONE WAY WHITE
DE-7A ONE WAY YELLOW
DE-7B TWO WAY YELLOW
DE-7C WHITE/YELLOW BACK TO BACK
TEMPORARY PRECAST CONCRETE BARRIER DELINEATORS ARE TO BE FABRICATED OF ALUMINUM, STEEL, PLASTIC, OR OF A MATERIAL APPROVED BY THE ENGINEER AND MOUNTED IN THE CENTER OF EACH SECTION OF TEMPORARY BARRIER AS REQUIRED AND PER MANUFACTURER'S INSTRUCTIONS.

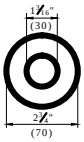
SPACING FOR TEMPORARY BARRIER CURB DELINEATORS:

ON THE LEADING TAPERED SECTION - EVERY 20' (6.2m),
ON THE FIRST 100' (30m) OF THE PARALLEL SECTION - EVERY 20' (6.2m),
ON THE REMAINING LENGTH - EVERY 100' (30m), MINIMUM OF 2 IF LESS THAN 100' (30m),
ALTERNATING ONE WAY TRAFFIC - EVERY 20' (6.2m),
ALL OTHER ROADWAYS SHALL BE DELINEATED IN ACCORDANCE WITH MUTCD.

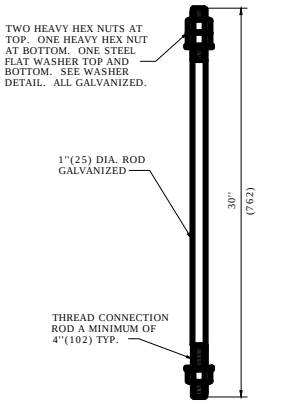
DELINEATORS DE-7, DE-7A, DE-7B, DE-7C
TO BE PAID FOR UNDER SECTION 12.05 DELINEATORS.



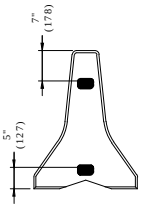
SECTION B -



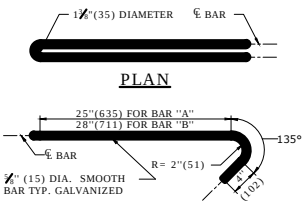
WASHER DETAIL



CONNECTION ROD



END VIEW C -



BAR "A" = 6' -0"(1829) TOTAL
BAR "B" = 6' -6"(1981) TOTAL

CONNECTION LOOP BAR

GENERAL NOTES:

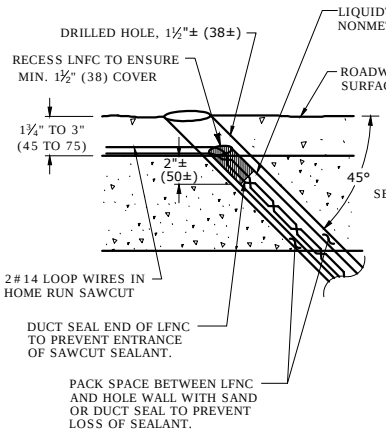
1. ALTERNATE DESIGNS FOR LIFTING KEYS, HOLES OR OTHER HANDLING DEVICES MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. EXPECTED PERMANENT DYNAMIC DEFLECTION IS 3'-6" (1148) BASED ON TL-3 CRASH TESTS WITH 240' (73152) OF TPCBC.

ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

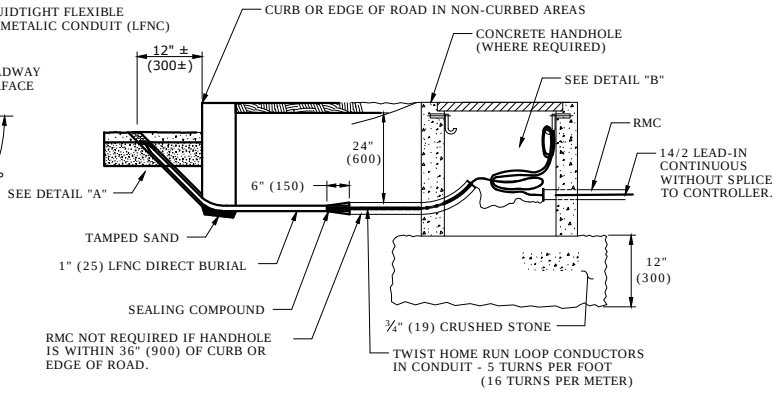
SOURCE: CTDOT 7–24–13

The Metropolitan District
Hartford, Connecticut

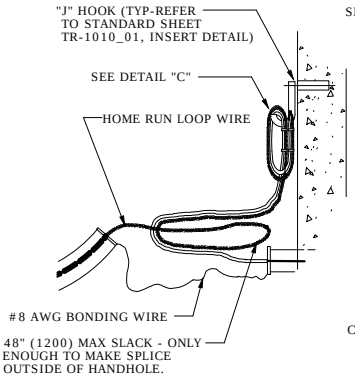
TEMPORARY TRAFFIC CONTROL PLAN
TEMPORARY PRECAST CONCRETE BARRIER CURB



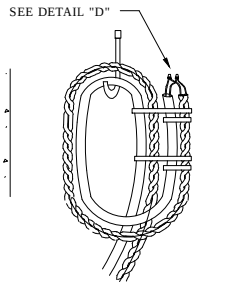
DETAIL "A"



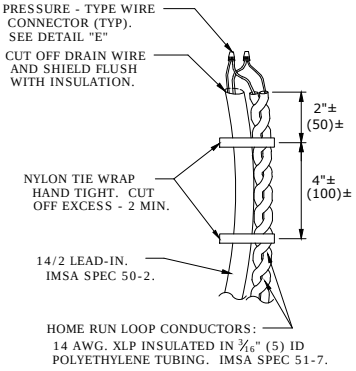
TYPICAL ELEVATION VIEW
LOOP DETECTOR LEAD-IN



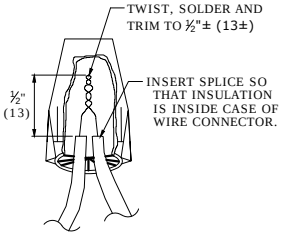
DETAIL "B"



DETAIL "C"
FRONT VIEW



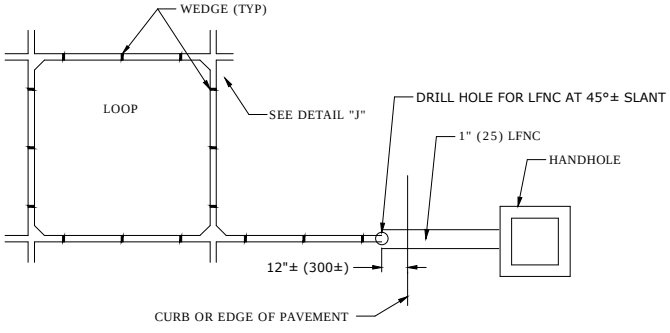
DETAIL "D"



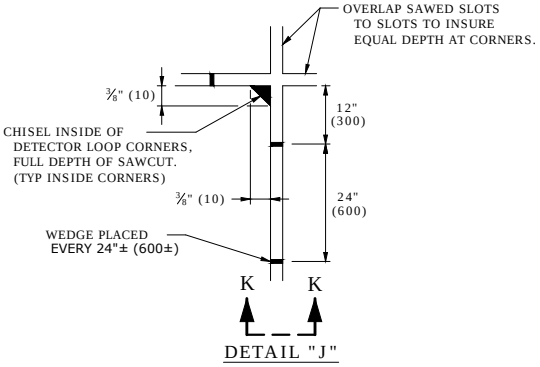
NOTE:

WATER RESISTANT CONNECTOR DESIGNED FOR WET, DAMP AND CORROSIVE APPLICATIONS. ONE TIME USE ONLY. DISCARD ALL REMOVED CONNECTORS.

DETAIL "E"



TYPICAL PLAN VIEW
LOOP DETECTOR SAWCUT AND LEAD-IN



DETAIL "J"

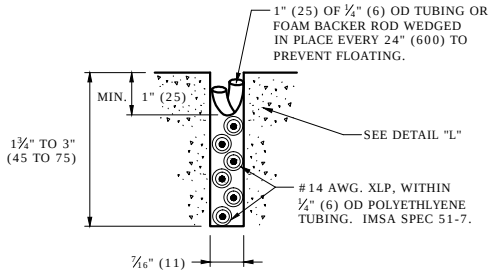
NOTE:

CONTRACTOR TO COORDINATE REPLACEMENT OF LOOP DETECTOR WITH LOCAL MUNICIPALITY AND/OR CTDOT.

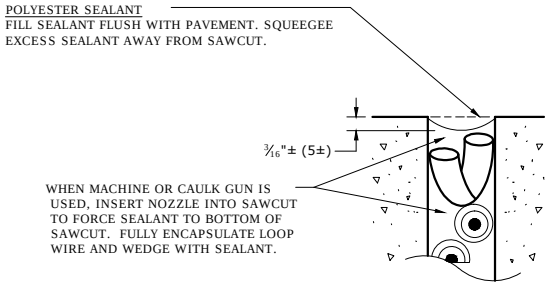
SOURCE: CTDOT 4/2014

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
LOOP VEHICLE DETECTOR AND SAWCUT



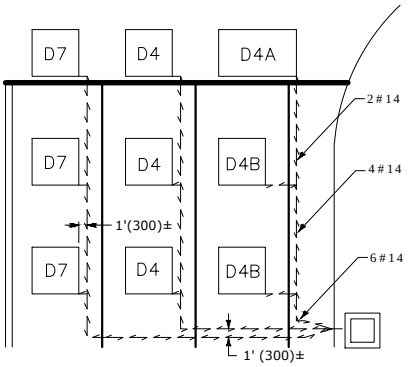
DETAIL "K"



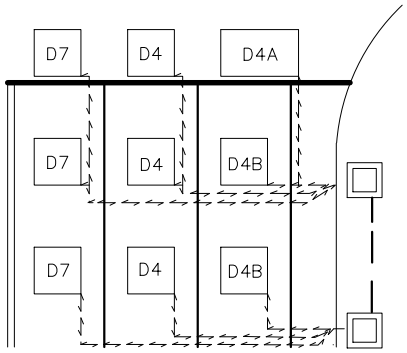
DETAIL "L"

NOTES:

REFER TO STANDARD SPECIFICATIONS, SECTION 11-11.
ONLY USE POLYESTER COMPOUND AS SEALANT, UNLESS OTHER TYPE IS APPROVED BY ENGINEER.
WET SAW CUT ONLY, DRY SAW CUT NOT PERMITTED.
RECOMMENDED SAW BLADE: 14" x ⅜" (350 x 10) PRODUCES 7/16" (11) SLOT.
SAW CUT LOOP & HOME RUN DEPTH TO ENSURE MIN. 1" (25) SEALANT COVERAGE.



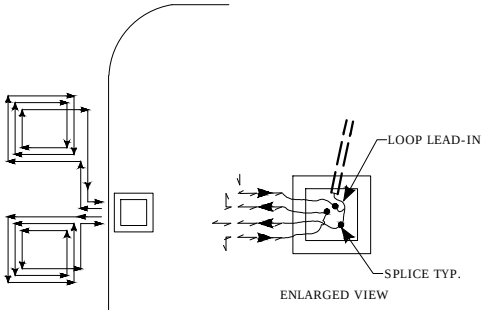
EXAMPLE A



EXAMPLE B

REAR SEGMENTS ALSO USED FOR VOLUME COUNTS

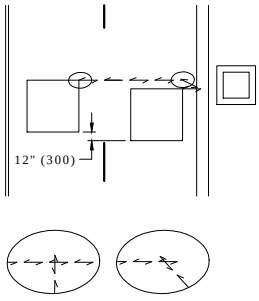
SEE TRAFFIC SIGNAL PLAN FOR ACTUAL LOOP PLACEMENT, NUMBERS, ETC...
LOOP SEGMENTS ON SAME AMPLIFIERS MAY SHARE HOME RUN SAW CUT. SPLICE SEGMENTS IN SERIES.
LOOP SEGMENTS ON DIFFERENT AMPLIFIERS MUST BE IN SEPARATE HOME RUN SAW CUT.



ENLARGED VIEW

TYPICAL WINDING
SEGMENTED LOOPS, 3 TURNS EACH

TO CREATE A UNIFORM MAGNETIC FIELD, WIND ADJACENT LOOPS IN OPPOSITE DIRECTIONS.



ACCEPTABLE SAW CUT

NOT ACCEPTABLE SAW CUT

DO NOT OVERLAP MORE THAN TWO SAWCUTS.

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:
- INDUCTIVE LOOP DETECTOR
- SAW CUT
- RIGID METAL CONDUIT
- HANDHOLE

SOURCE: CTDOT 4/2014

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
LOOP VEHICLE DETECTOR AND SAWCUT

TYPICAL TEMPORARY TRAFFIC CONTROL SIGNS

(A) W20-1 B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36	80-9603	
	48	80-9604	

(B) G20-2 B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36x18	80-9612	

(CL) W20-5L B/O

	SIZE (INCHES)	CONN. D.O.T. #	SUPPORTS
	36		
	48	80-9847	

(CR) W20-5R B/O

	SIZE (INCHES)	CONN. D.O.T. #	SUPPORTS
	36		
	48	80-9848	

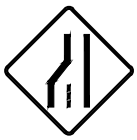
(D) W20-4 B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36	80-9834	
	48	80-9835	

(E) W20-7 B/O

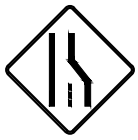
	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36	80-9803	
	48	80-9804	

(FL) W4-2L B/O



	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36		
	48	80-9918L	

(FR) W4-2R B/O



	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36		
	48	80-9917R	

(GL) R3-2 RB/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	30	31-1619	

(GR) R3-1 RB/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	30	31-1617	

(H) W20-3 B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36	80-3014	
	48		

(I) R11-2 B/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	48x30	80-9080	

(J) R5-1 WR/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	30	31-1119	

(K) R11-4 B/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	60x30	80-9081	

(L) B/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	24X24		

(KL) B/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	60x30		

(M) W20-2 B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36		
	48		

(N) M4-8 B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	24x12	80-9707	

(O) M4-8A B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	24x18	80-9708	

(PL) M4-10L O/B

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	48X18	80-9702L	

(PR) M4-10R O/B

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	48X18	80-9001R	

(QS) M4-9 B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	30X24	80-9710	

(QL) M4-9L B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	30x24	80-9710L	

(QR) M4-9R B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	30x24	80-9710R	

(RL) W1-6 B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36x18	80-9422	

SIGN COLOR LEGEND

B/O	= BLACK/ORANGE	RB/W	= RED BLACK/WHITE
B/W	= BLACK/WHITE	WR/W	= WHITE RED/WHITE
R/W	= RED/WHITE	BLUE/W	= BLUE/WHITE

SOURCE: CTDOT, MUTCD AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
GENERAL INFORMATION

TYPICAL TEMPORARY TRAFFIC CONTROL SIGNS

RR — W1-6 B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36x18	80-9422	

SL — W16-7P(L) B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	24x12	41-2607	

SR — W16-7P(R) B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	24x12	41-2609	

TR — W1-4R B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36	80-9431R	
	48	80-9451R	

TL — W1-4L B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36	80-9432L	
	48	80-9452L	

U — W8-1 B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36	80-9901	
	48	80-9902	

UC — W8-1A B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36	80-9801	
	48	80-9802	

VR — R4-7 B/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	24x30	31-1526	

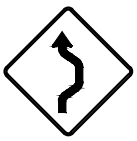
VL — R4-8 B/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	24x30		

WL — W24-1L B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36		
	48		

WR — W24-1R B/O



	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36		
	48		

WW — W6-3 B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36		
	48	80-9945	

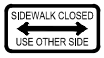
XA — W11-2 B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36	41-4811	
	48	41-4812	

XC — R9-9 B/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	24x12		

XD — R9-10 B/W



	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	24x12		

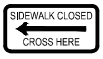
XL — R9-11(L) B/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	24x12	80-9074L	

XR — R9-11(R) B/W

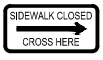
	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	24x12	80-9074R	

XLA — R9-11A(L) B/W



	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	24x12	80-9075L	

XRA — R9-11A(R) B/W



	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	24x12	80-9075R	

YO — BLUE/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS

YA — BLUE/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS

YL — BLUE/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS

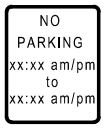
YR — BLUE/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS

Z — W5-1 B/O

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	36		
	48		

AA



	SIZE (INCHES)	CONN. D.O.T. #	POSTS

SIGN COLOR LEGEND

B/O	= BLACK/ORANGE	RB/W	= RED BLACK/WHITE
B/W	= BLACK/WHITE	WR/W	= WHITE RED/WHITE
R/W	= RED/WHITE	BLUE/W	= BLUE/WHITE

SOURCE: CTDOT, MUTCD AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
GENERAL INFORMATION

TYPICAL TEMPORARY TRAFFIC CONTROL SIGNS

(BB) W16-8P B/O

1) STREET NAME

W16-8AP B/O

2) STREET NAME

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
1)	VAR.x 8		
2)	VAR.x 15		

(CC) R4-7A B/W

KEEP RIGHT

SIZE (INCHES)	CONN. D.O.T. #	POSTS
24x30		

(DD) R4-8A B/W

KEEP LEFT

SIZE (INCHES)	CONN. D.O.T. #	POSTS
24x30		

(EE) B/O

RAISED STRUCTURES

SIZE (INCHES)	CONN. D.O.T. #	SUPPORTS
36		
48		

(FF) W8-8 B/O

ROUGH ROAD

SIZE (INCHES)	CONN. D.O.T. #	SUPPORTS
36		
48		

(GG) R6-1L B/W

ONE WAY

SIZE (INCHES)	CONN. D.O.T. #	POSTS
36x12	31-1188L	

(HH) R6-1R B/W

ONE WAY

SIZE (INCHES)	CONN. D.O.T. #	POSTS
36x12	31-1177R	

(II) R3-7L B/W

LEFT LANE MUST TURN LEFT

SIZE (INCHES)	CONN. D.O.T. #	POSTS
30	31-0117L	

(JJ) R3-7R B/W

RIGHT LANE MUST TURN RIGHT

SIZE (INCHES)	CONN. D.O.T. #	POSTS
30	31-0118R	

(KK) M3-1 B/O

NORTH

SIZE (INCHES)	CONN. D.O.T. #	POSTS
24x12		

(LL) M3-2 B/O

EAST

SIZE (INCHES)	CONN. D.O.T. #	POSTS
24x12		

(MM) M3-3 B/O

SOUTH

SIZE (INCHES)	CONN. D.O.T. #	POSTS
24x12		

(NN) M3-4 B/O

WEST

SIZE (INCHES)	CONN. D.O.T. #	POSTS
24x12		

(OO) W21-1 B/O

SIZE (INCHES)	CONN. D.O.T. #	POSTS
36		
48		

(PP) W16-9P B/O

AHEAD

SIZE (INCHES)	CONN. D.O.T. #	POSTS
24x12		

(QQ) W9-3 B/O

CENTER LANE CLOSED AHEAD

SIZE (INCHES)	CONN. D.O.T. #	SUPPORTS
36		
48		

(RR) W8-24 B/O

STEEL PLATE AHEAD

SIZE (INCHES)	CONN. D.O.T. #	SUPPORTS
36		
48		

(SS) W12-1 B/O

SIZE (INCHES)	CONN. D.O.T. #	SUPPORTS
24	41-4212	
48	41-4214	

(TT) W21-5a B/O

SHOULDER CLOSED

SIZE (INCHES)	CONN. D.O.T. #	SUPPORTS
36	80-9958	
48	80-9959	

(UU) W8-15 B/O

GROOVED PAVEMENT

SIZE (INCHES)	CONN. D.O.T. #	SUPPORTS
36		
48	41-4513	

NOTES: SPECIAL PROJECT SIGNS:

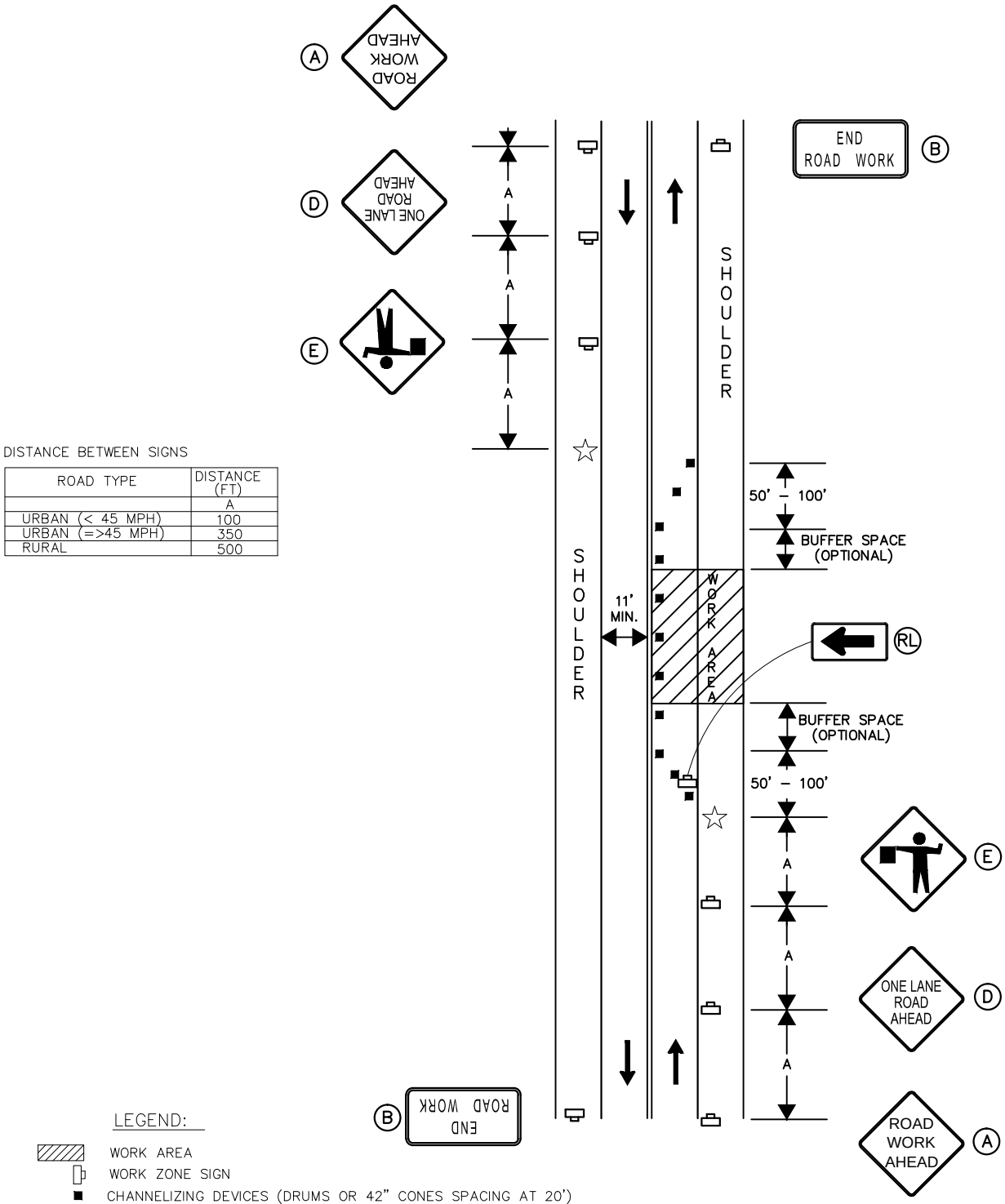
1. THIS IS NOT A COMPREHENSIVE LIST OF ROADWAY SIGNS. REFER TO MUTCD AND/OR PROVIDE SPECIAL SIGNS AS NEEDED.
2. SPECIAL (PROJECT SPECIFIC) SIGNS SHALL BE ADDED ON A NEW PLAN SHEET T-1A; TO BE CREATED AND INSERTED BY THE FDE AFTER STANDARD MDC SHEET T-1.

SIGN COLOR LEGEND

B/O	= BLACK/ORANGE	RB/W	= RED BLACK/WHITE
B/W	= BLACK/WHITE	WR/W	= WHITE RED/WHITE
R/W	= RED/WHITE	BLUE/W	= BLUE/WHITE

SOURCE: CTDOT, MUTCD AND MDC.

TWO LANE HIGHWAY
WORK IN TRAVEL LANE AND SHOULDER
ALTERNATING ONE–WAY TRAFFIC OPERATION



DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

LEGEND:

- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- TRAFFIC CONTROL PERSON (POLICE OR FLAGGER – APPROX. LOCATION AND NUMBER, REFERENCE NOTE #3 ON PAGE 1)
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TWO–LANE, TWO–WAY
WORK IN TRAVEL WAY & SHOULDER

TWO LANE HIGHWAY
WORK IN TRAVEL LANE AND SHOULDER

DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

TABLE I: TAPER LENGTH
SHOULDER CLOSURE

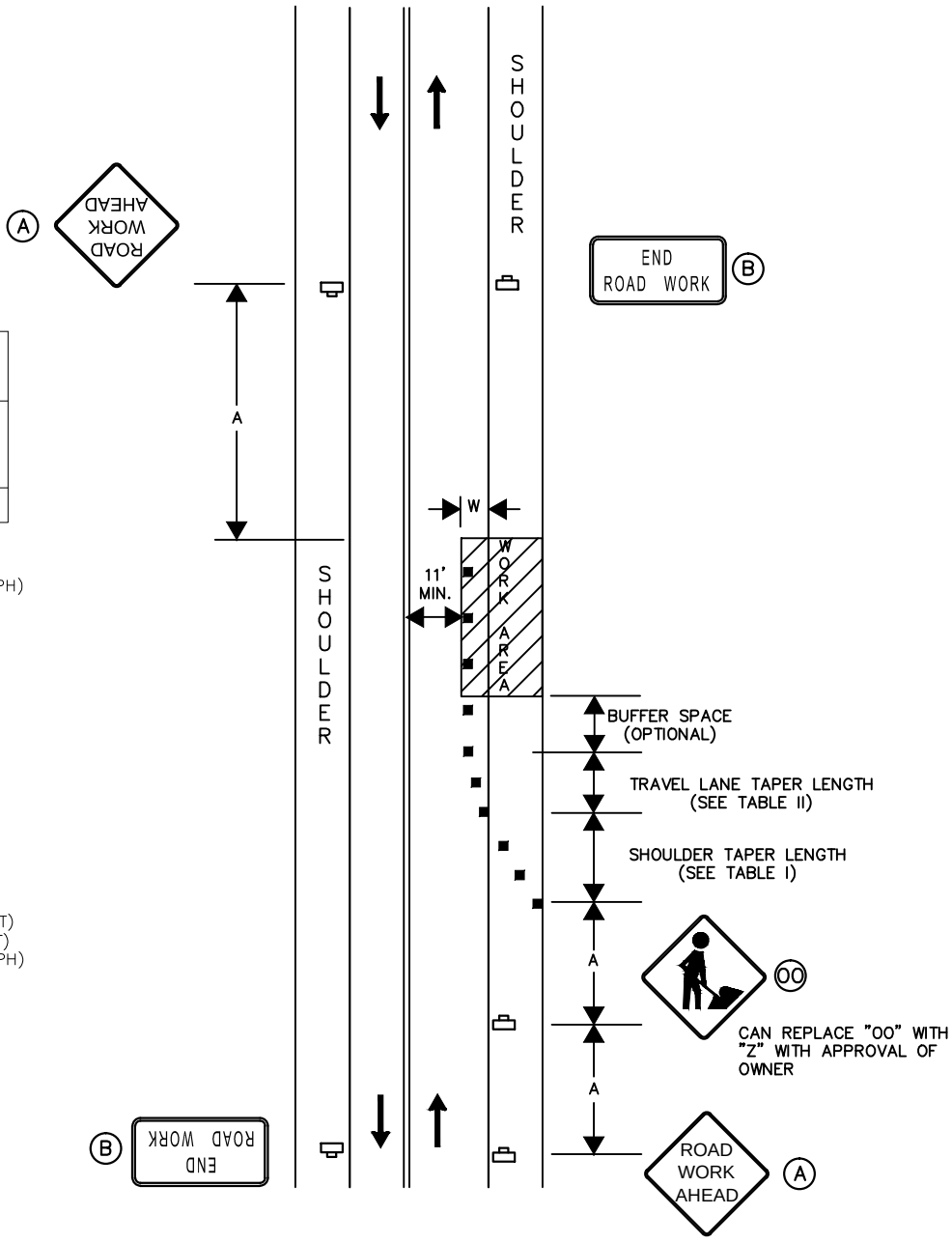
POSTED SPEED (MPH)	MIN. TAPER LENGTH $\frac{1}{3}$L (FT) SHLDR LANE WIDTH 4'	8'	11'	NOTES
20	9	18	23	$L=\frac{WS^2}{60}$
25	14	28	35	
30	20	40	50	
35	28	55	68	
40	36	72	90	
45	60	120	150	L=WS
50	67	133	167	

$\frac{1}{3}$L = LENGTH OF SHOULDER TAPER (FT)
W = TOTAL SHOULDER WIDTH (FT)
S = POSTED OR REGULATORY SPEED (MPH)

TABLE II: TAPER LENGTH
TRAVEL LANE WIDTH REDUCTION

POSTED SPEED (MPH)	MIN. TAPER LENGTH L (FT) TRAVEL LANE WIDTH REDUCTION (W) 2'	4'	6'	NOTES
20	13	27	40	$L=\frac{WS^2}{60}$
25	21	42	63	
30	30	60	90	
35	41	82	123	
40	53	107	160	
45	90	180	270	L=WS
50	100	200	300	

L = LENGTH OF TRAVEL LANE TAPER (FT)
W = TRAVEL LANE WIDTH REDUCTION (FT)
S = POSTED OR REGULATORY SPEED (MPH)



LEGEND:

- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TWO-LANE, TWO-WAY
WORK IN TRAVEL WAY & SHOULDER

TWO LANE HIGHWAY
WORK IN TRAVEL LANE AND SHOULDER

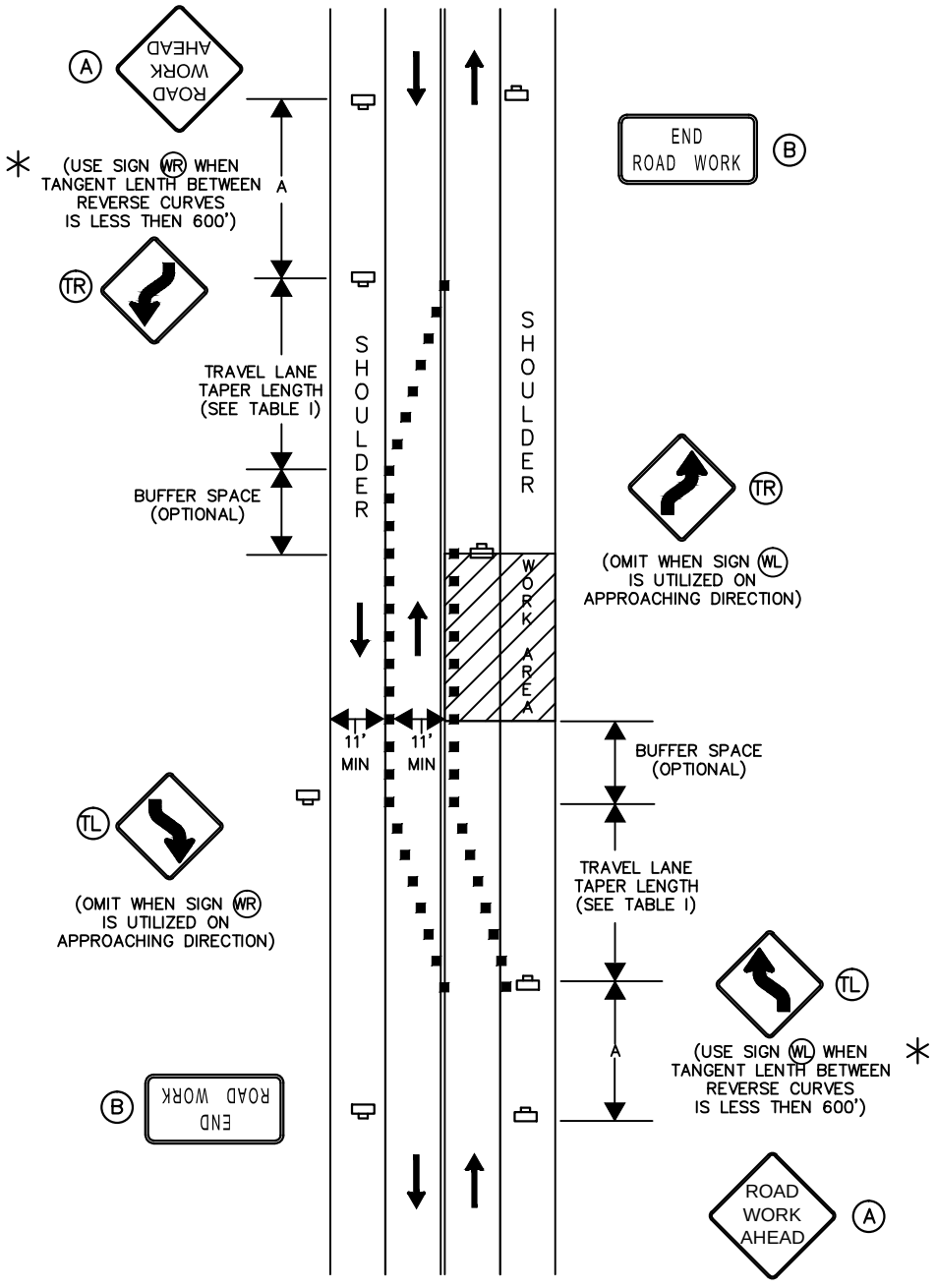


TABLE I: TAPER LENGTH
TRAVEL LANE SHIFT

POSTED SPEED (MPH)	MIN. TAPER LENGTH $\frac{1}{2}L$ (FT) TRAVEL LANE WIDTH 10'	11'	12'	NOTES
20	34	37	40	$L=\frac{WS^2}{60}$
25	53	58	63	
30	75	83	90	
35	103	113	123	
40	134	147	160	
45	225	248	270	L=WS
50	250	275	300	

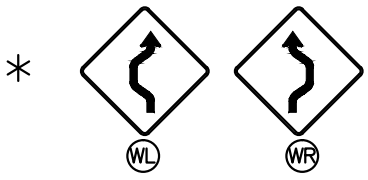
$\frac{1}{2}L$ = LENGTH OF TRAVEL LANE TAPER (FT)
W = TOTAL TRAVEL LANE WIDTH (FT)
S = POSTED OR REGULATORY SPEED (MPH)

DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT) A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

LEGEND:

- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

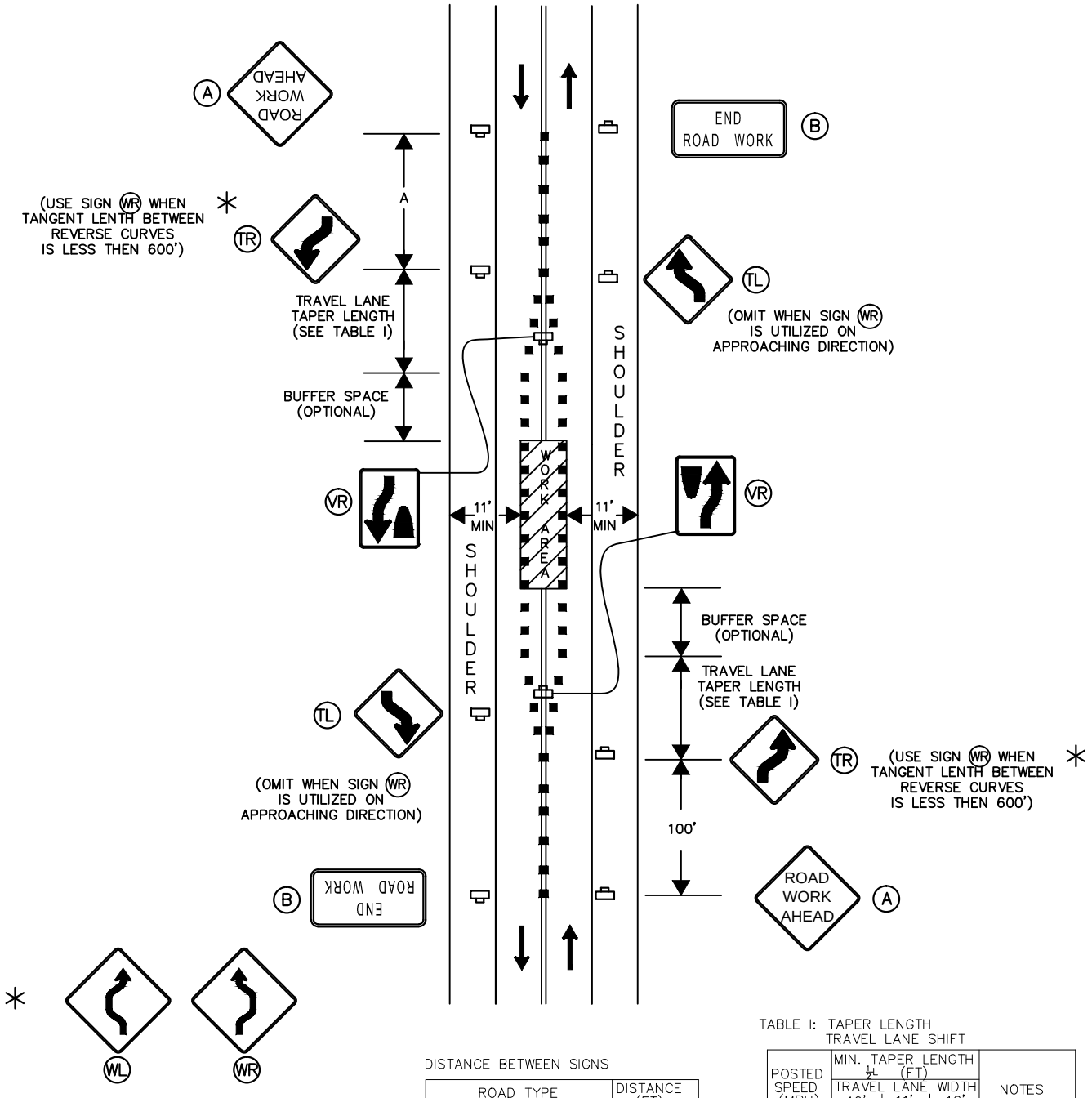


SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TWO-LANE, TWO-WAY
WORK IN TRAVEL WAY & SHOULDER

TWO LANE HIGHWAY
WORK IN CENTER OF ROADWAY



DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

TABLE I: TAPER LENGTH
TRAVEL LANE SHIFT

POSTED SPEED (MPH)	MIN. TAPER LENGTH $\frac{1}{2}L$ (FT) TRAVEL LANE WIDTH 10'	11'	12'	NOTES
20	34	37	40	$L=\frac{WS^2}{60}$
25	53	58	63	
30	75	83	90	
35	103	113	123	
40	134	147	160	
45	225	248	270	L=WS
50	250	275	300	

LEGEND:

- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

$\frac{1}{2}L$ = LENGTH OF TRAVEL LANE TAPER (FT)
W = TOTAL TRAVEL LANE WIDTH (FT)
S = POSTED OR REGULATORY SPEED (MPH)

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TWO–LANE, TWO–WAY
WORK IN CENTER OF ROADWAY

TWO LANE HIGHWAY
WORK IN BI–DIRECTIONAL TURN LANE

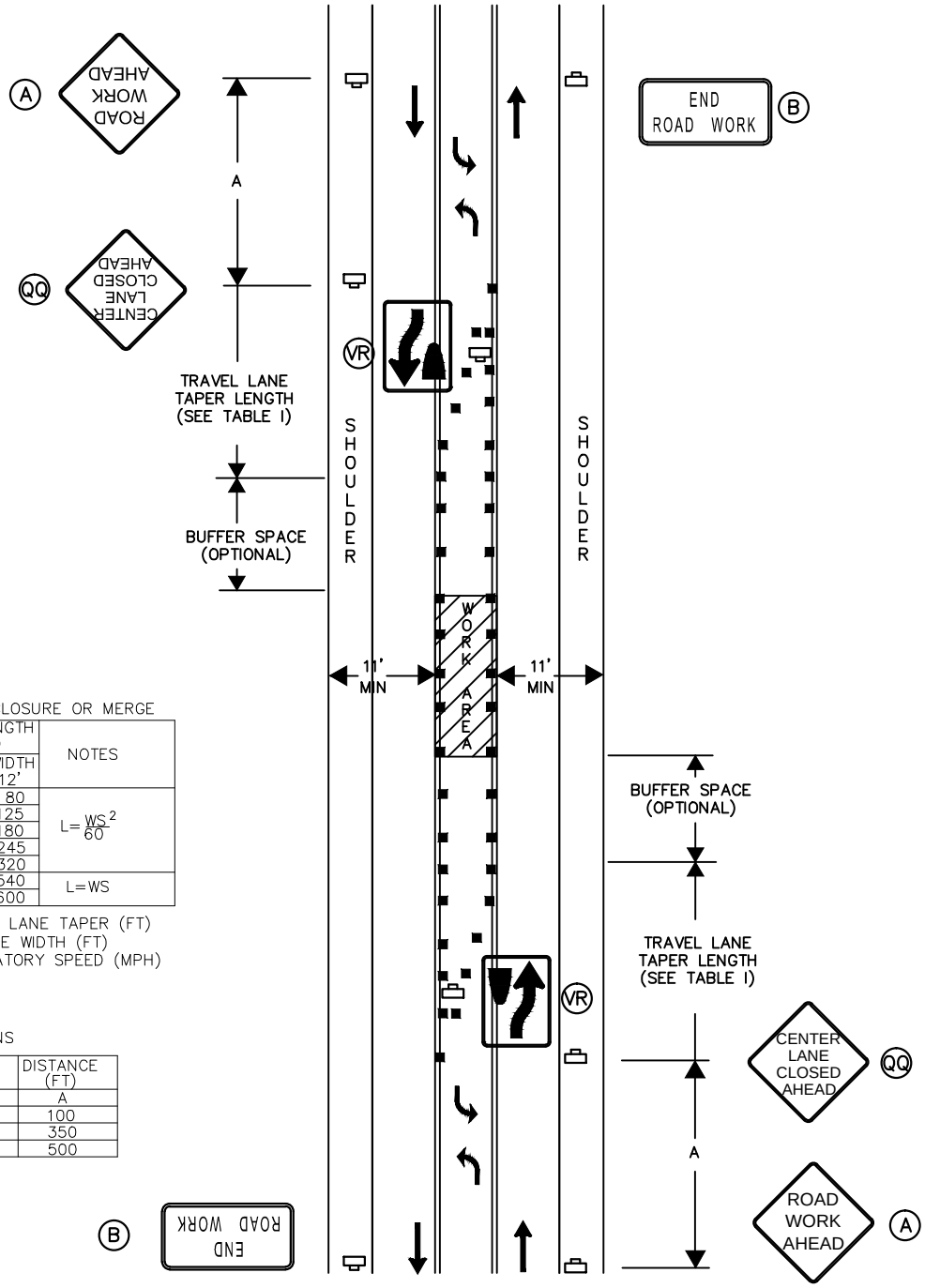


TABLE I: TAPER LENGTH
TRAVEL LANE CLOSURE OR MERGE

POSTED SPEED (MPH)	MIN. TAPER LENGTH L (FT) TRAVEL LANE WIDTH 10'	11'	12'	NOTES
20	67	74	80	$L=\frac{WS^2}{60}$
25	105	115	125	
30	150	165	180	
35	205	225	245	
40	267	294	320	
45	450	495	540	L=WS
50	500	550	600	

L = LENGTH OF TRAVEL LANE TAPER (FT)
W = TOTAL TRAVEL LANE WIDTH (FT)
S = POSTED OR REGULATORY SPEED (MPH)

DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

LEGEND:

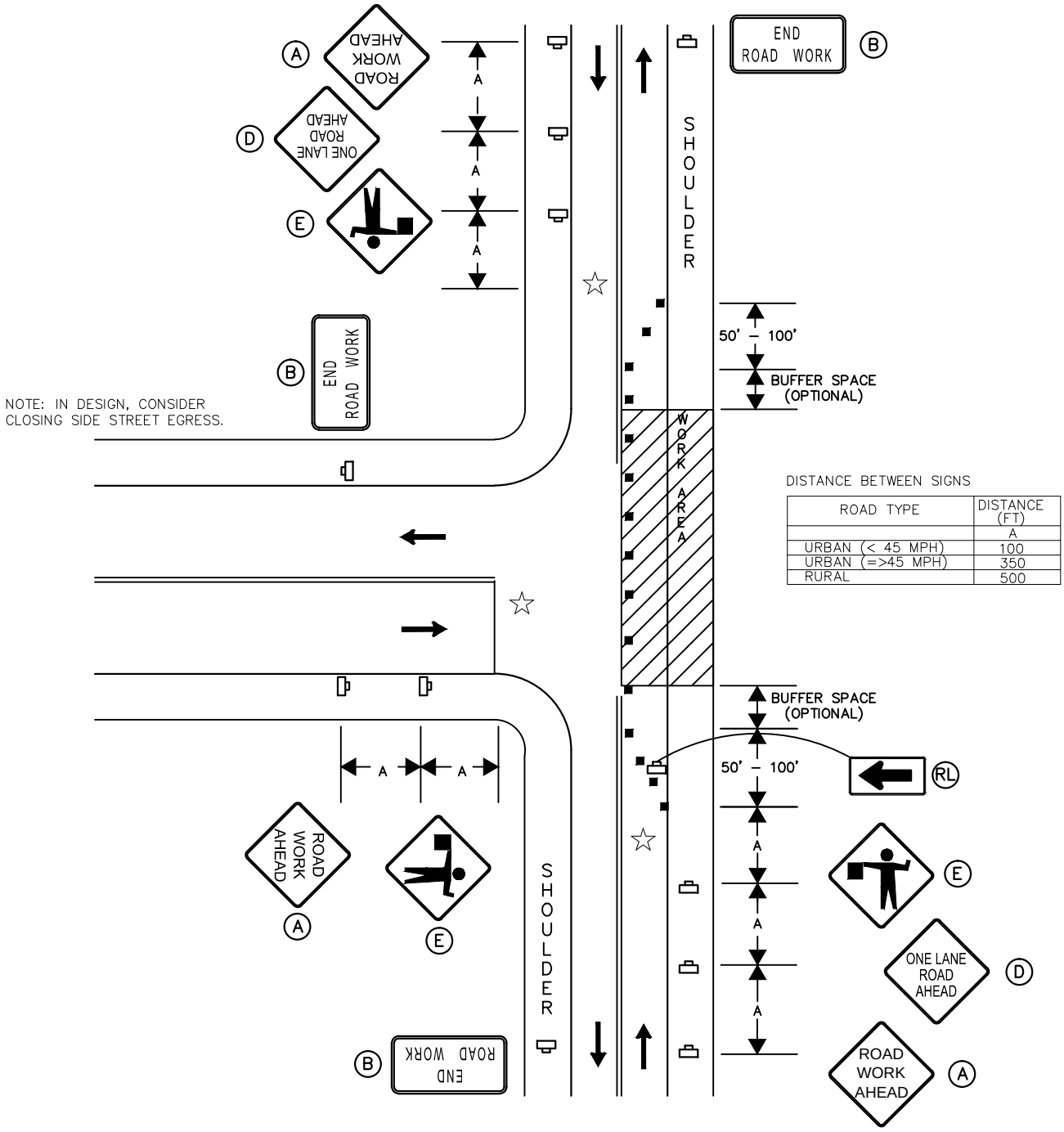
- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TWO–LANE, TWO–WAY
WORK BI–DIRECTIONAL TURN LANE

TWO LANE HIGHWAY
WORK IN TRAVEL LANE AND SHOULDER
ALTERNATING ONE–WAY TRAFFIC OPERATION AT INTERSECTION



LEGEND:

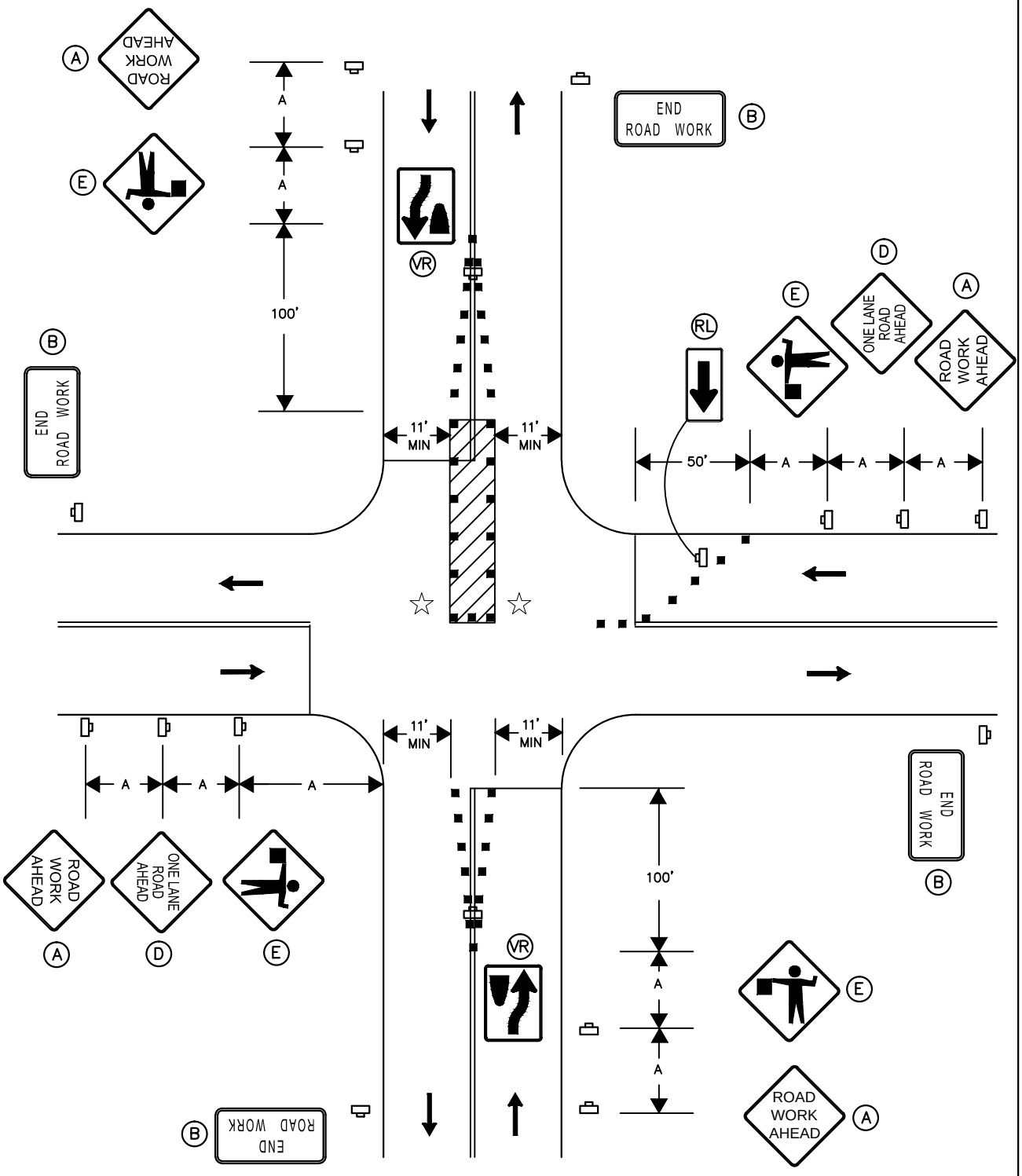
- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- TRAFFIC CONTROL PERSON (POLICE OR FLAGGER – APPROX. LOCATION AND NUMBER, REFERENCE NOTE #3 ON PAGE 1)
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TWO–LANE, TWO–WAY
WORK IN INTERSECTION

TWO LANE HIGHWAY
WORK IN TRAVEL LANE
ALTERNATING ONE–WAY TRAFFIC OPERATION AT INTERSECTION



DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

LEGEND:

- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- TRAFFIC CONTROL PERSON (POLICE OR FLAGGER – APPROX. LOCATION AND NUMBER, REFERENCE NOTE #3 ON PAGE 1)
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

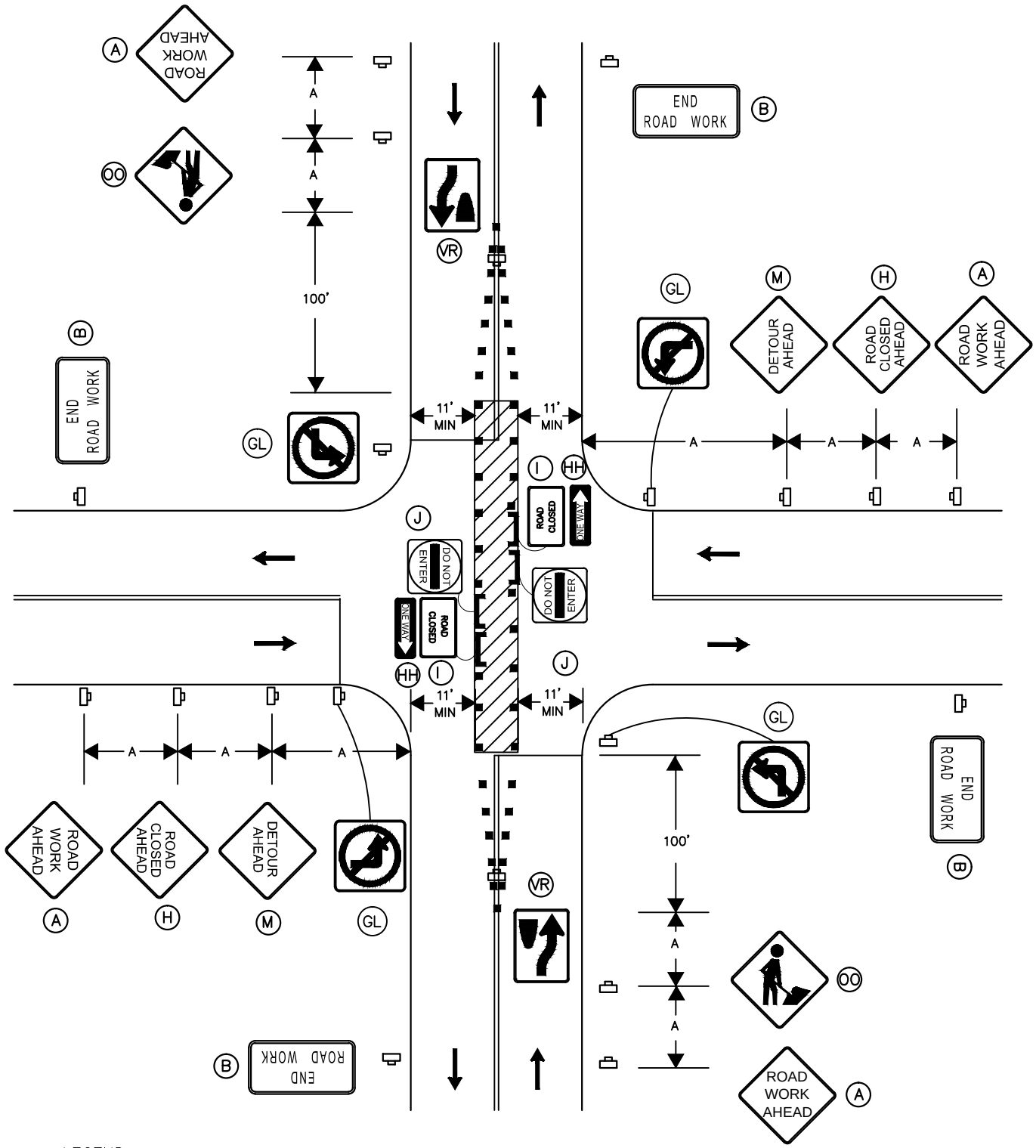
SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TWO–LANE, TWO–WAY
WORK IN INTERSECTION

TWO LANE HIGHWAY
WORK IN TRAVEL LANE AT INTERSECTION

NOTE: PLAN TO BE SUPPLEMENTED WITH DETOUR PLAN.



LEGEND:

- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TYPE III BARRICADE

DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TWO-LANE, TWO-WAY
WORK IN INTERSECTION

TWO LANE HIGHWAY
WORK IN SHOULDER

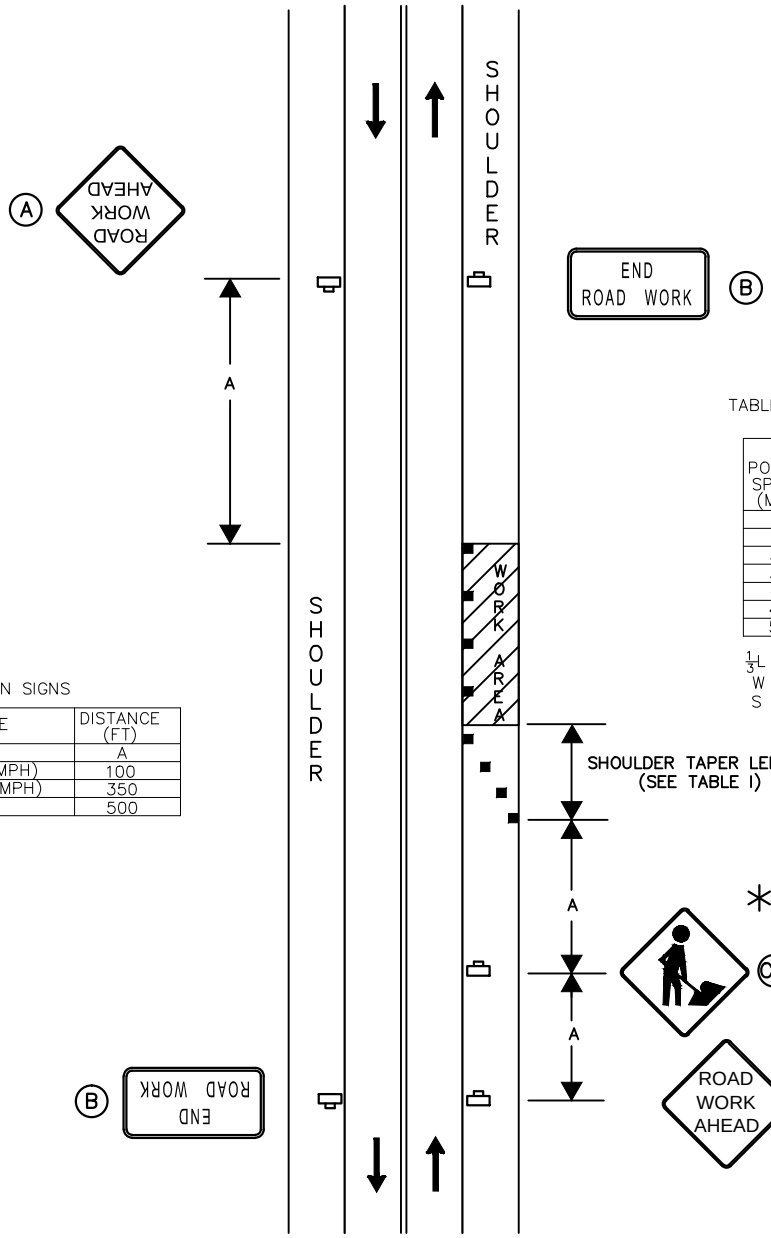


TABLE I: TAPER LENGTH
SHOULDER CLOSURE

POSTED SPEED (MPH)	MIN. TAPER LENGTH $\frac{1}{3}L$ (FT) SHLDR 4'	LANE 8'	WIDTH 11'	NOTES
20	9	18	23	$L=\frac{WS^2}{60}$
25	14	28	35	
30	20	40	50	
35	28	55	68	
40	36	72	90	
45	60	120	150	L=WS
50	67	133	167	

$\frac{1}{3}L$ = LENGTH OF SHOULDER TAPER (FT)
W = TOTAL SHOULDER WIDTH (FT)
S = POSTED OR REGULATORY SPEED (MPH)

DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

LEGEND:

- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

* SHOULDER CLOSED (JU)

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TWO-LANE, TWO-WAY
WORK IN SHOULDER

MULTILANE UNDIVIDED HIGHWAY
WORK IN RIGHT TRAVEL LANE

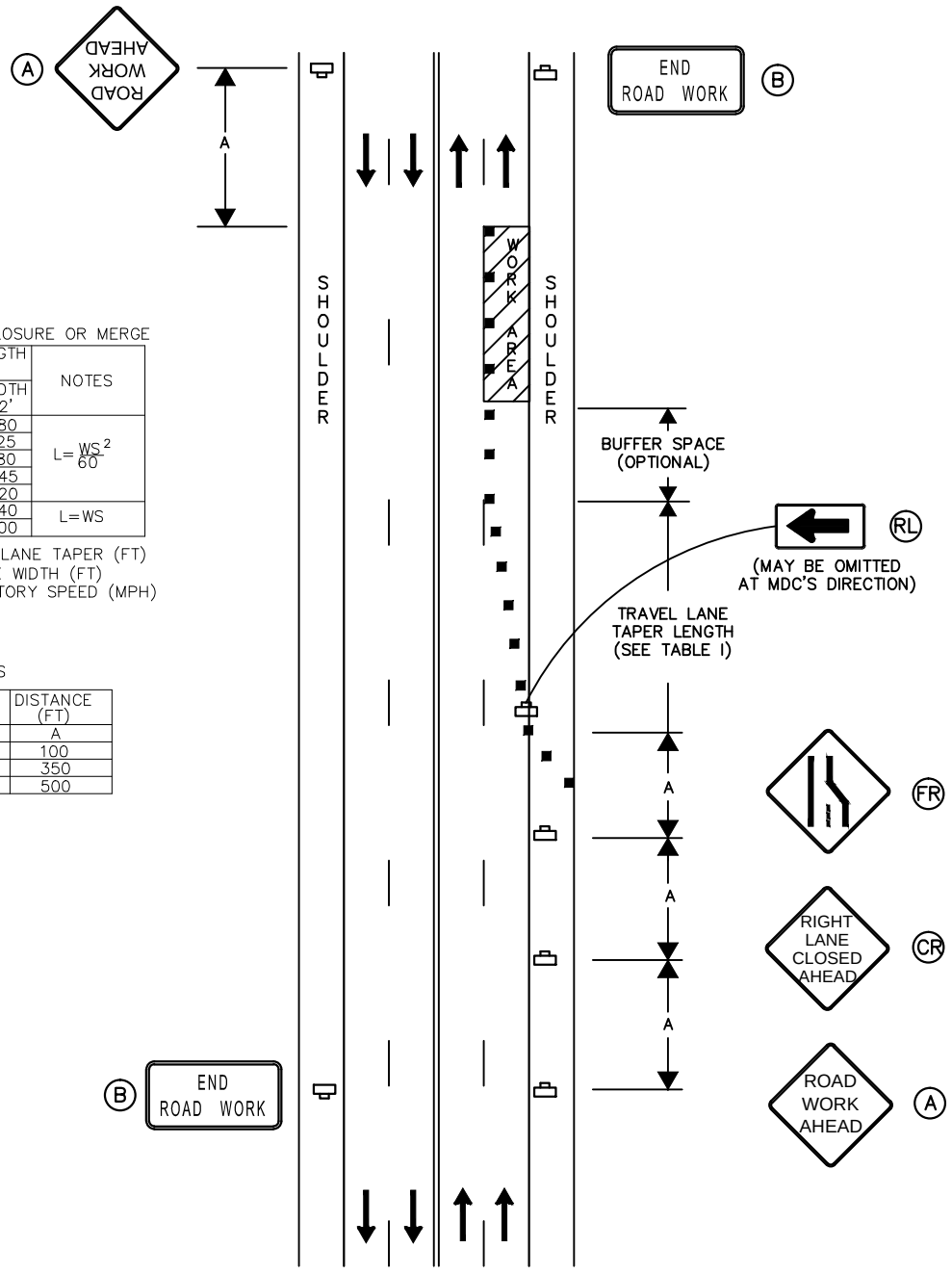


TABLE I: TAPER LENGTH
TRAVEL LANE CLOSURE OR MERGE

POSTED SPEED (MPH)	MIN. TAPER LENGTH L (FT) TRAVEL 10'	LANE 11'	WIDTH 12'	NOTES
20	67	74	80	
25	105	115	125	
30	150	165	180	$L=\frac{WS^2}{60}$
35	205	225	245	
40	267	294	320	
45	450	495	540	L=WS
50	500	550	600	

L = LENGTH OF TRAVEL LANE TAPER (FT)
W = TOTAL TRAVEL LANE WIDTH (FT)
S = POSTED OR REGULATORY SPEED (MPH)

DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

LEGEND:

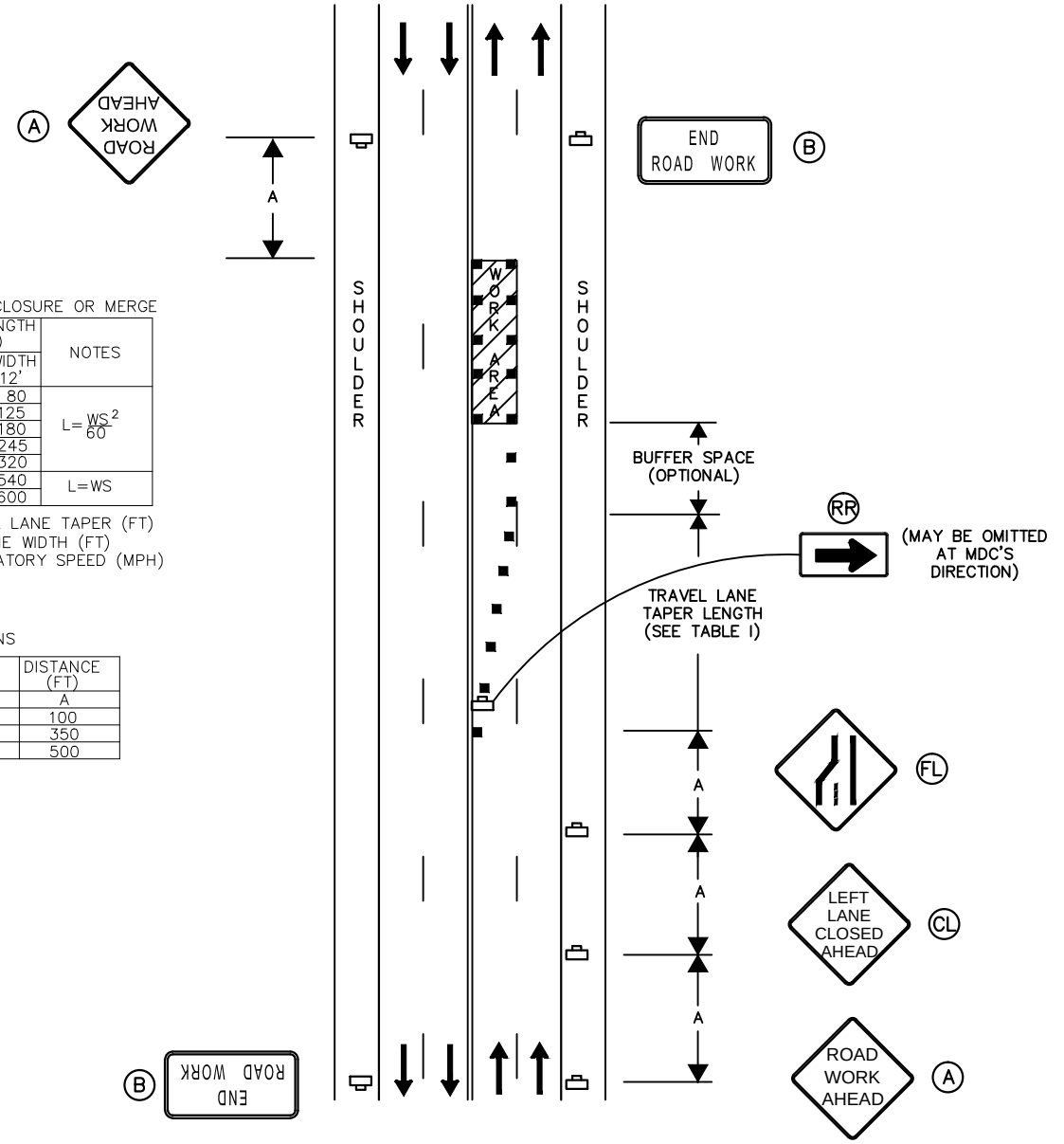
- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
MULTILANE
WORK IN TRAVEL LANE

MULTILANE UNDIVIDED HIGHWAY
WORK IN LEFT TRAVEL LANE



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TRAVEL LANE CLOSURE OR MERGE

POSTED SPEED (MPH)	MIN. TAPER LENGTH L (FT) TRAVEL LANE WIDTH 10'	11'	12'	NOTES
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25	105	115	125	
30	150	165	180	
35	205	225	245	
40	267	294	320	
45	450	495	540	L=WS
50	500	550	600	

L = LENGTH OF TRAVEL LANE TAPER (FT)
W = TOTAL TRAVEL LANE WIDTH (FT)
S = POSTED OR REGULATORY SPEED (MPH)

DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

LEGEND:

- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
MULTILANE
WORK IN TRAVEL LANE

MULTILANE UNDIVIDED HIGHWAY
WORK IN BOTH TRAVEL LANES

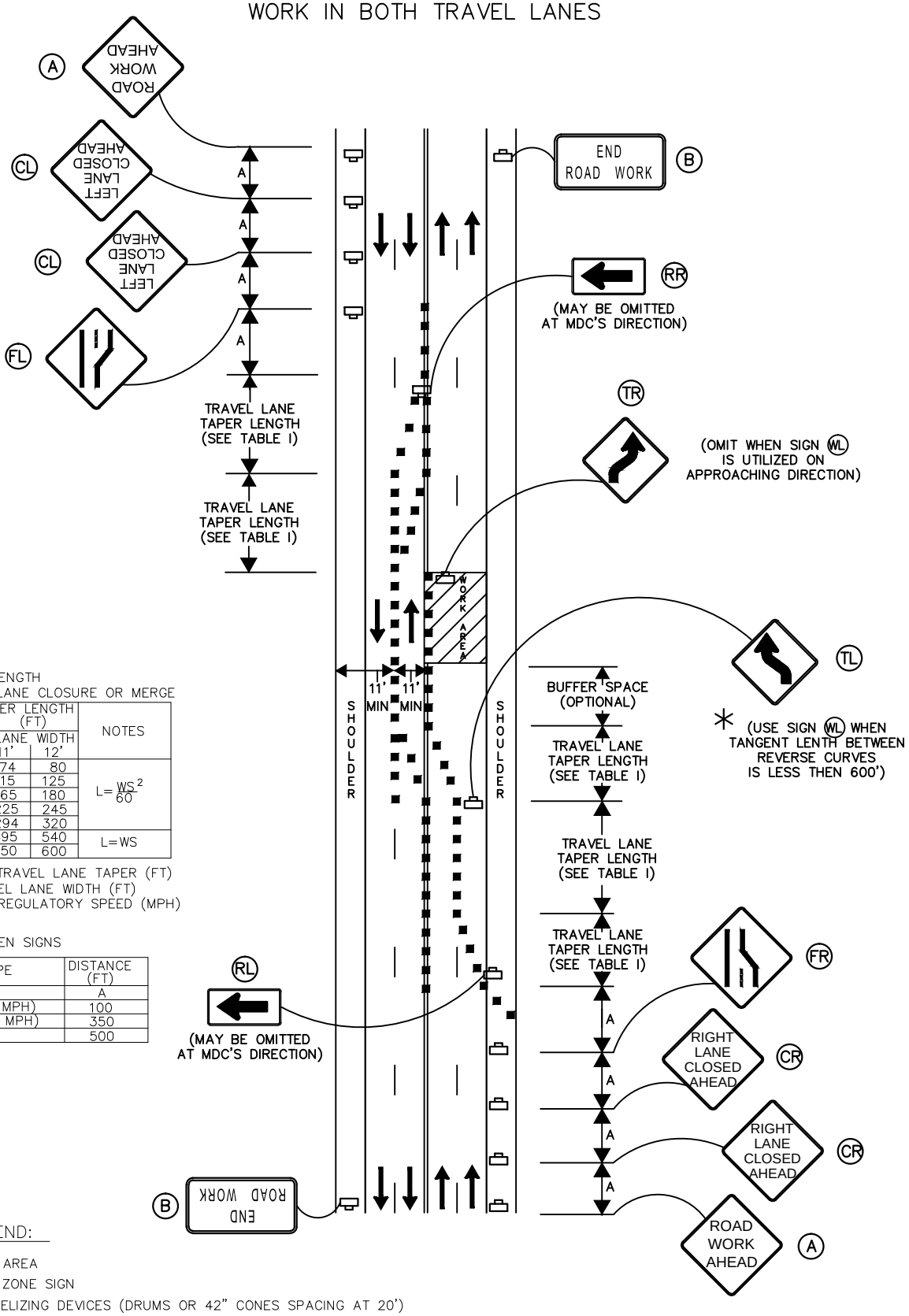


TABLE I: TAPER LENGTH
TRAVEL LANE CLOSURE OR MERGE

POSTED SPEED (MPH)	MIN. TAPER LENGTH L (FT) TRAVEL LANE WIDTH 10'	11'	12'	NOTES
20	67	74	80	$L=\frac{WS^2}{60}$
25	105	115	125	
30	150	165	180	
35	205	225	245	
40	267	294	320	
45	450	495	540	L=WS
50	500	550	600	

L = LENGTH OF TRAVEL LANE TAPER (FT)
W = TOTAL TRAVEL LANE WIDTH (FT)
S = POSTED OR REGULATORY SPEED (MPH)

DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

LEGEND:

- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
MULTILANE
WORK IN TRAVEL LANE

MULTILANE UNDIVIDED HIGHWAY
WORK IN BI-DIRECTIONAL TURN LANE

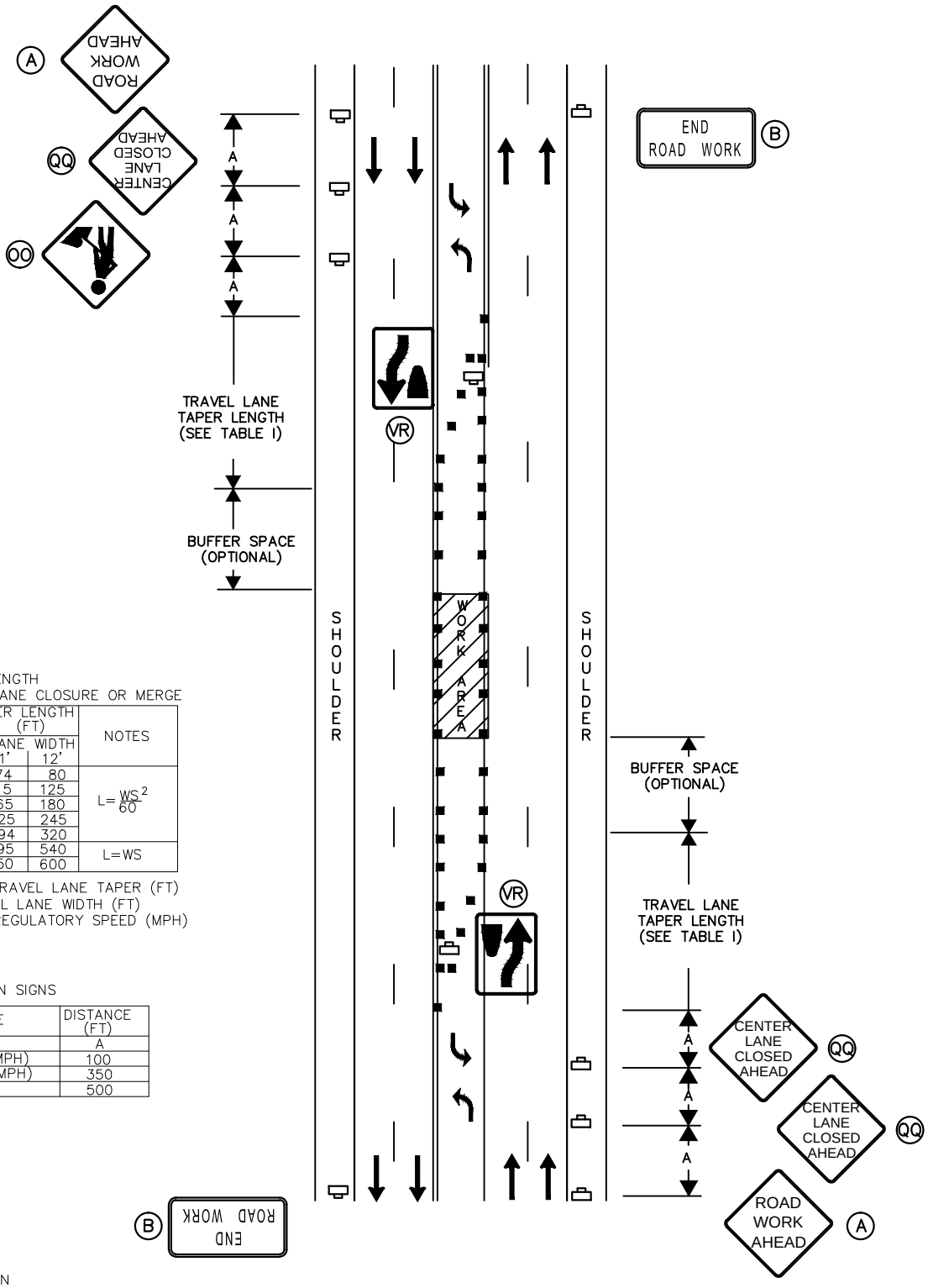


TABLE I: TAPER LENGTH
TRAVEL LANE CLOSURE OR MERGE

POSTED SPEED (MPH)	MIN. TAPER LENGTH L (FT) TRAVEL LANE WIDTH 10'	11'	12'	NOTES
20	67	74	80	$L=\frac{WS^2}{60}$
25	105	115	125	
30	150	165	180	
35	205	225	245	
40	267	294	320	
45	450	495	540	L=WS
50	500	550	600	

L = LENGTH OF TRAVEL LANE TAPER (FT)
W = TOTAL TRAVEL LANE WIDTH (FT)
S = POSTED OR REGULATORY SPEED (MPH)

DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

LEGEND:

- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
MULTILANE
WORK IN TRAVEL LANE

MULTILANE UNDIVIDED HIGHWAY
WORK IN TRAVEL LANE AT INTERSECTION

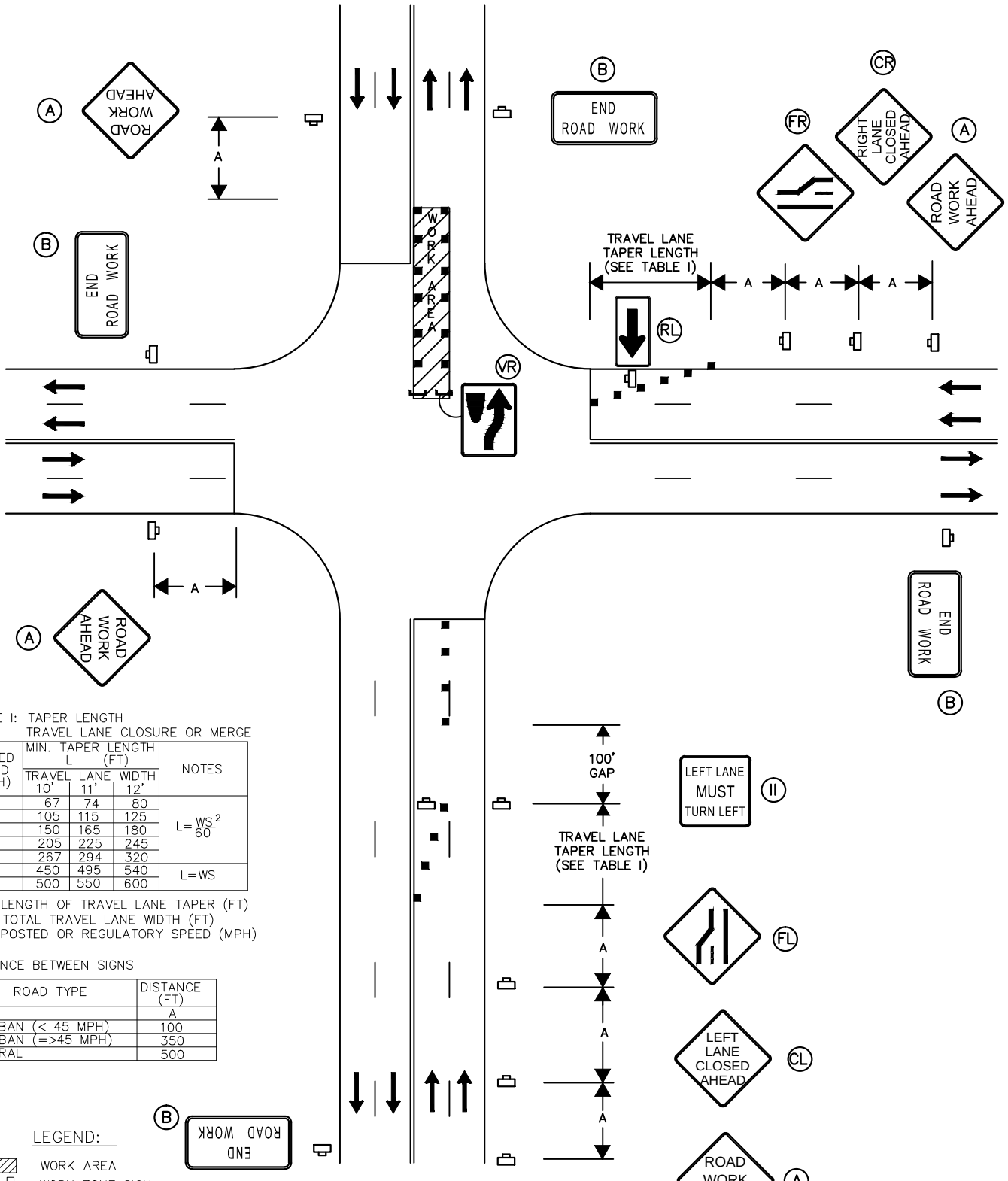


TABLE I: TAPER LENGTH
TRAVEL LANE CLOSURE OR MERGE

POSTED SPEED (MPH)	MIN. TAPER LENGTH L (FT) TRAVEL LANE WIDTH 10'	11'	12'	NOTES
20	67	74	80	
25	105	115	125	
30	150	165	180	$L=\frac{WS^2}{60}$
35	205	225	245	
40	267	294	320	
45	450	495	540	L=WS
50	500	550	600	

L = LENGTH OF TRAVEL LANE TAPER (FT)
W = TOTAL TRAVEL LANE WIDTH (FT)
S = POSTED OR REGULATORY SPEED (MPH)

DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

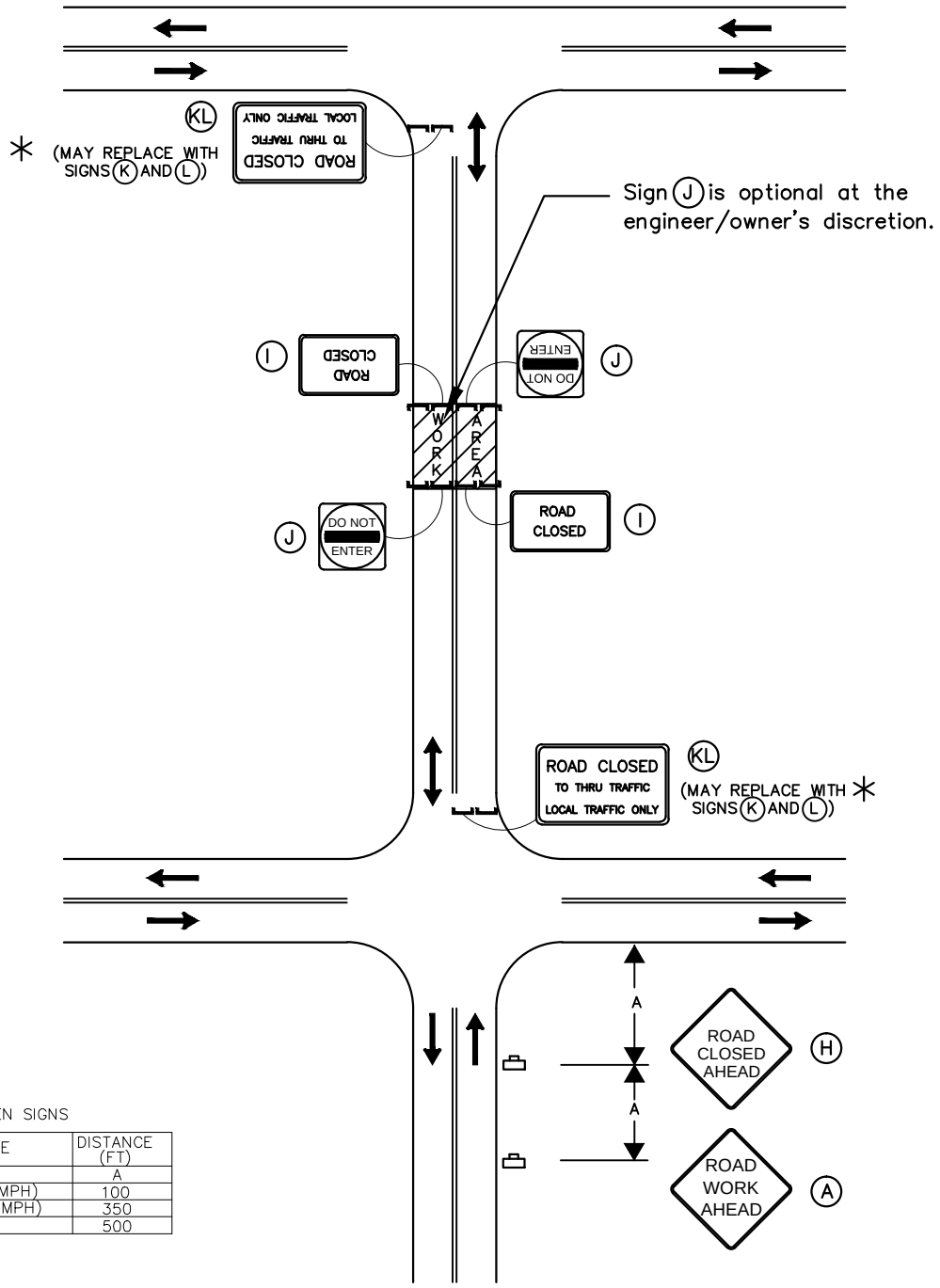
LEGEND:
- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TYPE III BARRICADE

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
MULTILANE
WORK IN TRAVEL LANE

ROAD CLOSURE
LOCAL STREET
WITHOUT DETOUR



DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

LEGEND:

- WORK AREA
- WORK ZONE SIGN
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TYPE III BARRICADE

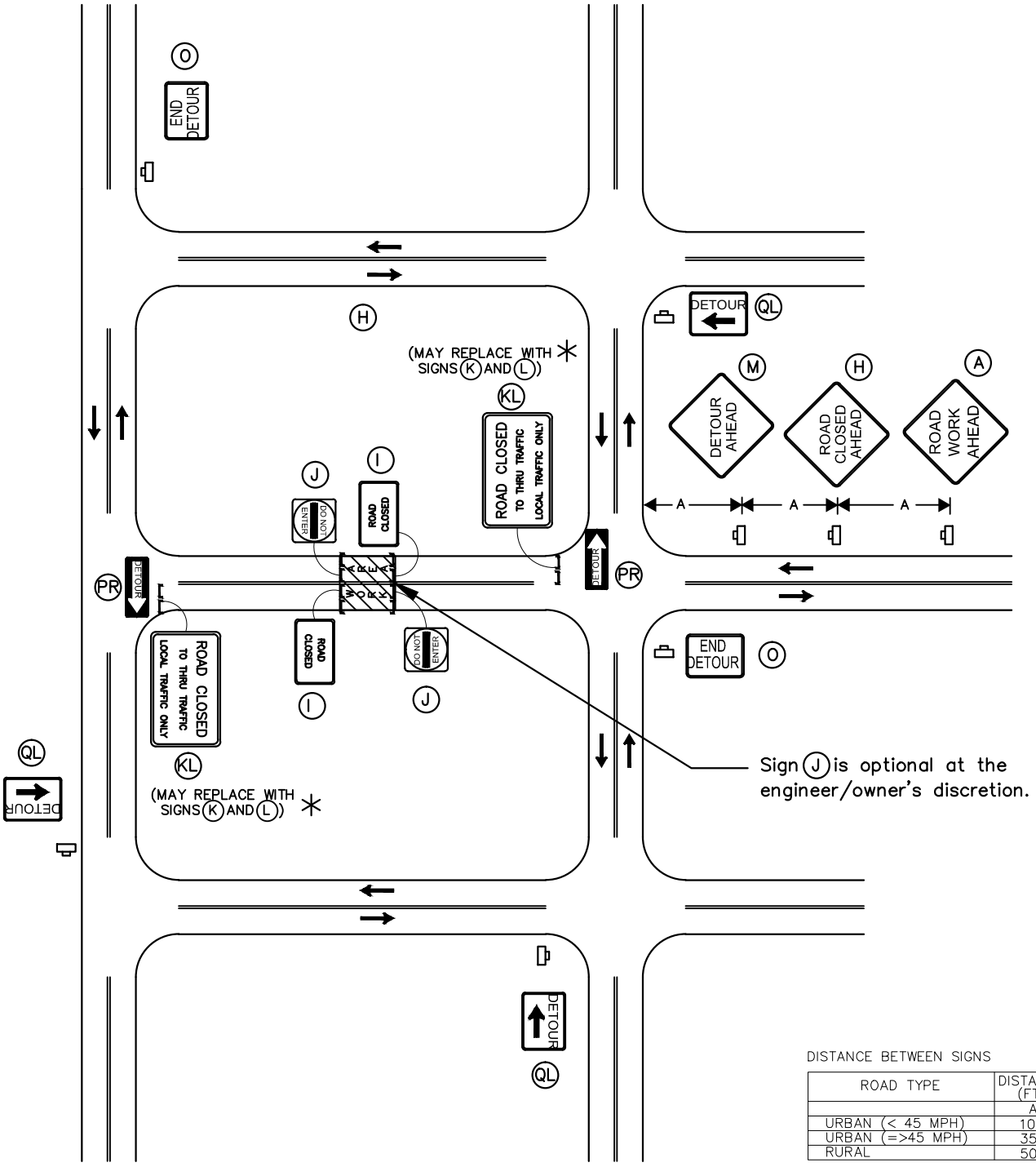
* ROAD CLOSED TO THRU TRAFFIC (K) LOCAL TRAFFIC ONLY (L)

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
ROAD CLOSURE

ROAD CLOSURE
LOCAL STREET WITH DETOUR



DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

LEGEND:

- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TYPE III BARRICADE

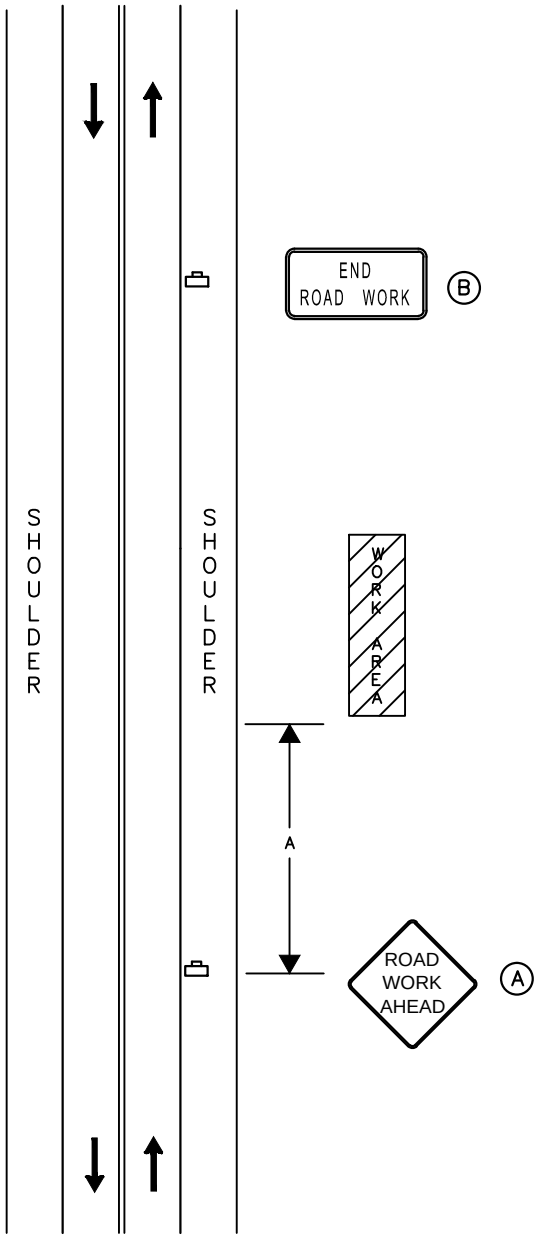
* ROAD CLOSED TO THRU TRAFFIC (K) LOCAL TRAFFIC ONLY (L)

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
ROAD CLOSURE

TWO LANE HIGHWAY
WORK BEYOND THE SHOULDER



LEGEND:

- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

DISTANCE BETWEEN SIGNS

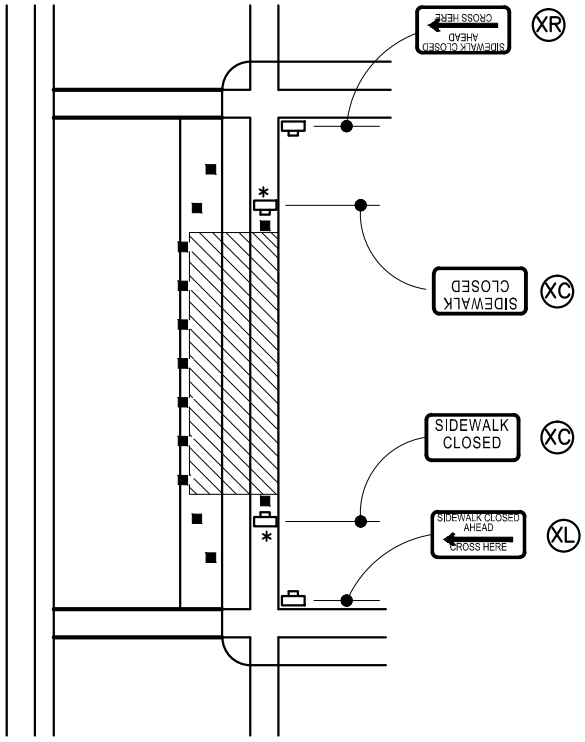
ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TWO-LANE, TWO-WAY
WORK BEYOND THE SHOULDER

MIDBLOCK SIDEWALK CLOSURE



IF A PEDESTRIAN DIVERSION ALONG SIDE THE WORK ZONE IS REQUIRED, A SITE SPECIFIC PLAN SHALL BE DESIGNED BY THE FINAL DESIGN ENGINEER.

* Consider use of Type III Barricade

LEGEND:

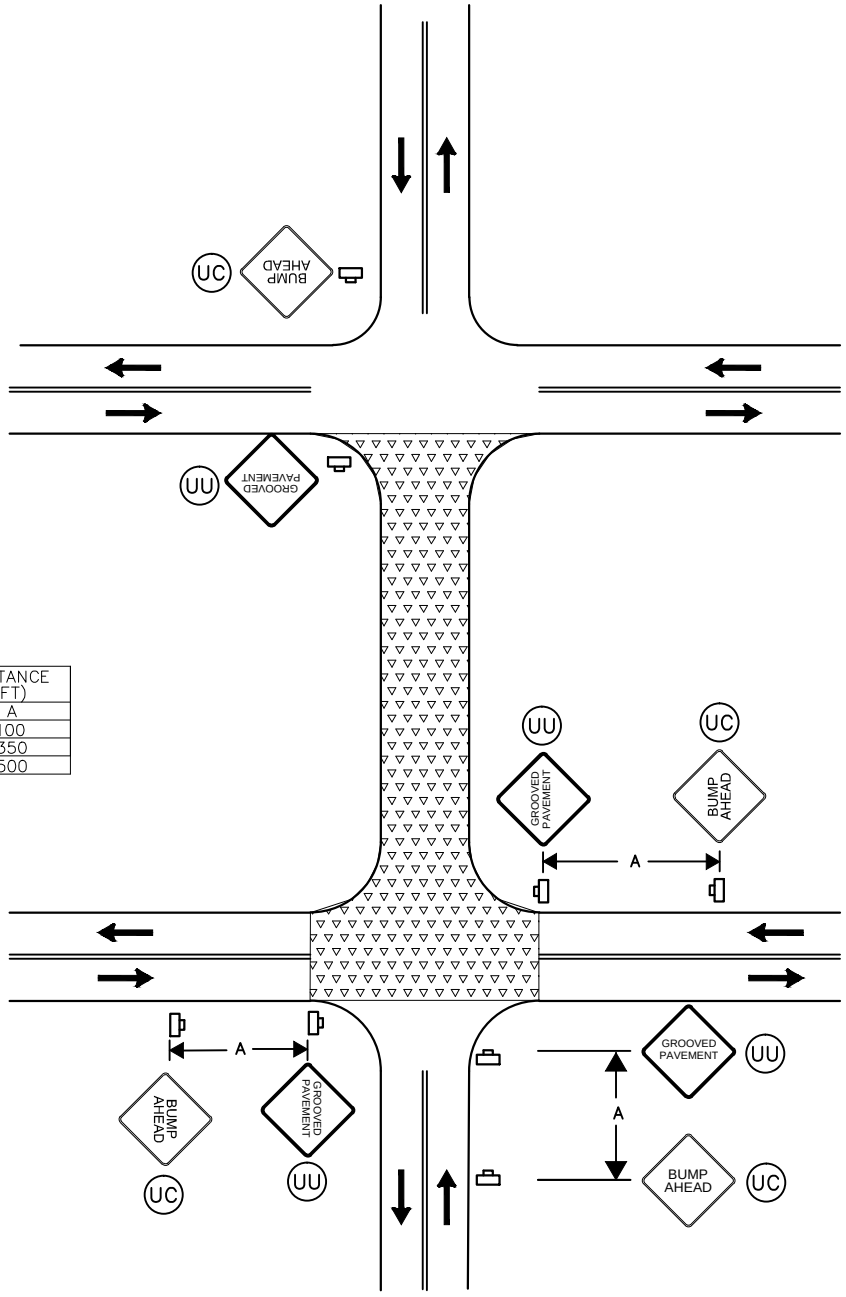
- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICES (DRUMS OR 42" CONES SPACING AT 20')
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
SIDEWALK CLOSURE

MILLED ROADWAY SURFACE
LOCAL STREET (NON STATE ROAD)
OVERNIGHT



DISTANCE BETWEEN SIGNS

ROAD TYPE	DISTANCE (FT)
	A
URBAN (< 45 MPH)	100
URBAN (=>45 MPH)	350
RURAL	500

NOTES:

1. SIGN SPACING AND ADDITIONAL SIGNS TO BE FIELD ADJUSTED/DETERMINED.
2. PLACE CONES AND DRUMS ON RAISED BASINS AND/OR MANHOLES AS NEEDED.
3. PAINT ALL RAISED STRUCTURES INCLUDING GATES, ETC.
4. USE "RAISED STRUCTURE" SIGNS IF NEEDED.
5. "BUMP" SIGNS MAY BE USED IN PLACE OF "BUMP AHEAD" SIGNS WITH OWNER'S APPROVAL. IF "BUMP" SIGN IS USED, SWITCH LOCATION WITH THE "GROOVED PAVEMENT" SIGN.

LEGEND:

- MILLED WORK AREA
- WORK ZONE SIGN
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
MILLED ROADWAY SURFACE

Appendix A:

Typical Temporary Traffic Control Plans:

- CIPP Lining
- CCTV/Cleaning
- Point Repairs

THE FOLLOWING TYPICAL TRAFFIC CONTROL DETAILS ARE INCLUDED ON MDC STANDARD 24"x36" TRAFFIC CONTROL SHEETS (T-4 THROUGH T-8) FOR ANY SEWER REHABILITATION / CIPP LINING CONTRACT.

MDC

METROPOLITAN DISTRICT

Appendix A
Temporary Traffic Control Plans
Point Repairs, CCTV, Cleaning and CIPP Lining

PURPOSE

As part of the overall "Maintenance and Protection of Traffic Design Guidelines", Appendix A has been created to highlight the temporary traffic control plans typically used for work such as point repairs, CCTV and cleaning of pipes, and CIPP lining on local roadways with speeds less than 45MPH. The design guidelines are based on the Manual of Uniform Traffic Control Devices (MUTCD 2009), The Connecticut Department of Transportation (CTDOT), and specific MDC requirements. If work is on a state road, please use CTDOT Construction Traffic Control plans found at: http://www.ct.gov/dot/cwp/view.asp?a=3199&q=259402 (0971991A – Traffic Control Plans and Typical Materials) or reference Appendix B of this document.

The purpose of these Design Guidelines is to provide the necessary information to assist in the design of temporary traffic control plans to meet the requirements of the MDC for the type of work activities stated above. The MDC has created these Design Guidelines with temporary traffic control designs used on previously completed similar construction activities in mind.

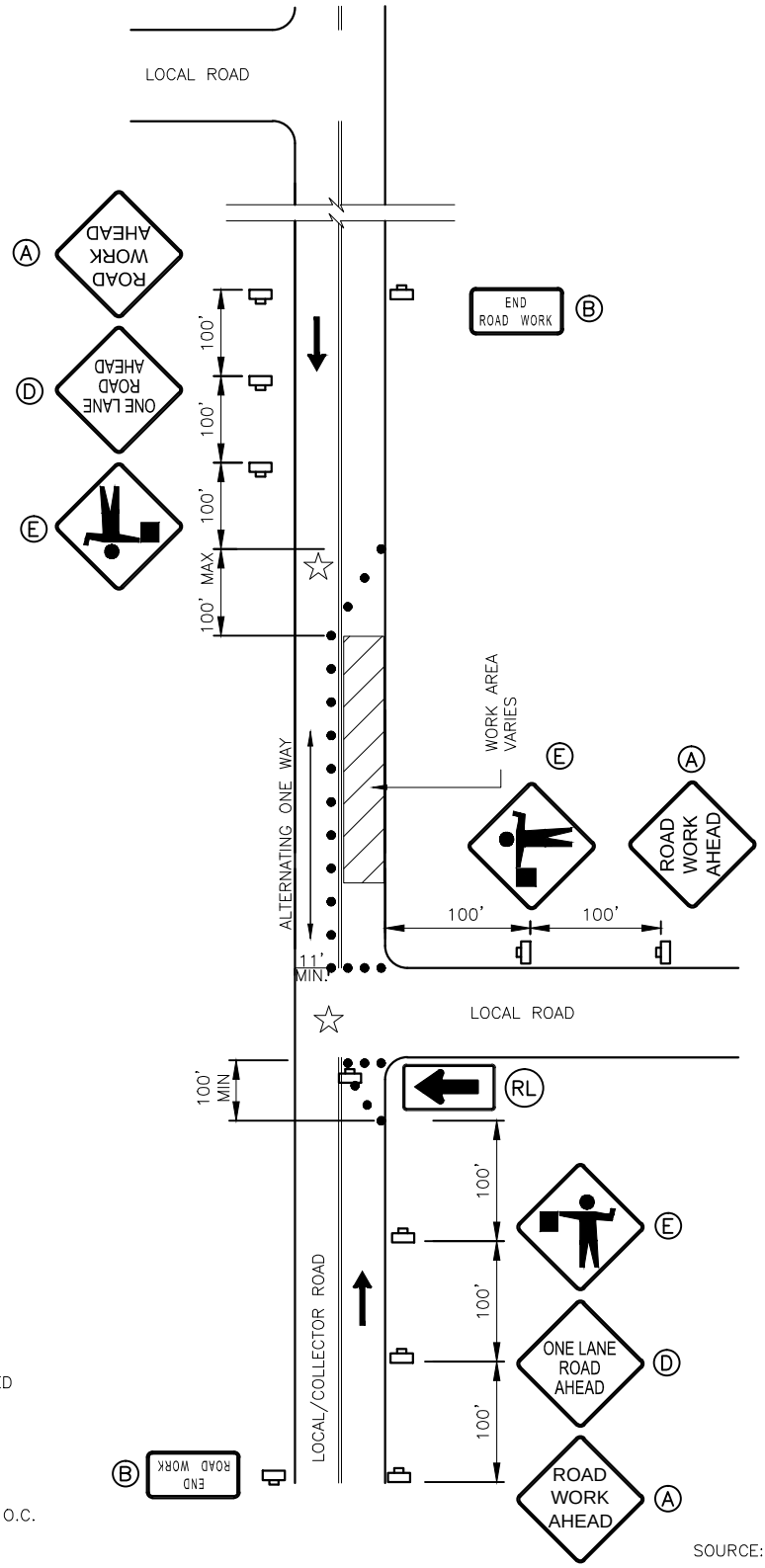
The intent of any temporary traffic control plan is to provide a safe and effective travel environment for vehicular and pedestrian traffic in and around the construction work zone. A correctly established work zone and traffic pattern is of importance to the surrounding public as well as the construction personnel performing the work.

The guidelines supplement and do not replace the requirements of the Manual of Uniform Traffic Control Devices (MUTCD) Latest Edition, CTDOT and municipality.

TYPICAL TRAFFIC CONTROL DETAIL SUMMARY TABLE

DETAIL	DETAIL TITLE	TRAFFIC PATTERN	ROAD TYPE
A	TYPICAL WORK ZONE ADJACENT TO "T" INTERSECTION	ALTERNATING ONE WAY TRAFFIC	LOCAL/COLLECTOR
B	TYPICAL WORK ZONE MID BLOCK	ALTERNATING ONE WAY TRAFFIC	LOCAL/COLLECTOR
C	TYPICAL WORK ZONE AT A "T" INTERSECTION WITH ROAD CLOSURE	ALTERNATING ONE WAY AND ROAD CLOSURE	LOCAL/COLLECTOR
D	TYPICAL WORK ZONE AT 4-WAY INTERSECTION	SHIFTED TWO WAY TRAFFIC (2-LANE ROAD) WITH LOCAL ROAD CLOSURE	LOCAL/COLLECTOR/ARTERIAL
E	TYPICAL WORK ZONE AT 4-WAY INTERSECTION	SHIFTED TWO WAY TRAFFIC (4-LANE ROAD) WITH LOCAL ROAD CLOSURE	LOCAL/COLLECTOR/ARTERIAL
F	TYPICAL WORK ZONE AT 4-WAY INTERSECTION (ALTERNATING ONE WAY TRAFFIC)	ALTERNATING ONE WAY TRAFFIC WITH A LOCAL ROAD CLOSURE	LOCAL
G	TYPICAL CIPP LINING ADJACENT TO "T" INTERSECTION (1)	ALTERNATING ONE WAY TRAFFIC	LOCAL
H	TYPICAL CIPP LINING ADJACENT TO "T" INTERSECTION (2)	ALTERNATING ONE WAY TRAFFIC	LOCAL
I	TYPICAL CCTV AND CLEANING WORK IN TRAVEL LANE ACROSS FROM "T" INTERSECTION	ALTERNATING ONE WAY TRAFFIC	LOCAL
J	TYPICAL CIPP LINING AND CCTV 4-WAY INTERSECTION	ALTERNATING ONE WAY TRAFFIC IN BOTH DIRECTIONS	LOCAL
K	TYPICAL CIPP LINING AND CCTV AT TWO 4-WAY INTERSECTIONS	WORK IN CENTER OF ROADWAY/BI-DIRECTIONAL TRAFFIC WITH RAMP SETUP AND ALTERNATING ONE WAY TRAFFIC	LOCAL
L	TYPICAL CCTV AND CIPP LINING ON LOCAL ROAD MID BLOCK	ONE LANE TRAFFIC WITH DETOUR	LOCAL
M	TYPICAL CIPP LINING AT TWO "T" INTERSECTIONS	ALTERNATING ONE WAY TRAFFIC AT EACH INTERSECTION WITH BYPASS RAMP SETUP	LOCAL
N	TYPICAL CIPP LINING ON COLLECTOR ROAD NEAR INTERSECTION WITH DETOUR	ALTERNATING ONE WAY TRAFFIC WITH DETOUR	LOCAL/COLLECTOR
O	TYPICAL CORNER SIDEWALK CLOSURE	SIDEWALK CLOSURE AT A CORNER OF AN INTERSECTION	STATE/COLLECTOR/ ARTERIAL/LOCAL

DETAIL A: TYPICAL WORK ZONE ADJACENT TO "T" INTERSECTION



NOTE:

THIS PLAN IS ONLY INTENDED FOR USE ON STREETS WITH A SPEED LIMIT OF <45 MPH. A TEMPORARY TRAFFIC CONTROL PLAN WILL NEED TO BE DESIGNED FOR GREATER SPEEDS.

LEGEND:

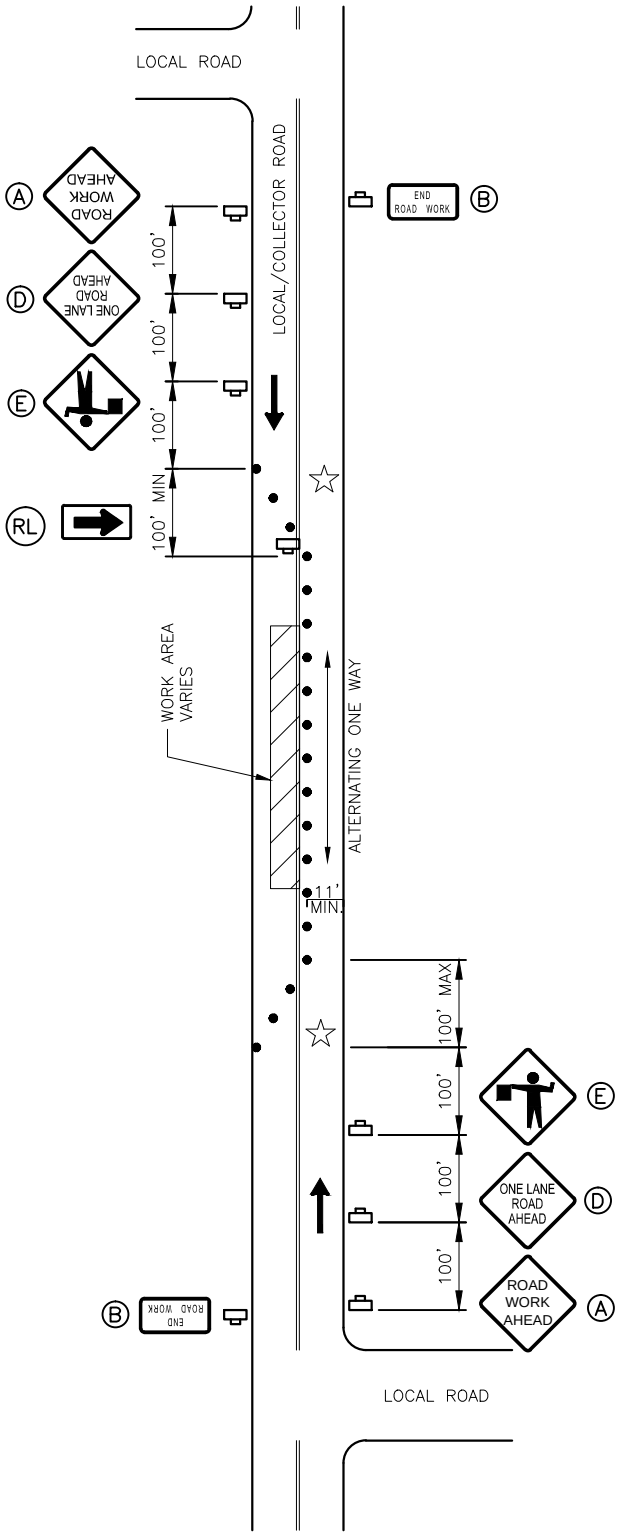
- DRUMS/42" CONES AT 20' O.C.
- WORK ZONE SIGNS
- WORK AREA
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TRAFFIC CONTROL PERSON (POLICE OR FLAGGER – APPROX. LOCATION AND NUMBER, REFERENCE NOTE #3 ON PAGE 1

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TYPICAL WORK ZONE
ADJACENT TO "T" INTERSECTION

DETAIL B: TYPICAL WORK ZONE MID BLOCK



NOTE:

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LEGEND:

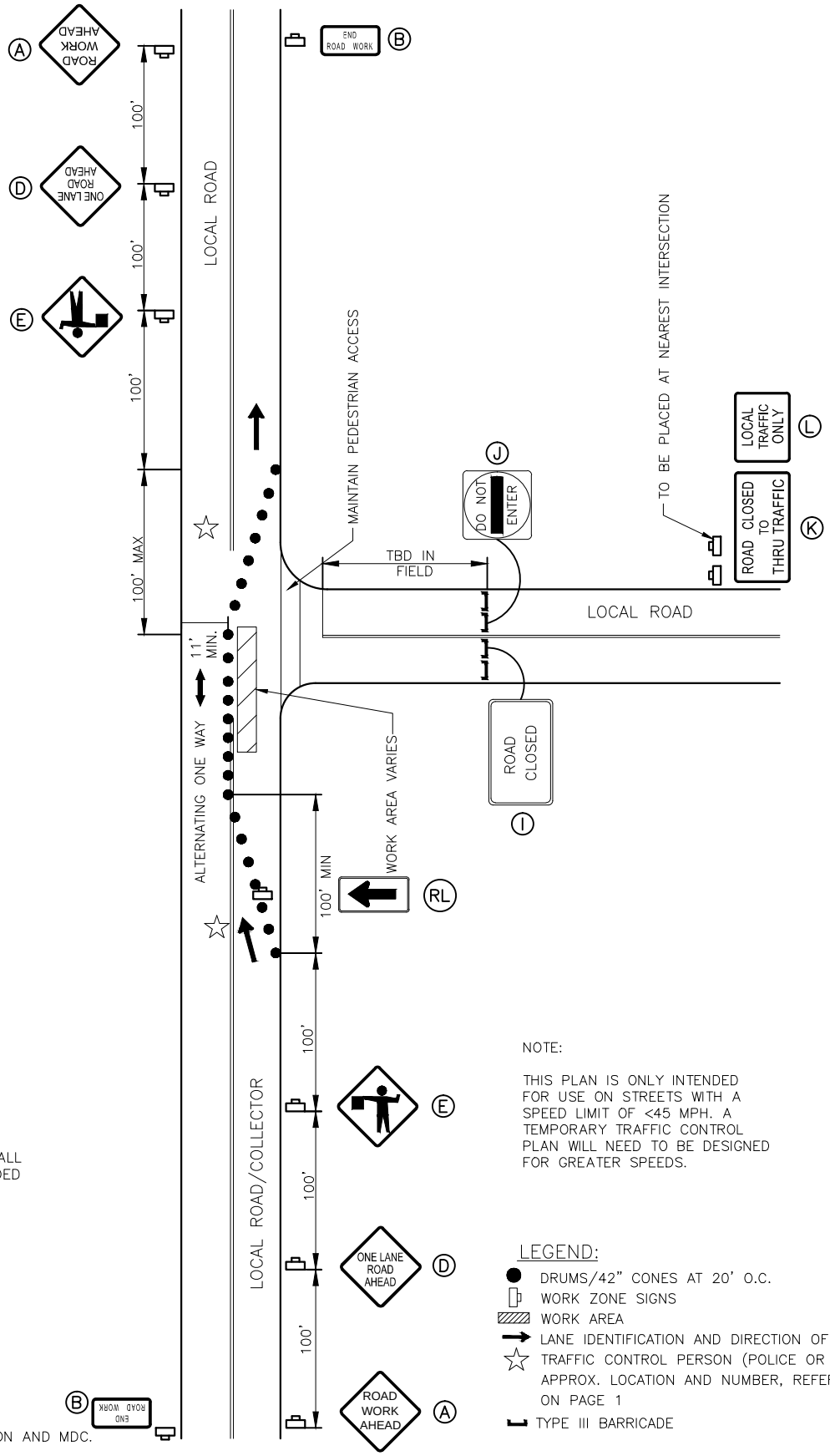
- DRUMS/42" CONES AT 20' O.C.
- WORK ZONE SIGNS
- WORK AREA
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TRAFFIC CONTROL PERSON (POLICE OR FLAGGER – APPROX. LOCATION AND NUMBER, REFERENCE NOTE #3 ON PAGE 1

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TYPICAL WORK ZONE MID BLOCK

DETAIL C: TYPICAL WORK ZONE AT "T" INTERSECTION W/ ROAD CLOSURE



GL — R3-2 RB/W

SIZE (INCHES)	CONN. D.O.T. #	POSTS
30	31-1619	

GR — R3-1 RB/W

SIZE (INCHES)	CONN. D.O.T. #	POSTS
30	31-1617	

SIGNS "GL" AND "GR" SHALL BE USED ON AN AS NEEDED BASIS BASED ON FIELD CONDITIONS.

NOTE:

THIS PLAN IS ONLY INTENDED FOR USE ON STREETS WITH A SPEED LIMIT OF <45 MPH. A TEMPORARY TRAFFIC CONTROL PLAN WILL NEED TO BE DESIGNED FOR GREATER SPEEDS.

LEGEND:

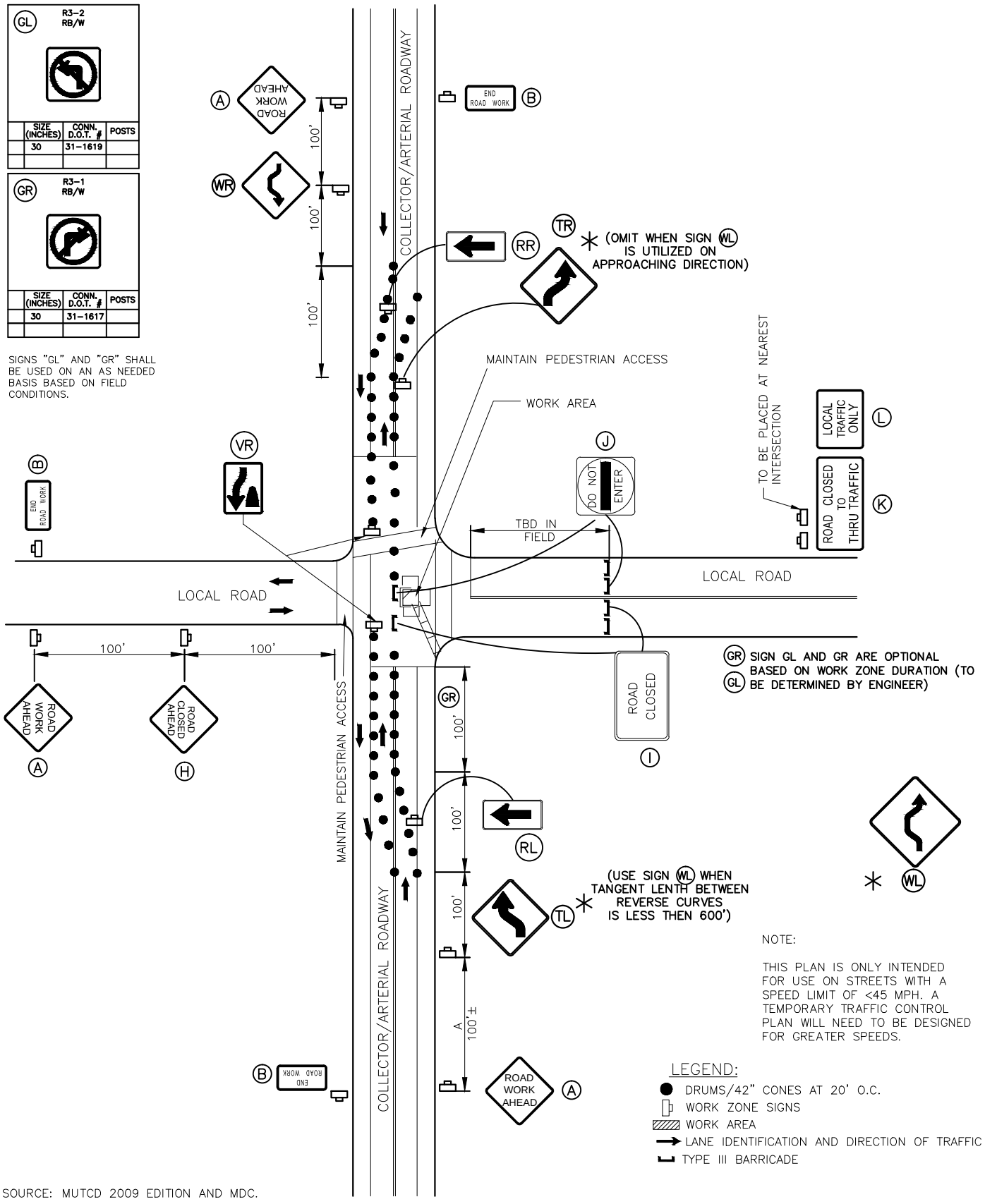
- DRUMS/42" CONES AT 20' O.C.
- WORK ZONE SIGNS
- WORK AREA
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TRAFFIC CONTROL PERSON (POLICE OR FLAGGER – APPROX. LOCATION AND NUMBER, REFERENCE NOTE #3 ON PAGE 1
- TYPE III BARRICADE

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TYPICAL WORK ZONE
AT "T" INTERSECTION

DETAIL D: TYPICAL WORK ZONE AT 4–WAY INTERSECTION (SHIFTED TRAFFIC – 2 Lane)

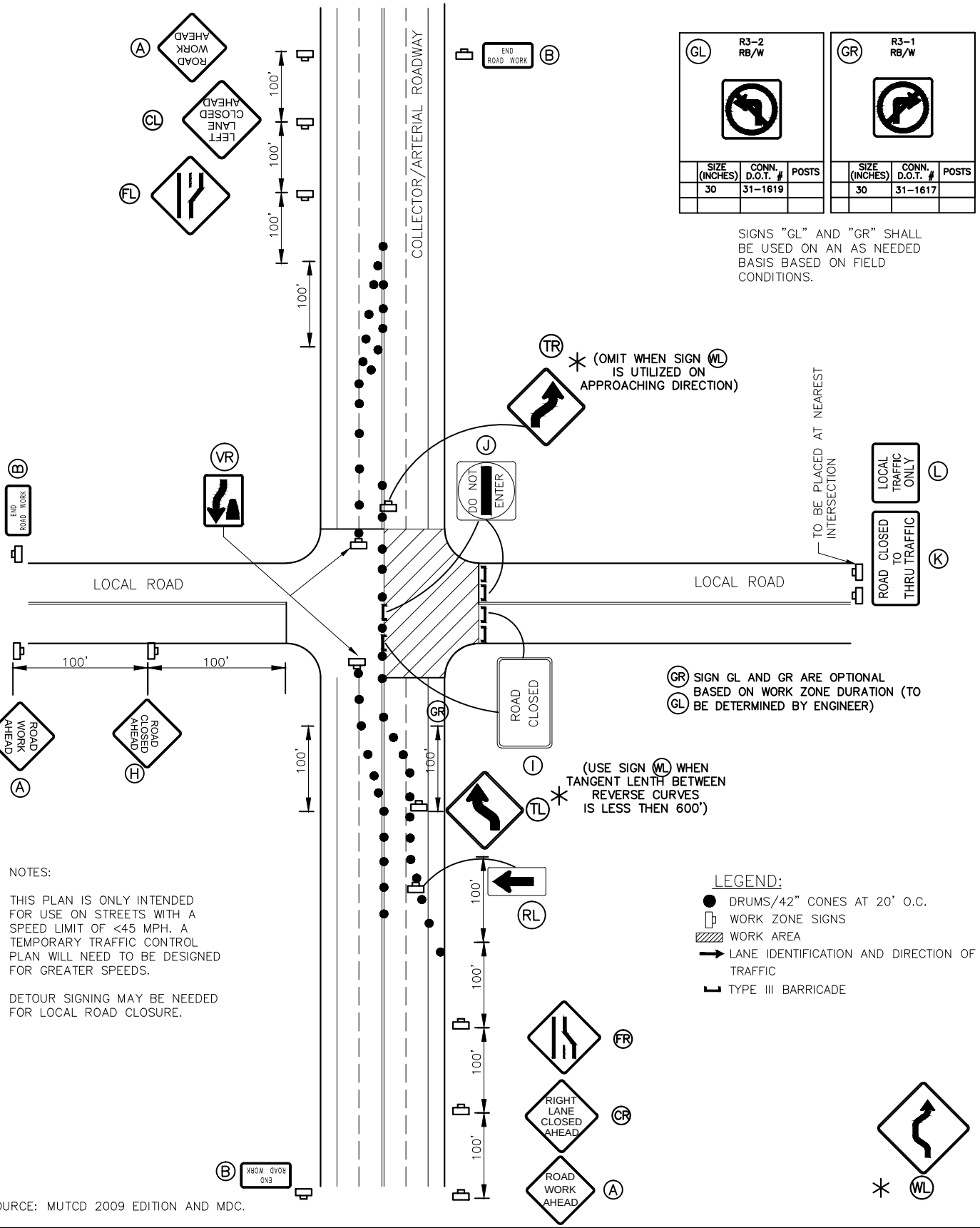


SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TYPICAL WORK ZONE
AT 4–WAY INTERSECTION (SHIFTED TRAFFIC)

DETAIL E: TYPICAL WORK ZONE
AT 4–WAY INTERSECTION (SHIFTED TRAFFIC 4 – Lane)



GL R3–2 RB/W	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	30	31–1619	

GR R3–1 RB/W	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	30	31–1617	

SIGNS "GL" AND "GR" SHALL BE USED ON AN AS NEEDED BASIS BASED ON FIELD CONDITIONS.

GR SIGN GL AND GR ARE OPTIONAL BASED ON WORK ZONE DURATION (TO GL BE DETERMINED BY ENGINEER)

NOTES:

1. THIS PLAN IS ONLY INTENDED FOR USE ON STREETS WITH A SPEED LIMIT OF <45 MPH. A TEMPORARY TRAFFIC CONTROL PLAN WILL NEED TO BE DESIGNED FOR GREATER SPEEDS.
2. DETOUR SIGNING MAY BE NEEDED FOR LOCAL ROAD CLOSURE.

LEGEND:

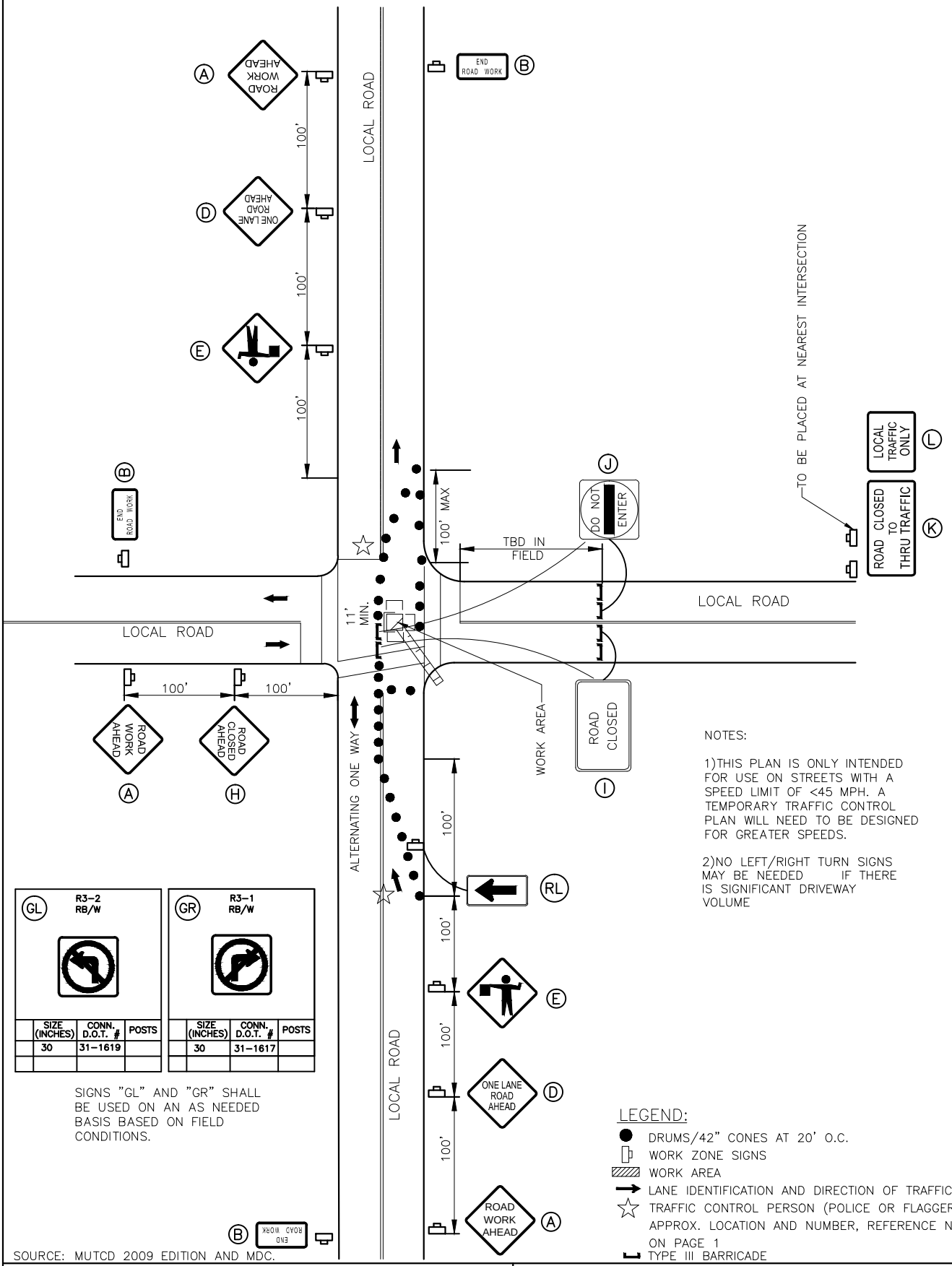
- DRUMS/42" CONES AT 20' O.C.
- WORK ZONE SIGNS
- WORK AREA
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TYPE III BARRICADE

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TYPICAL WORK ZONE
AT 4–WAY INTERSECTION (SHIFTED TRAFFIC)

DETAIL F: TYPICAL WORK ZONE
AT 4–WAY INTERSECTION (ALTERNATING ONE WAY TRAFFIC)



NOTES:

1)THIS PLAN IS ONLY INTENDED FOR USE ON STREETS WITH A SPEED LIMIT OF <45 MPH. A TEMPORARY TRAFFIC CONTROL PLAN WILL NEED TO BE DESIGNED FOR GREATER SPEEDS.

2)NO LEFT/RIGHT TURN SIGNS MAY BE NEEDED IF THERE IS SIGNIFICANT DRIVEWAY VOLUME

(GL) R3–2 RB/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	30	31–1619	

(GR) R3–1 RB/W

	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	30	31–1617	

SIGNS "GL" AND "GR" SHALL BE USED ON AN AS NEEDED BASIS BASED ON FIELD CONDITIONS.

LEGEND:

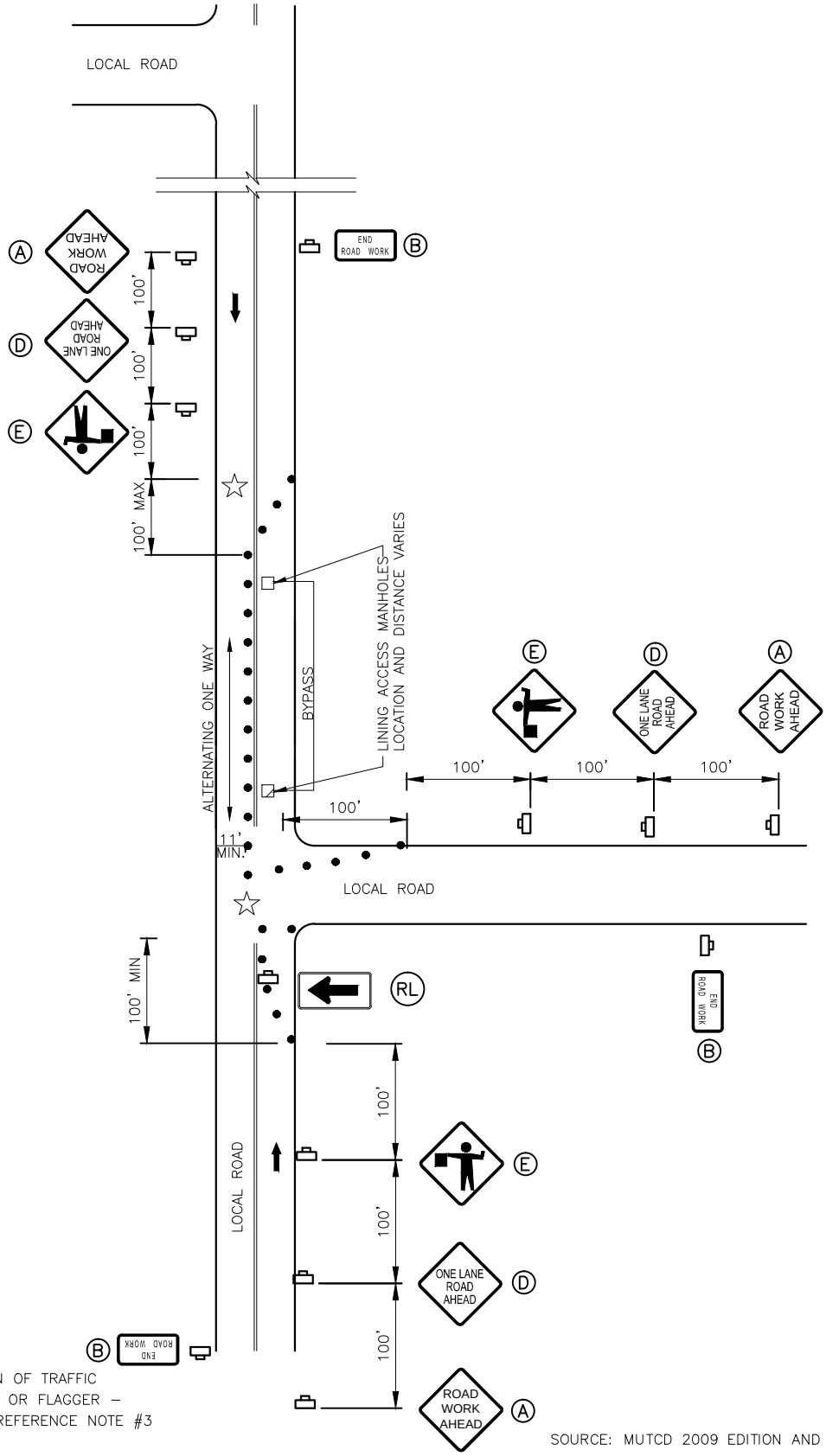
- DRUMS/42" CONES AT 20' O.C.
- WORK ZONE SIGNS
- WORK AREA
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TRAFFIC CONTROL PERSON (POLICE OR FLAGGER – APPROX. LOCATION AND NUMBER, REFERENCE NOTE #3 ON PAGE 1
- TYPE III BARRICADE

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TYPICAL WORK ZONE
AT 4–WAY INTERSECTION (ALTERNATING ONE WAY TRAFFIC)

DETAIL G: TYPICAL CIPP LINING ADJACENT TO "T" INTERSECTION (1)



NOTE:

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LEGEND:

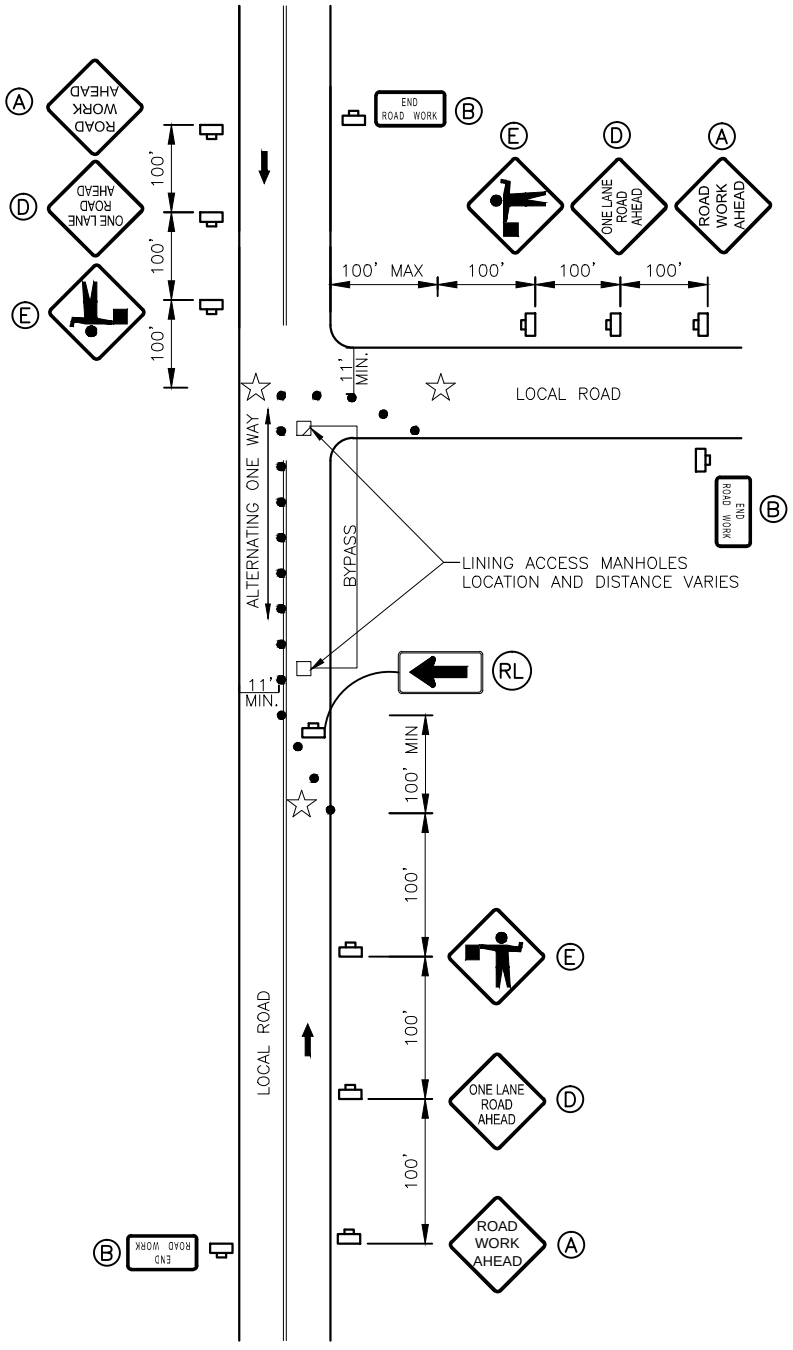
- DRUMS/42" CONES AT 20' O.C.
- WORK ZONE SIGNS
- WORK AREA
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TRAFFIC CONTROL PERSON (POLICE OR FLAGGER – APPROX. LOCATION AND NUMBER, REFERENCE NOTE #3 ON PAGE 1

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TYPICAL CIPP LINING ADJACENT TO
"T" INTERSECTION (1)

DETAIL H: TYPICAL CIPP LINING ADJACENT TO "T" INTERSECTION (2)



NOTE:

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LEGEND:

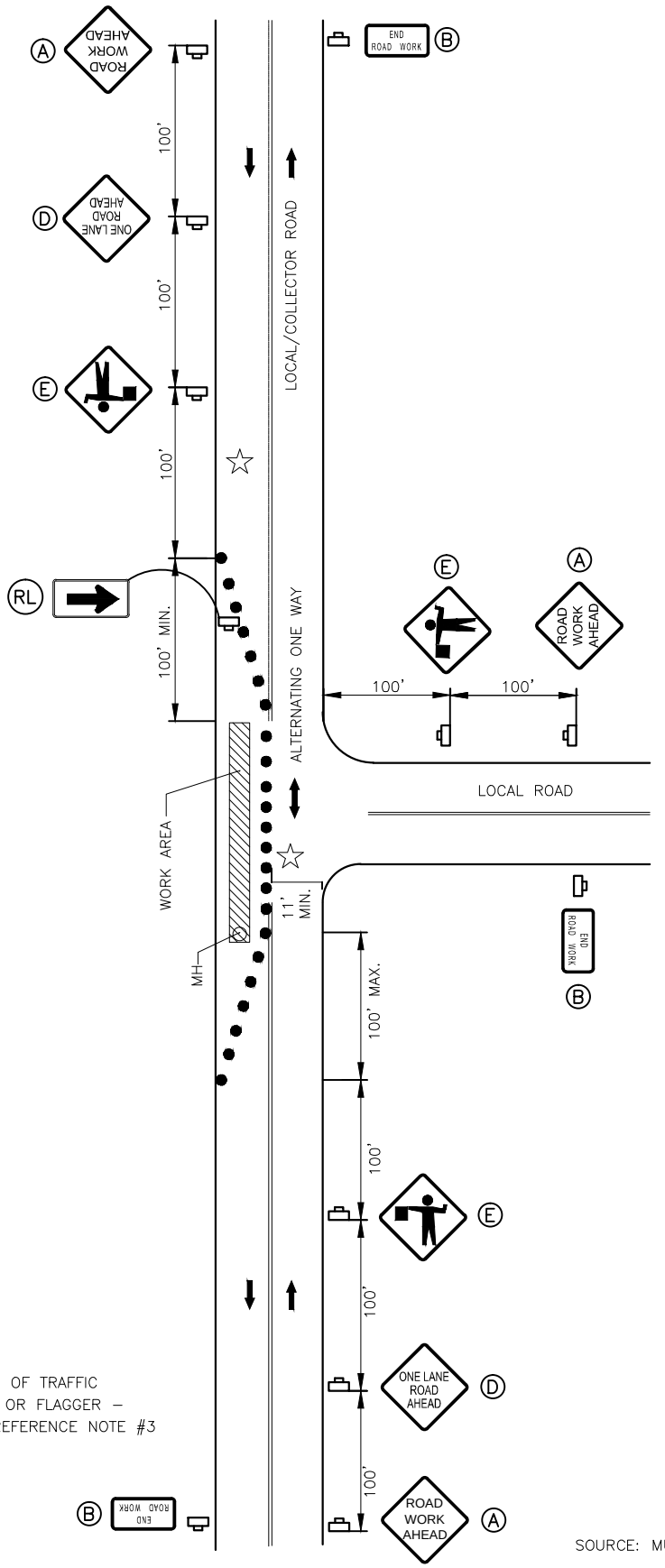
- DRUMS/42" CONES AT 20' O.C.
- WORK ZONE SIGNS
- WORK AREA
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TRAFFIC CONTROL PERSON (POLICE OR FLAGGER – APPROX. LOCATION AND NUMBER, REFERENCE NOTE #3 ON PAGE 1

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TYPICAL CIPP LINING ADJACENT TO
"T" INTERSECTION (2)

DETAIL I: TYPICAL CCTV AND CLEANING WORK IN TRAVEL LANE ACROSS FROM "T" INTERSECTION



NOTE:

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LEGEND:

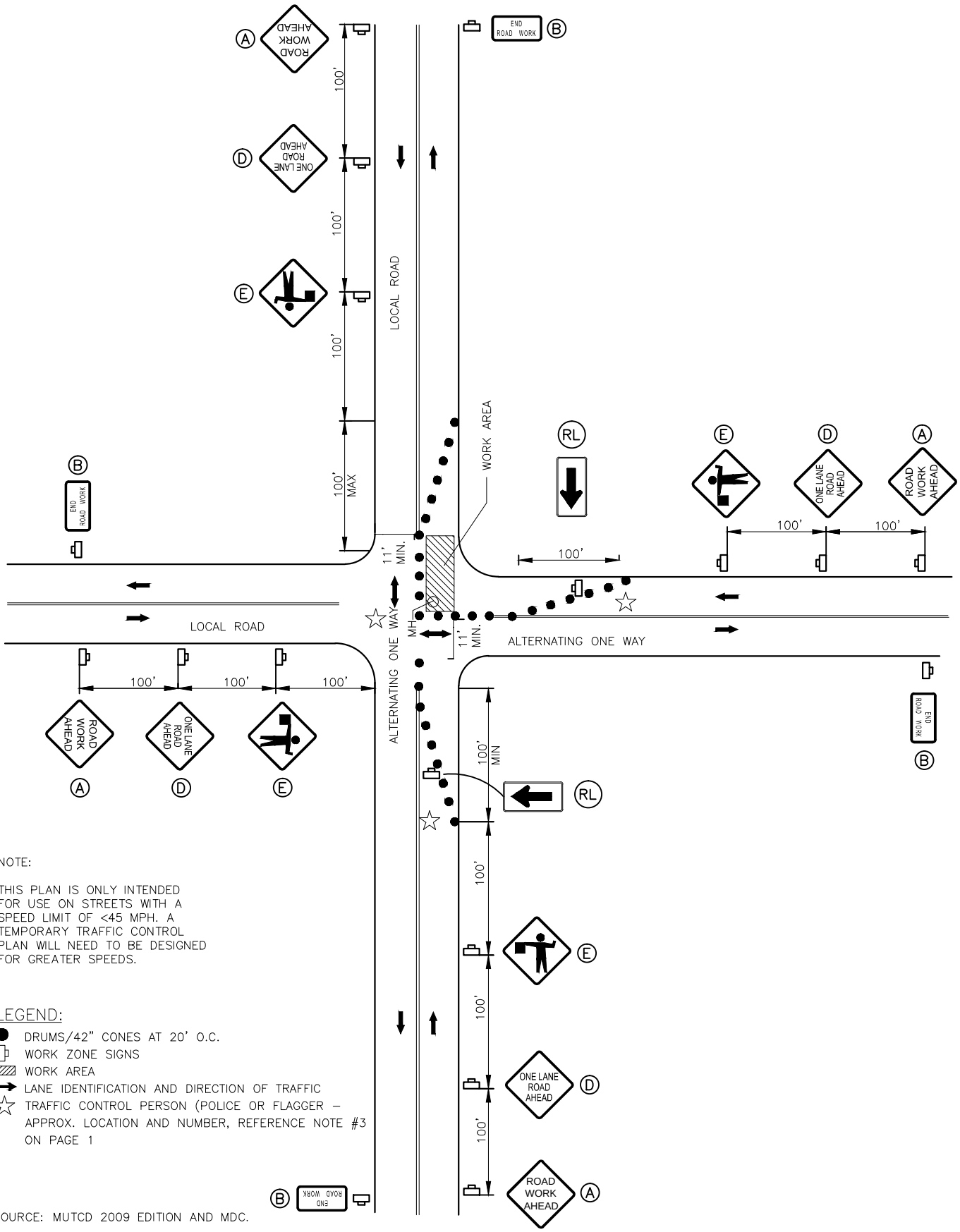
- DRUMS/42" CONES AT 20' O.C.
- WORK ZONE SIGNS
- WORK AREA
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TRAFFIC CONTROL PERSON (POLICE OR FLAGGER – APPROX. LOCATION AND NUMBER, REFERENCE NOTE #3 ON PAGE 1

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TYPICAL CCTV AND CLEANING WORK IN TRAVEL LANE ACROSS FROM "T" INTERSECTION

DETAIL J: TYPICAL CCTV AND CLEANING WORK AT 4–WAY INTERSECTION



NOTE:

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LEGEND:

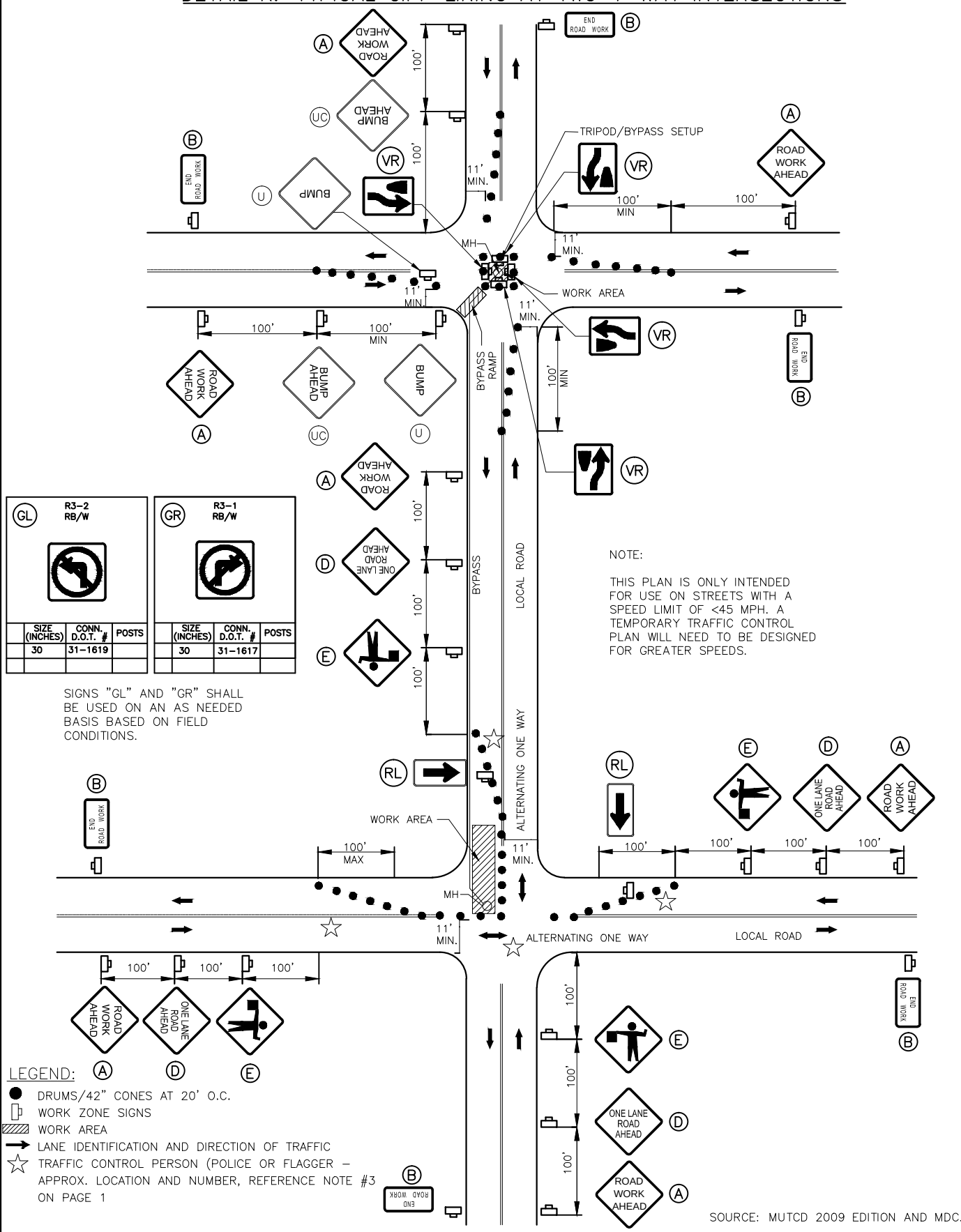
- DRUMS/42" CONES AT 20' O.C.
- WORK ZONE SIGNS
- WORK AREA
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TRAFFIC CONTROL PERSON (POLICE OR FLAGGER – APPROX. LOCATION AND NUMBER, REFERENCE NOTE #3 ON PAGE 1

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TYPICAL CCTV AND CLEANING WORK AT
4–WAY INTERSECTION

DETAIL K: TYPICAL CIPP LINING AT TWO 4-WAY INTERSECTIONS

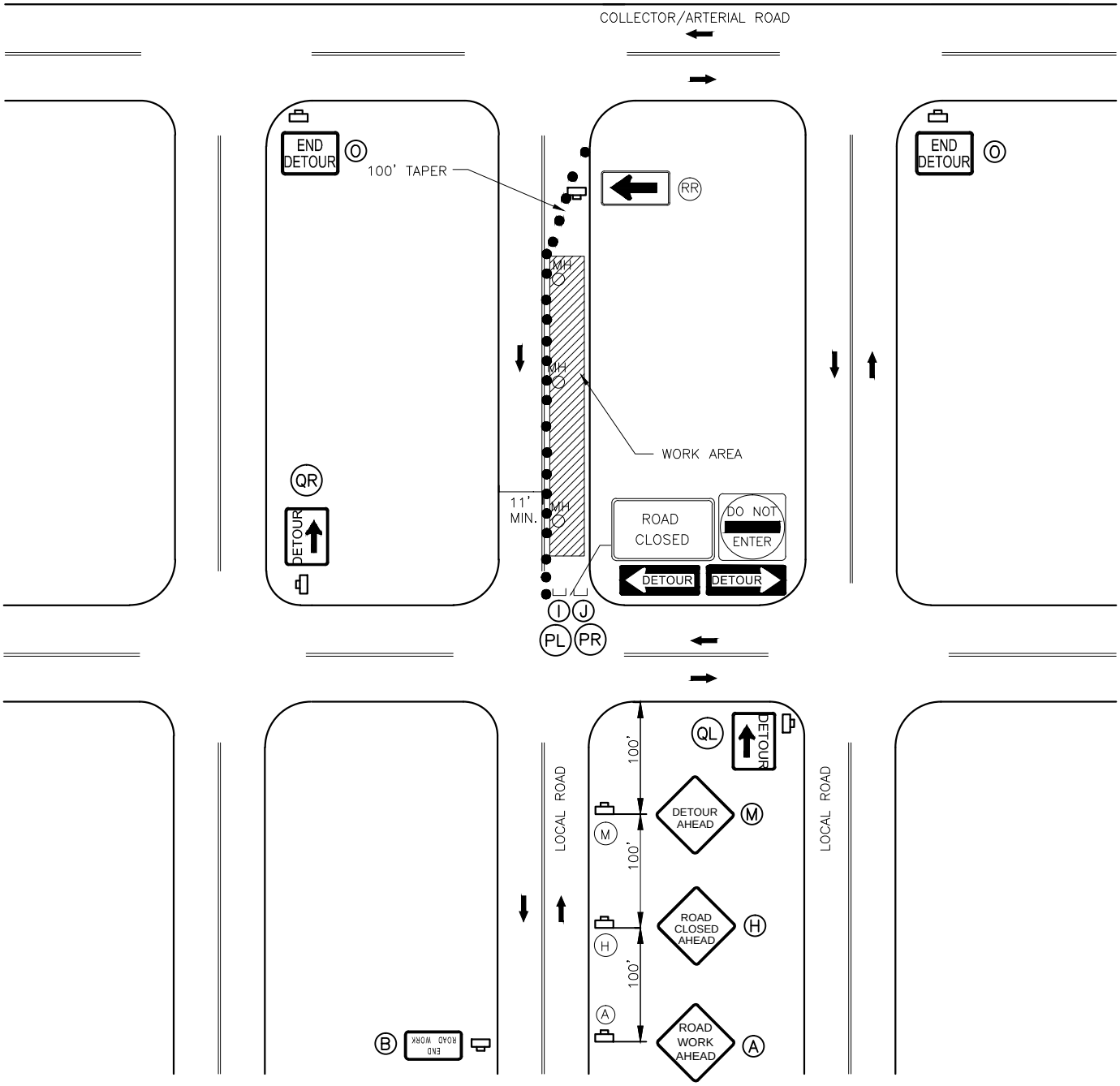


SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TYPICAL CIPP LINING AT TWO
4-WAY INTERSECTIONS

DETAIL L: TYPICAL CIPP LINING ON LOCAL ROAD NEAR INTERSECTION WITH DETOUR



LEGEND:

- DRUMS/42" CONES AT 20' O.C.
- WORK ZONE SIGNS
- WORK AREA
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TYPE III BARRICADE

NOTE:

THIS PLAN IS ONLY INTENDED FOR USE ON STREETS WITH A SPEED LIMIT OF <45 MPH. A TEMPORARY TRAFFIC CONTROL PLAN WILL NEED TO BE DESIGNED FOR GREATER SPEEDS.

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TYPICAL CIPP LINING ON LOCAL ROAD NEAR INTERSECTION WITH DETOUR

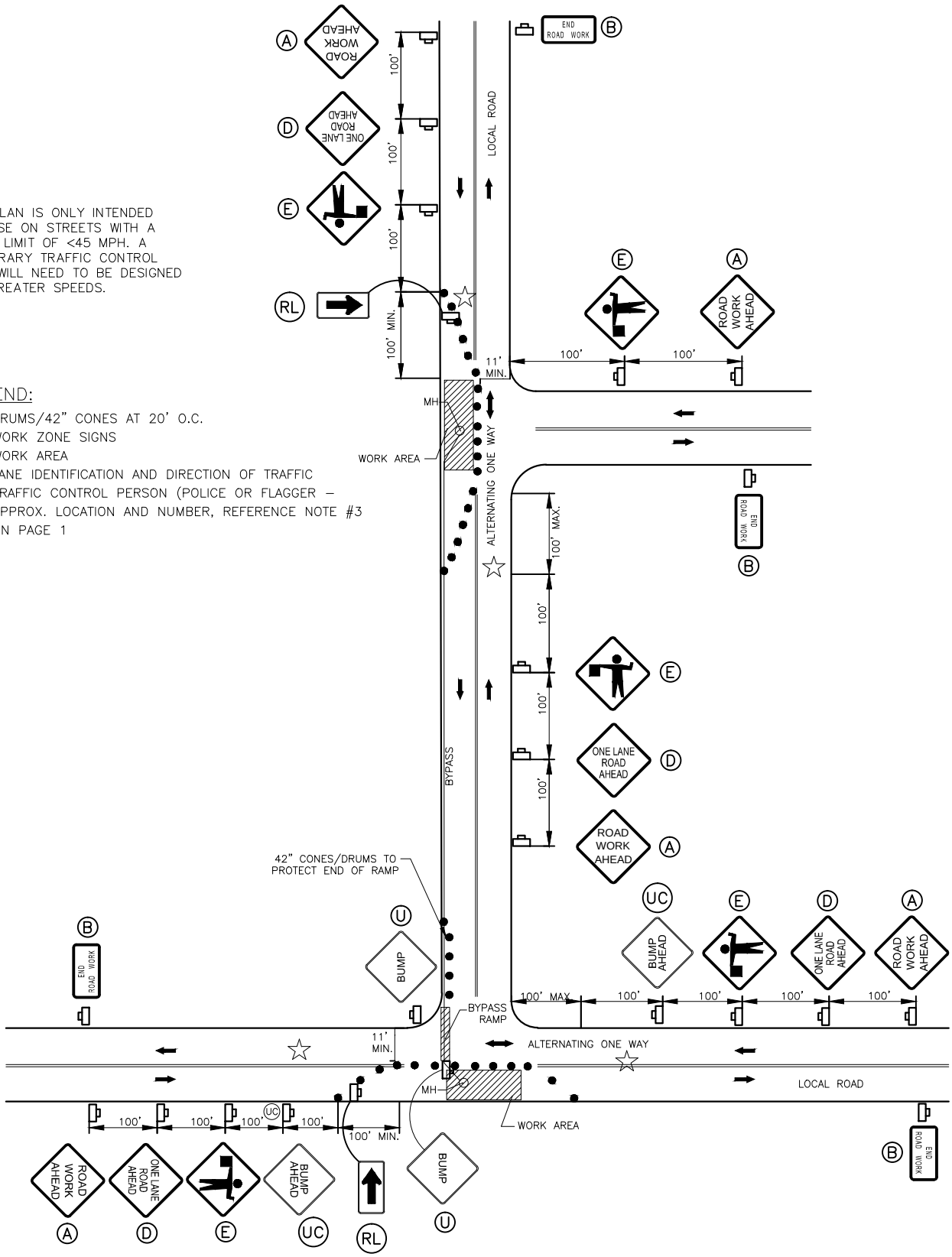
DETAIL M: TYPICAL CIPP LINING AT TWO "T" INTERSECTIONS

NOTE:

THIS PLAN IS ONLY INTENDED FOR USE ON STREETS WITH A SPEED LIMIT OF <45 MPH. A TEMPORARY TRAFFIC CONTROL PLAN WILL NEED TO BE DESIGNED FOR GREATER SPEEDS.

LEGEND:

- DRUMS/42" CONES AT 20' O.C.
- WORK ZONE SIGNS
- WORK AREA
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TRAFFIC CONTROL PERSON (POLICE OR FLAGGER – APPROX. LOCATION AND NUMBER, REFERENCE NOTE #3 ON PAGE 1

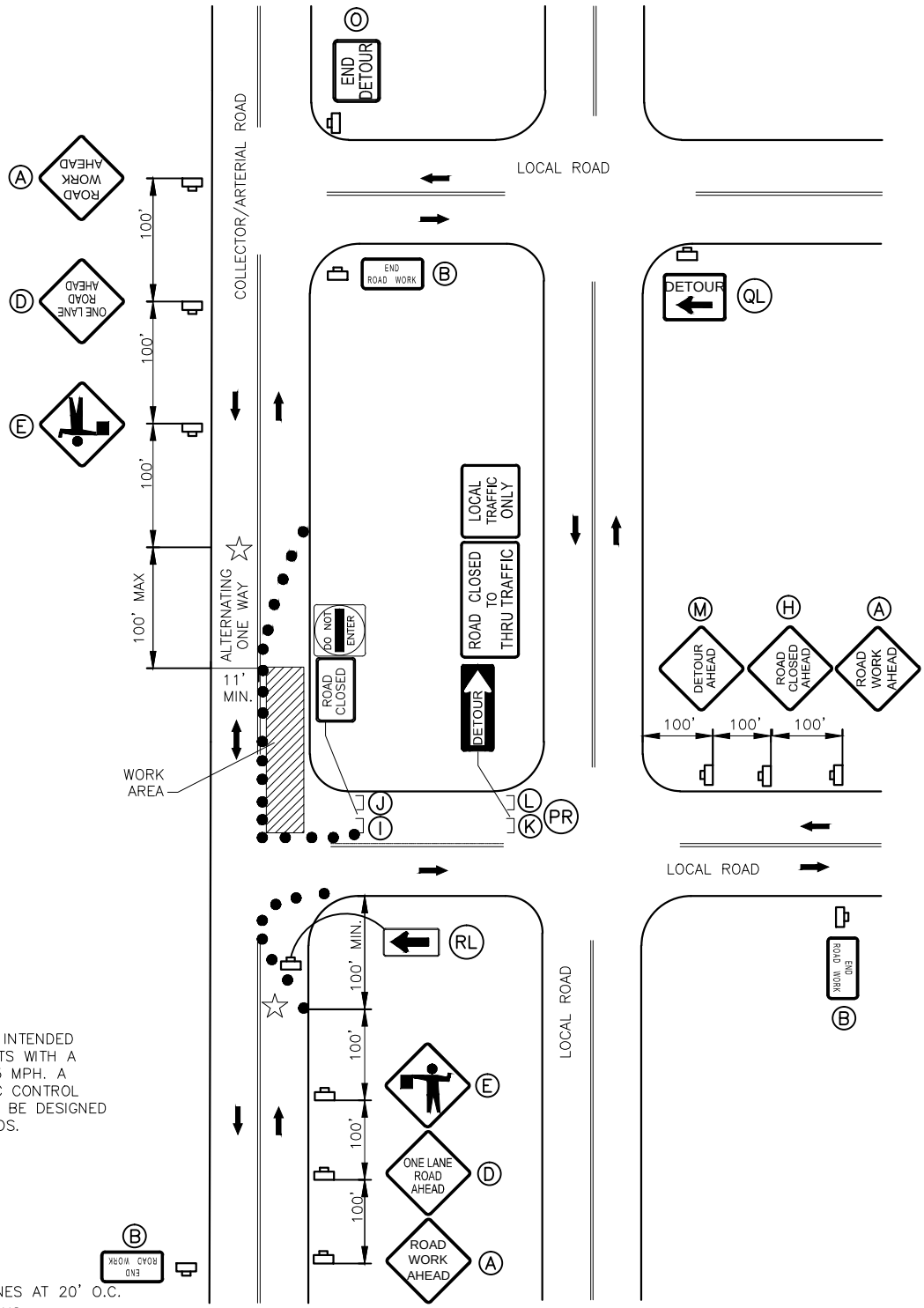


SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TYPICAL CIPP LINING AT TWO "T" INTERSECTIONS

DETAIL N: TYPICAL CIPP LINING ON COLLECTOR ROAD NEAR INTERSECTION WITH DETOUR



NOTE:

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LEGEND:

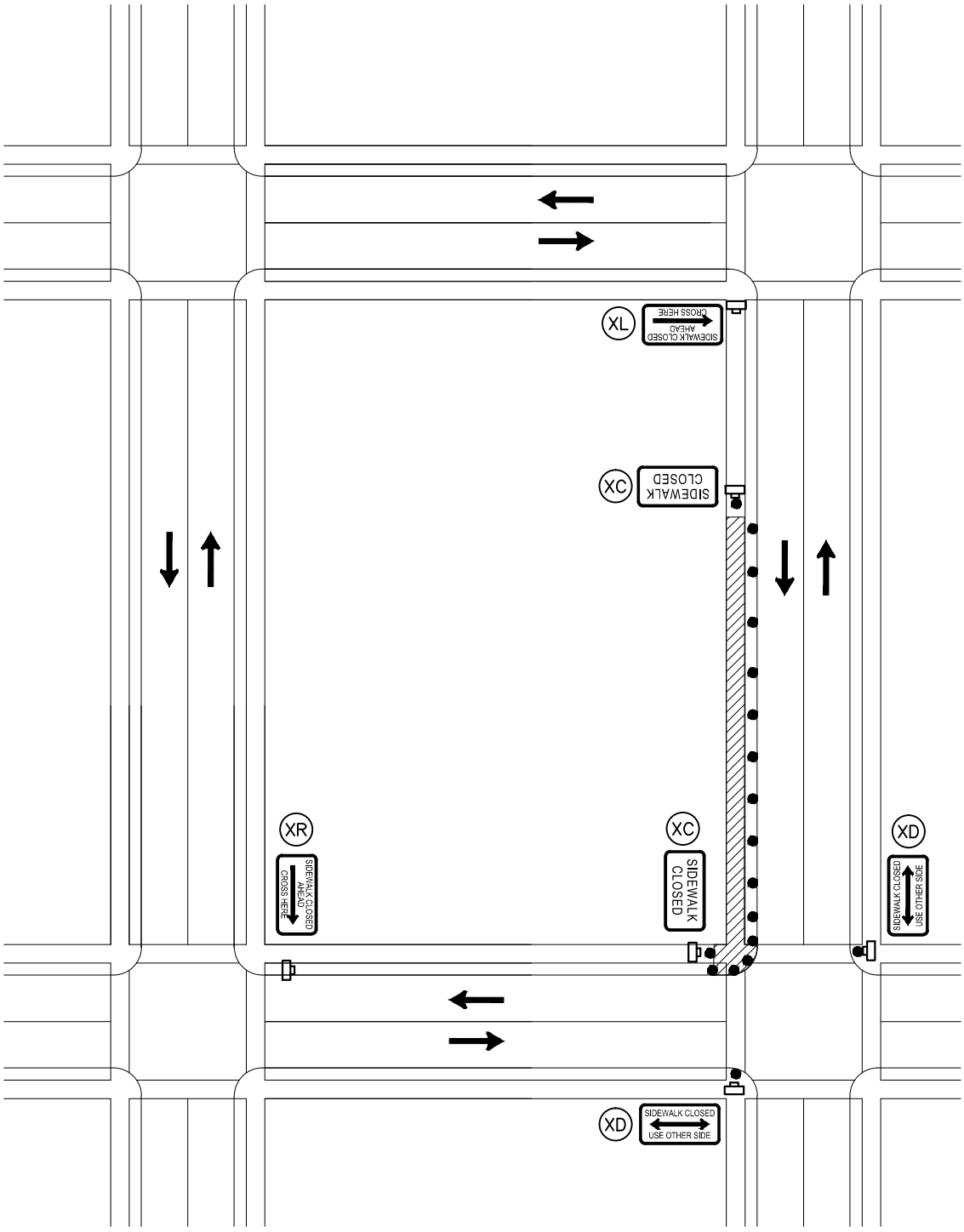
- DRUMS/42" CONES AT 20' O.C.
- WORK ZONE SIGNS
- WORK AREA
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC
- TRAFFIC CONTROL PERSON (POLICE OR FLAGGER – APPROX. LOCATION AND NUMBER, REFERENCE NOTE #3 ON PAGE 1
- TYPE III BARRICADE

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TYPICAL CIPP LINING ON COLLECTOR ROAD
NEAR INTERSECTION WITH DETOUR

DETAIL O: TYPICAL CORNER SIDEWALK CLOSURE



LEGEND:

- DRUMS/42" CONES AT 20' O.C.
- WORK ZONE SIGNS
- WORK AREA
- LANE IDENTIFICATION AND DIRECTION OF TRAFFIC

SOURCE: MUTCD 2009 EDITION AND MDC.

The Metropolitan District
Hartford, Connecticut

TEMPORARY TRAFFIC CONTROL PLAN
TYPICAL CORNER SIDEWALK CLOSURE

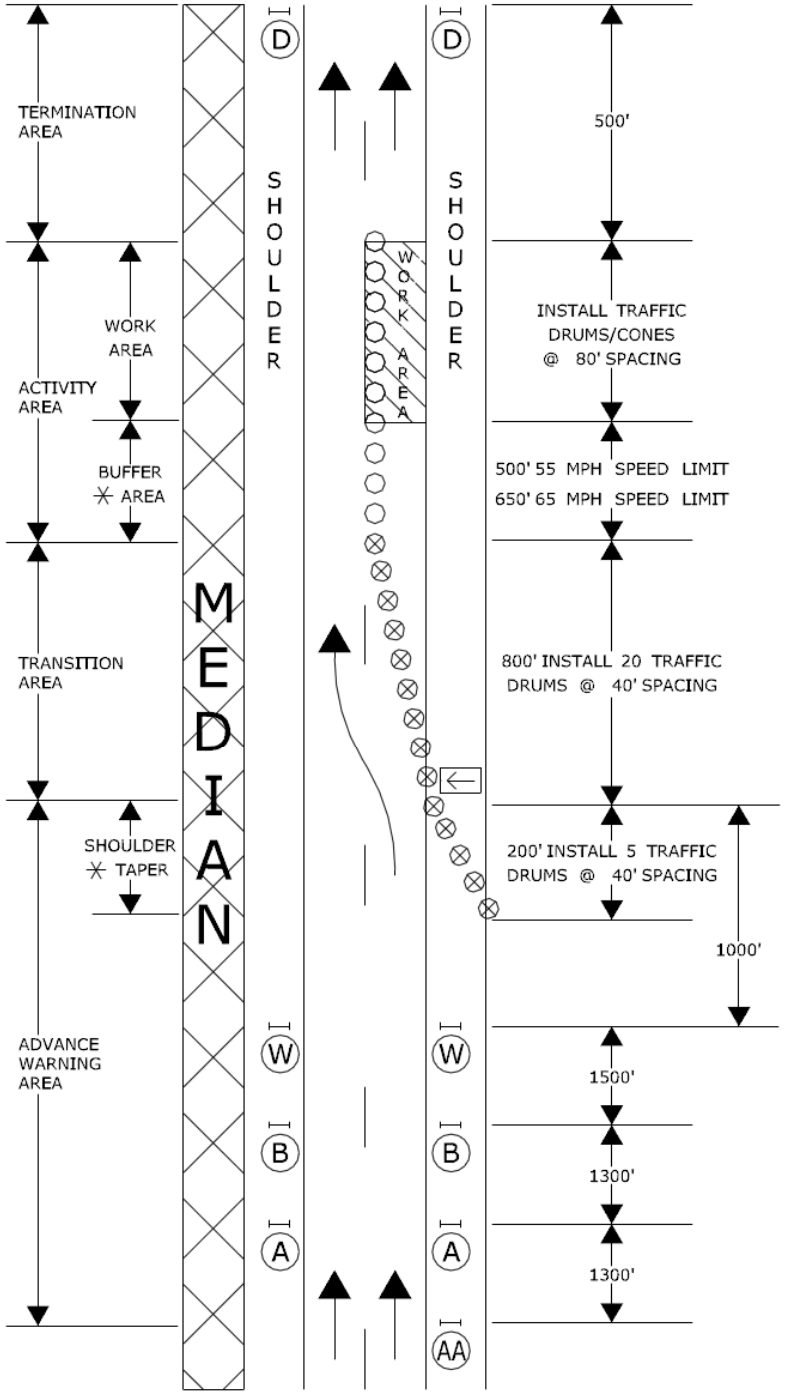
Appendix B:

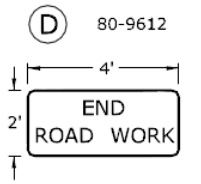
CTDOT CONSTRUCTION TRAFFIC CONTROL PLANS

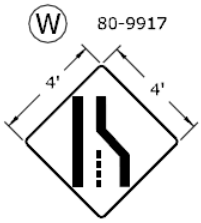
SOURCE: CTDOT JUNE 2012

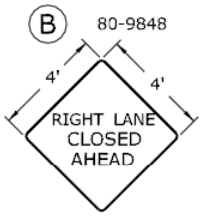
WORK IN RIGHT LANE - MULTILANE HIGHWAY

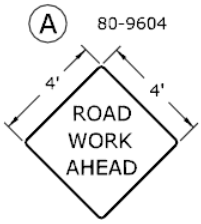
SIGN FACE
126 SQ. FT (MIN.)

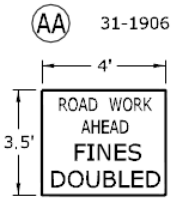












TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL TRAFFIC DRUM PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 1

SEE NOTES 1, 2, 3, 4, 5, 6, 8, 9

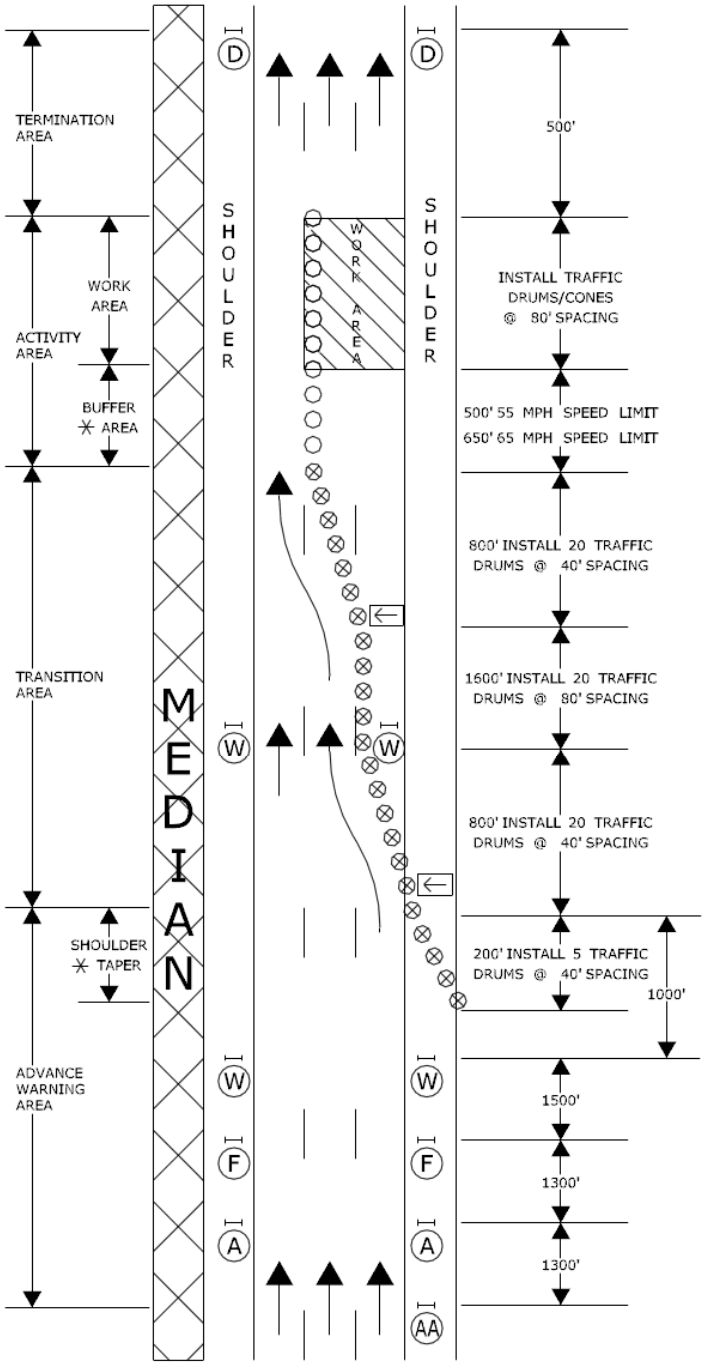
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

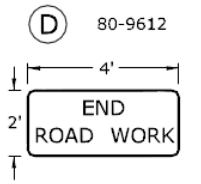
APPROVED Charles S. Harlow 2012.06.05 15:51:00-04'00'
PRINCIPAL ENGINEER

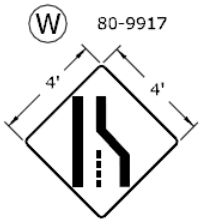
ITEM #971001A

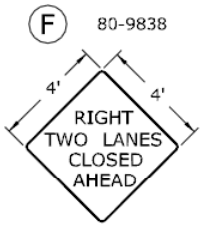
WORK IN RIGHT TWO LANES - MULTILANE HIGHWAY

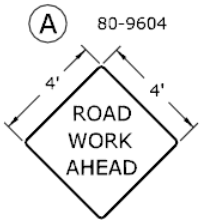
SIGN FACE
158 SQ. FT (MIN.)

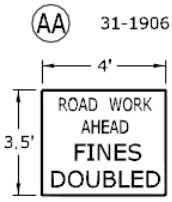












TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL ⊗ TRAFFIC DRUM ⊢ PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 2

SEE NOTES 1, 2, 3, 4, 5, 6, 8, 9

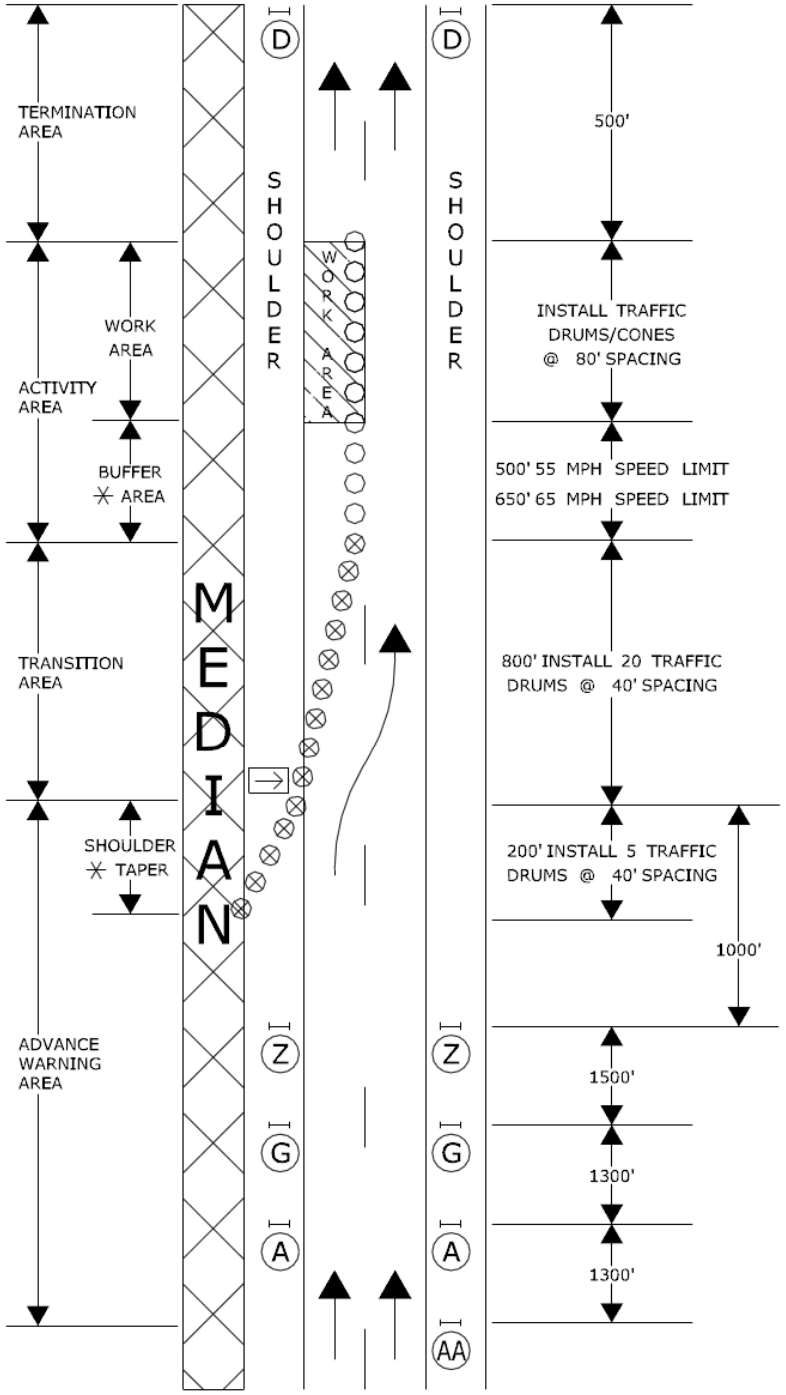
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

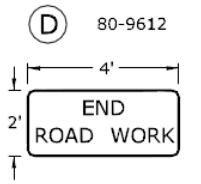
APPROVED Charles S. Harlow 2012.06.05 15:51:23-04'00'
PRINCIPAL ENGINEER

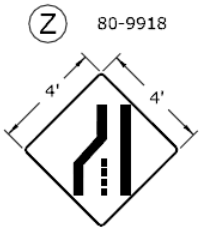
ITEM #971001A

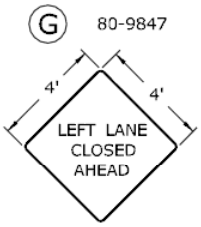
WORK IN LEFT LANE - MULTILANE HIGHWAY

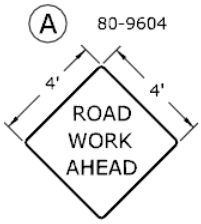
SIGN FACE
126 SQ. FT (MIN.)

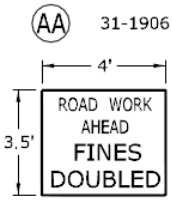












TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL TRAFFIC DRUM PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 3

SEE NOTES 1, 2, 3, 4, 5, 6, 8, 9

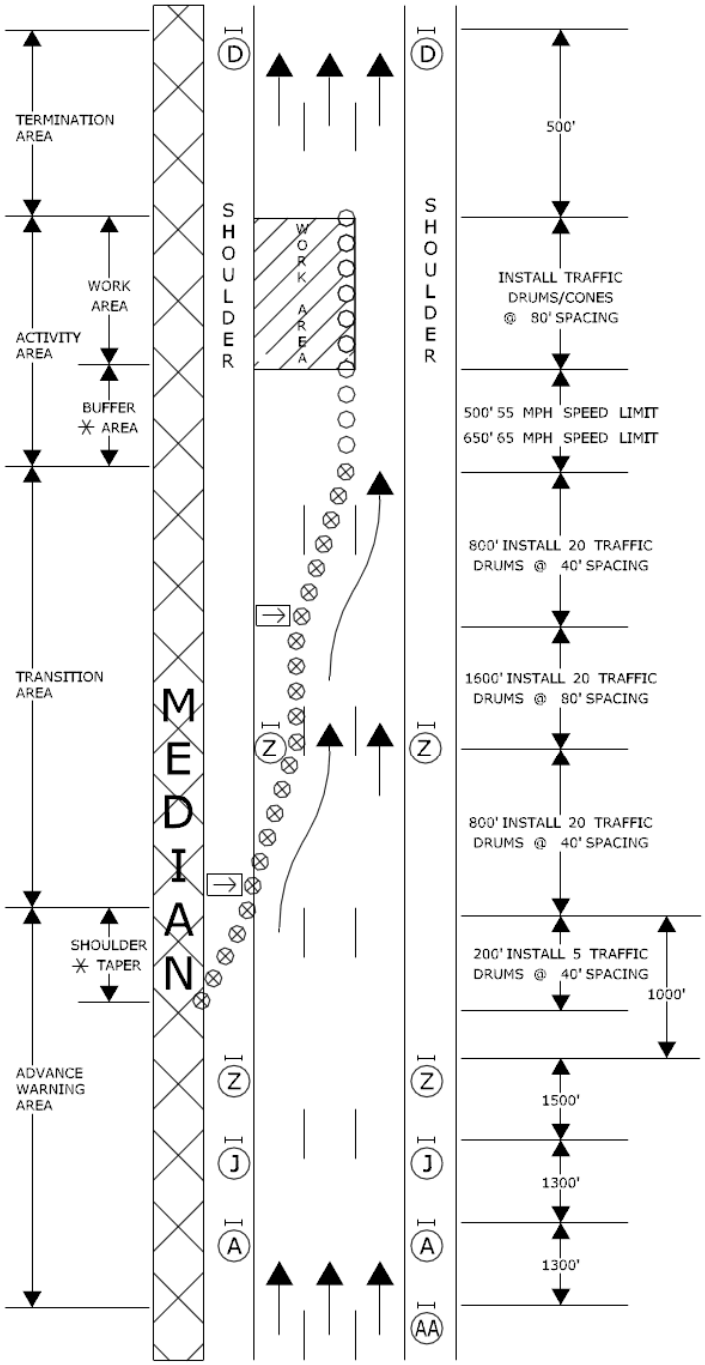
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

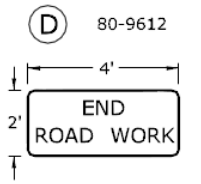
APPROVED Charles S. Harlow 2012.06.05 15:51:46-04'00'
PRINCIPAL ENGINEER

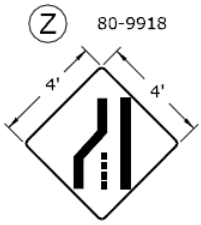
ITEM #971001A

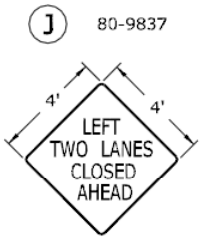
WORK IN LEFT TWO LANES - MULTILANE HIGHWAY

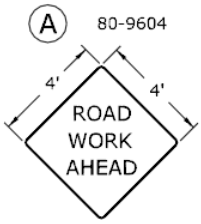
SIGN FACE
158 SQ. FT (MIN.)

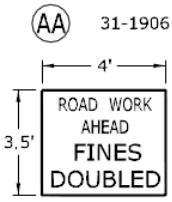












○ TRAFFIC CONE **OR** TRAFFIC DRUM
✳ OPTIONAL ⊗ TRAFFIC DRUM ⊢ PORTABLE SIGN SUPPORT
⇐ HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 4

SEE NOTES 1, 2, 3, 4, 5, 6, 8, 9

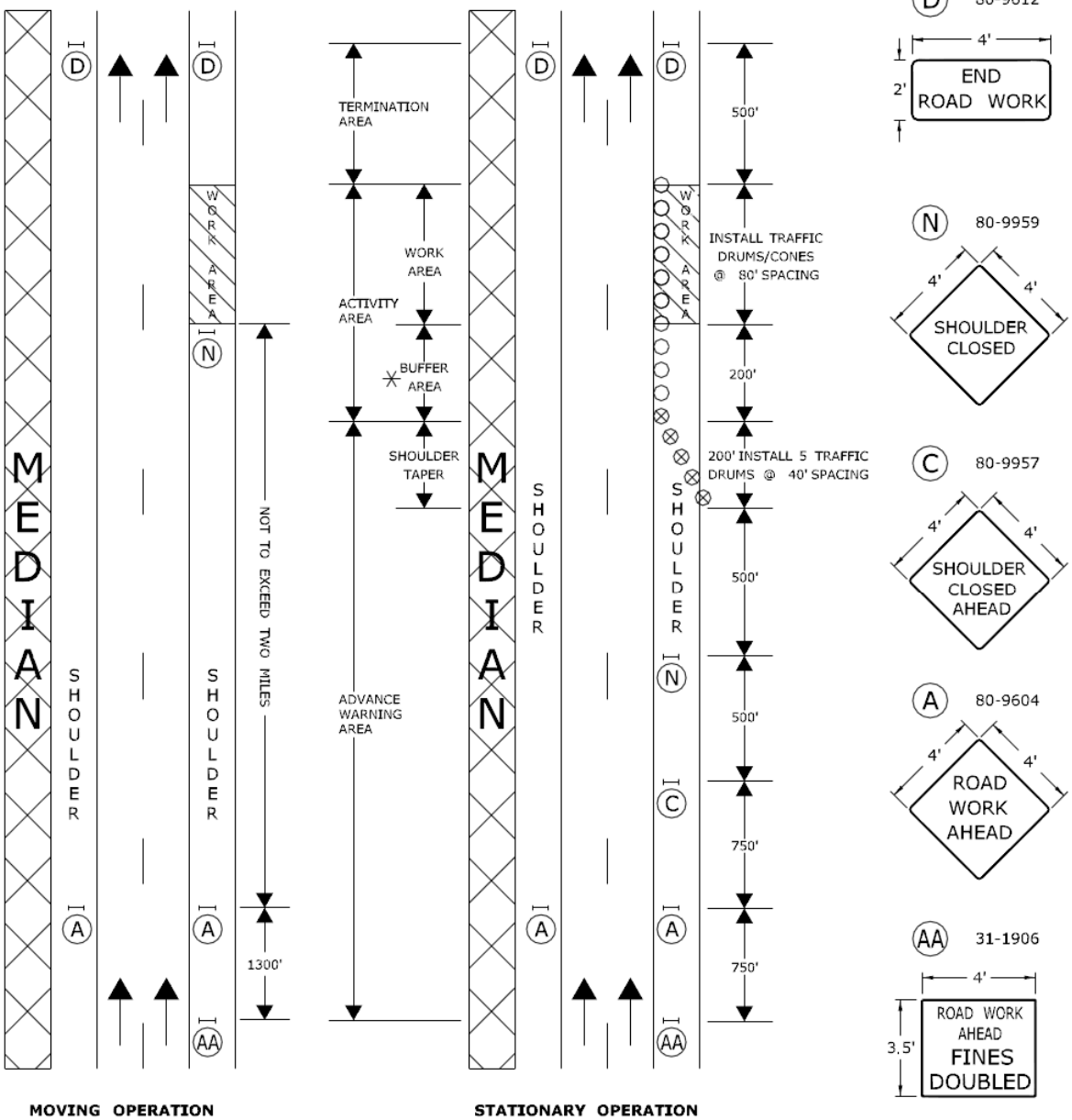
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

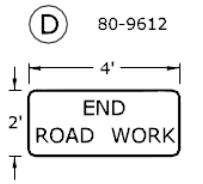
APPROVED Charles S. Harlow 2012.06.05 15:52:10-04'00'
PRINCIPAL ENGINEER

ITEM #971001A

WORK IN SHOULDER AREA - MULTILANE HIGHWAY

SIGN FACE
94 SQ. FT (MIN.)





TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL TRAFFIC DRUM PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 6

SEE NOTES 1, 2, 4, 8

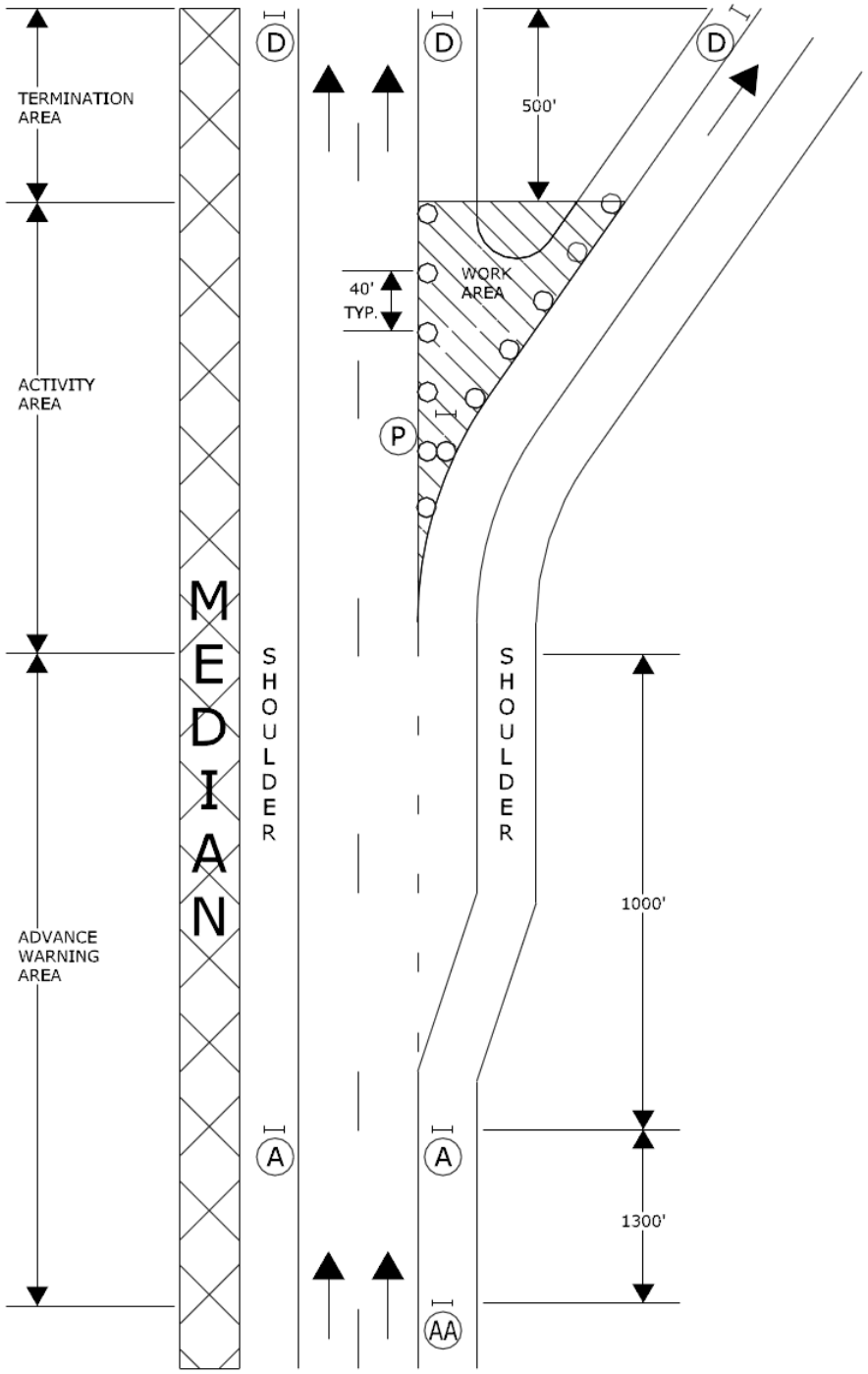
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

APPROVED _____ Charles S. Harlow 2012.06.05 15:52:38-04'00'
PRINCIPAL ENGINEER

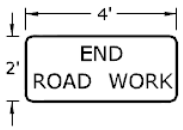
ITEM #971001A

WORK IN RAMP GORE AREA

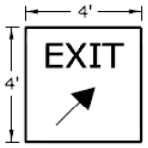
SIGN FACE
86 SQ. FT (MIN.)



D 80-9612

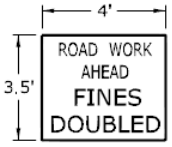


P 51-6147



A 80-9604

AA 31-1906



TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL TRAFFIC DRUM PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 7

SEE NOTES 1, 2, 4, 8, 10

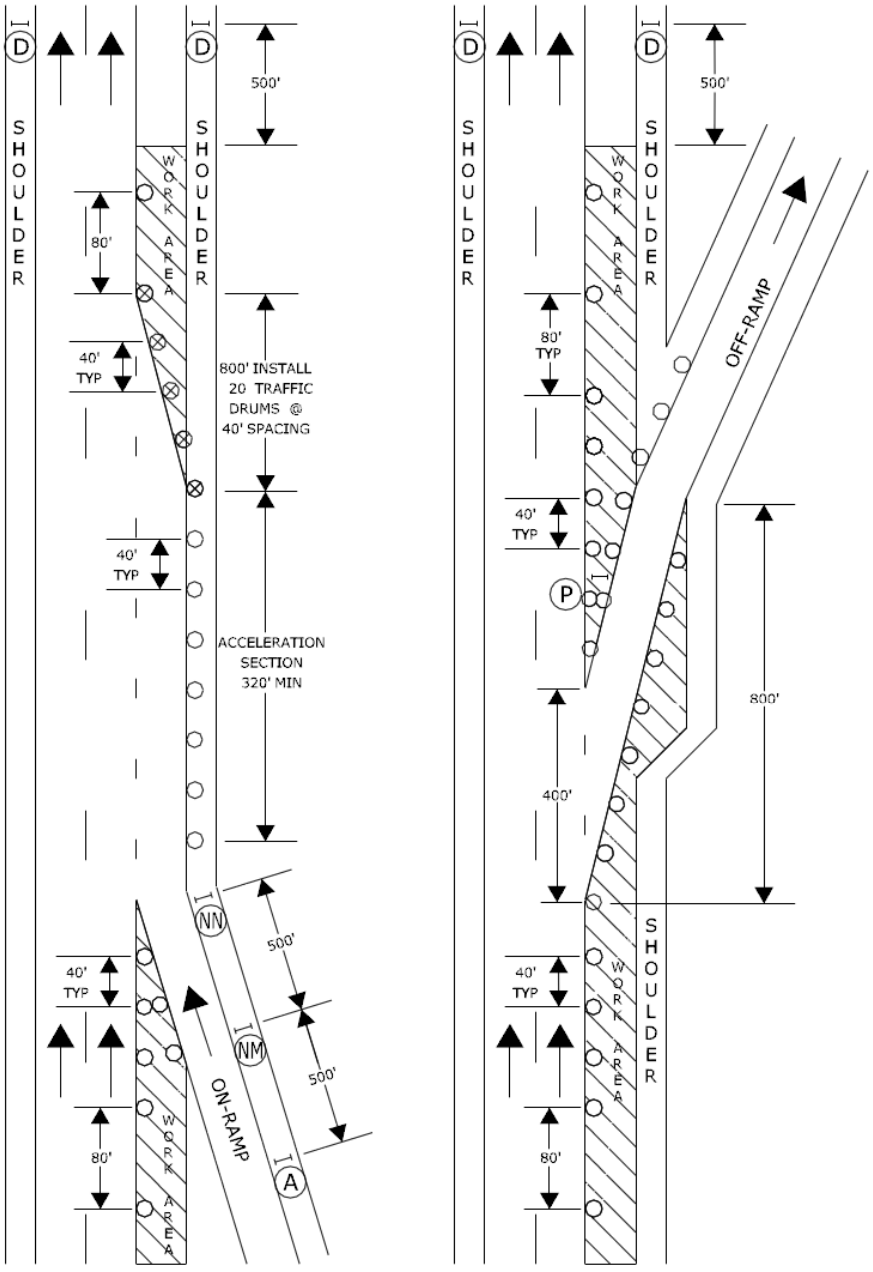
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

APPROVED Charles S. Harlow 2012.06.05 15:53:03-04'00'
PRINCIPAL ENGINEER

ITEM #971001A

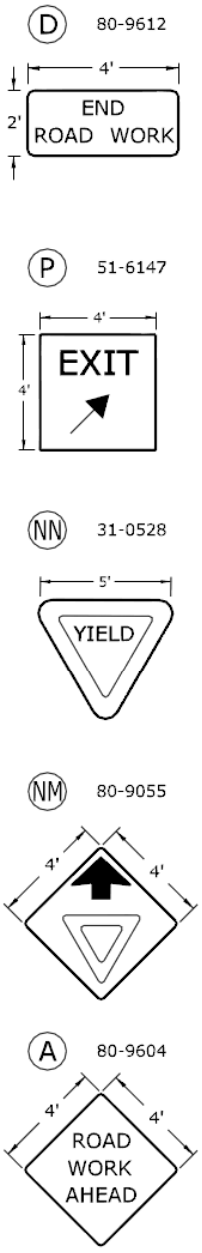
TYPICAL RAMP TREATMENTS FOR MAINLINE LANE CLOSURE - MULTILANE HIGHWAY

SIGN FACE
SQ. FT VARIES



ON-RAMP TREATMENT

OFF-RAMP TREATMENT



USE TRAFFIC CONTROL PLAN 1 TO CLOSE THE RIGHT LANE

TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL TRAFFIC DRUM PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 8

SEE NOTES 1, 2, 3, 4, 5, 6, 8, 9, 10

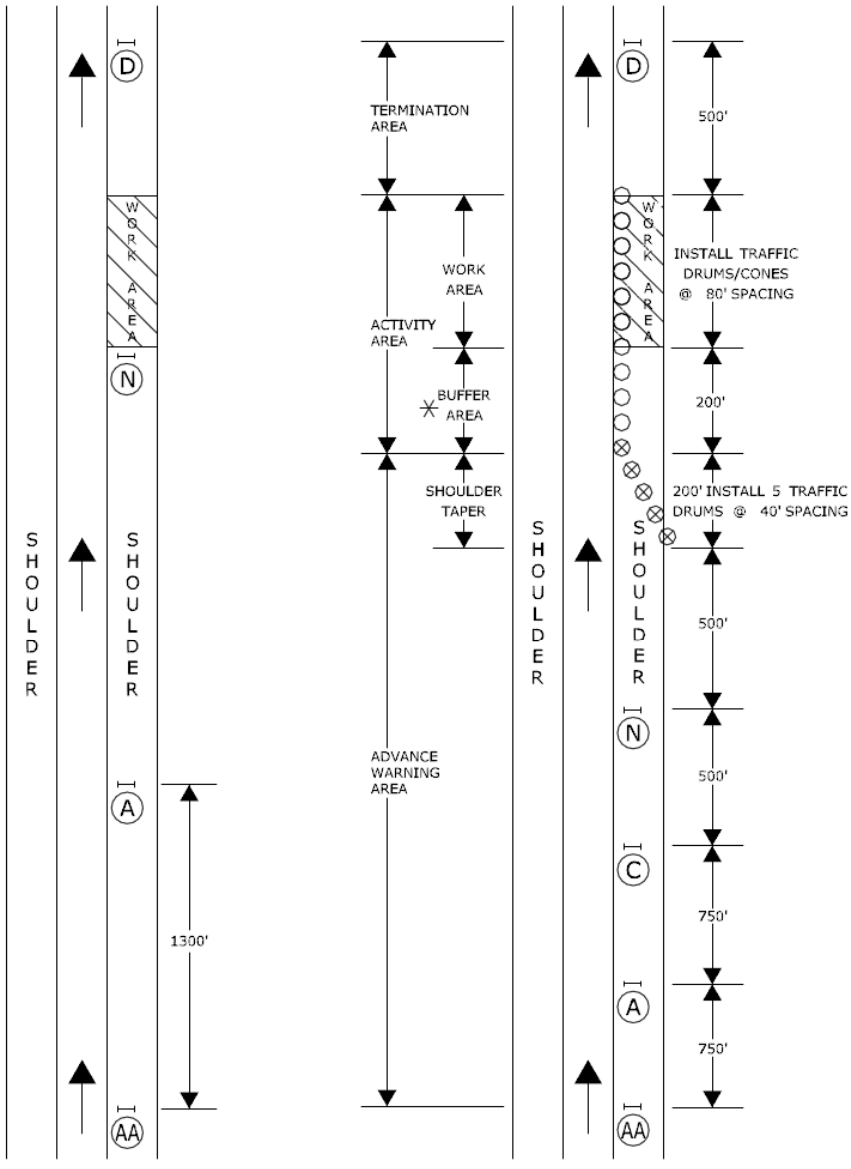
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

APPROVED Charles S. Harlow 2012.06.05 15:53:31-04'00'
PRINCIPAL ENGINEER

ITEM #971001A

WORK IN SHOULDER AREA - TURNING ROADWAYS / RAMPS

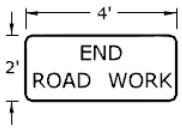
SIGN FACE
70 SQ. FT (MIN.)



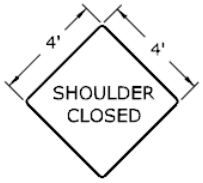
MOVING OPERATION

STATIONARY OPERATION

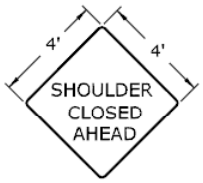
D 80-9612



N 80-9959

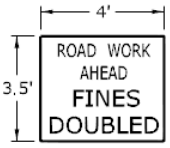


C 80-9957



A 80-9604

AA 31-1906



TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL TRAFFIC DRUM PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 9

SEE NOTES 1, 2, 4, 8

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

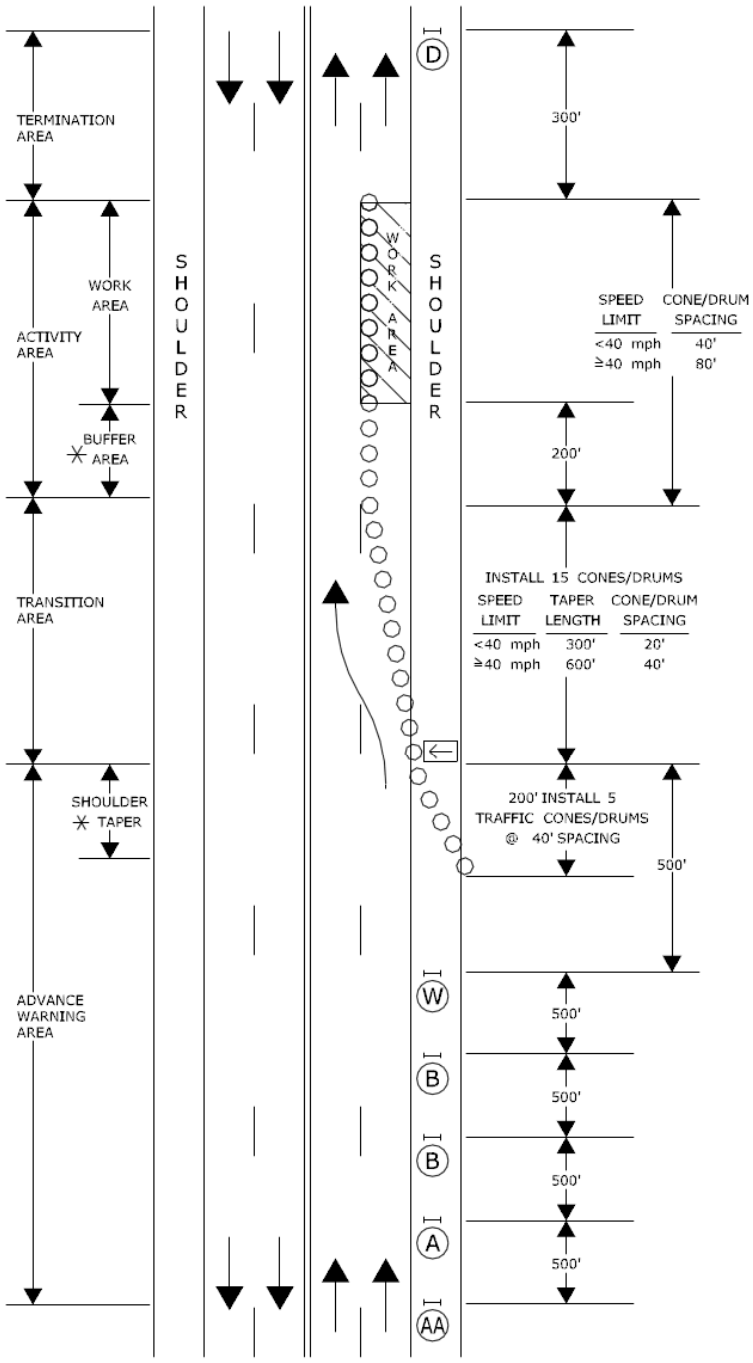
APPROVED _____ PRINCIPAL ENGINEER

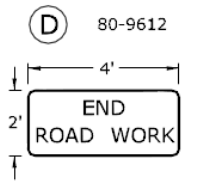
Charles S. Harlow
2012.06.05 15:53:53-04'00'

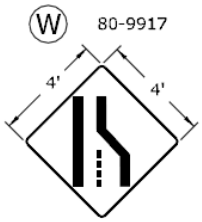
ITEM #971001A

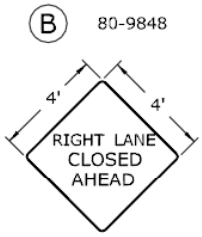
WORK IN RIGHT LANE - 4 LANE UNDIVIDED HIGHWAY

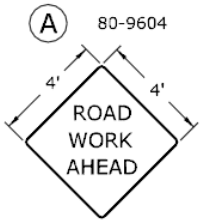
SIGN FACE
86 SQ. FT (MIN.)

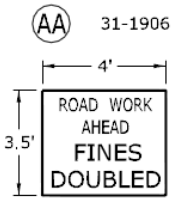












TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL TRAFFIC DRUM PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 10

SEE NOTES 1, 2, 3, 4, 5, 6, 7, 8

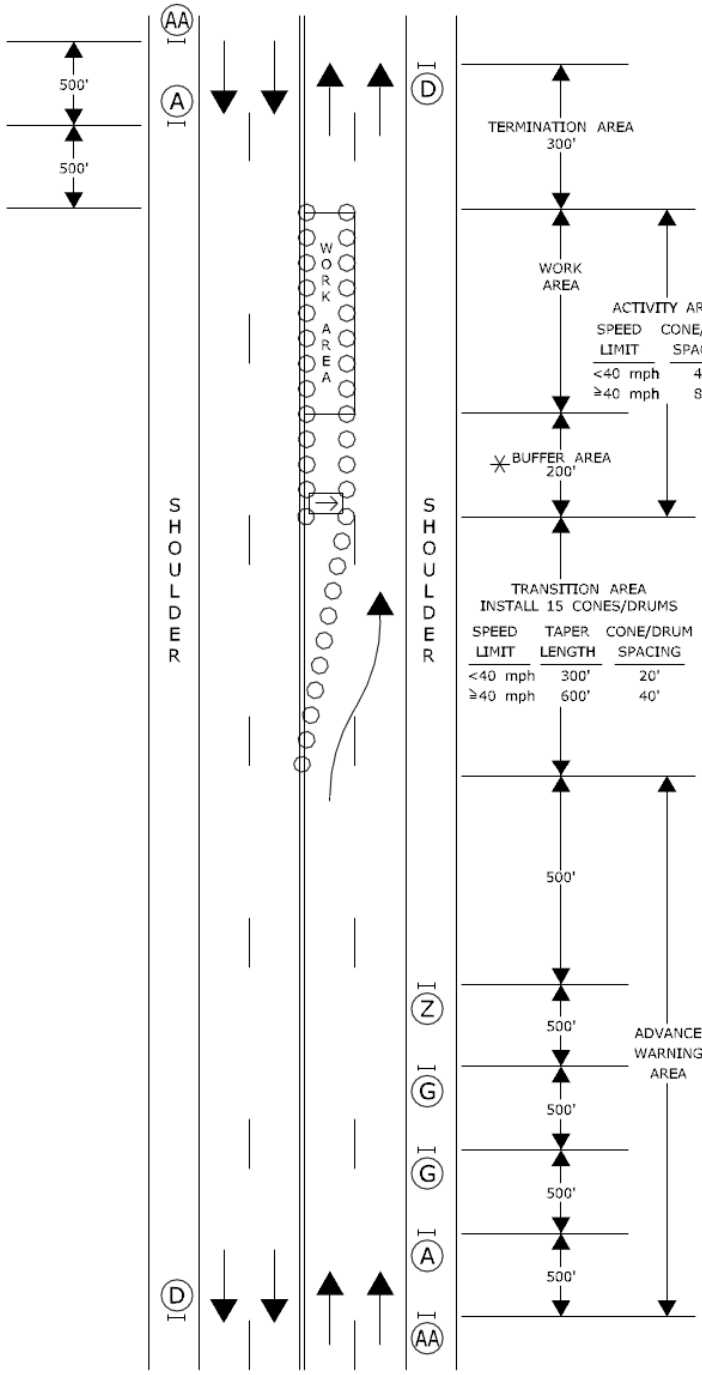
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

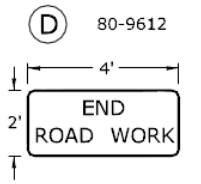
APPROVED _____ Charles S. Harlow 2012.06.05 15:54:15-04'00'
PRINCIPAL ENGINEER

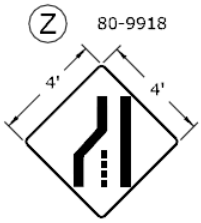
ITEM #971001A

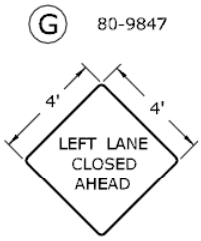
WORK IN LEFT LANE - 4 LANE UNDIVIDED HIGHWAY

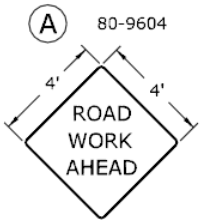
SIGN FACE
124 SQ. FT (MIN.)

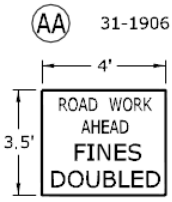












○ TRAFFIC CONE **OR** TRAFFIC DRUM
✳ OPTIONAL ⊗ TRAFFIC DRUM ⊢ PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 11

SEE NOTES 1, 2, 3, 4, 5, 6, 7, 8

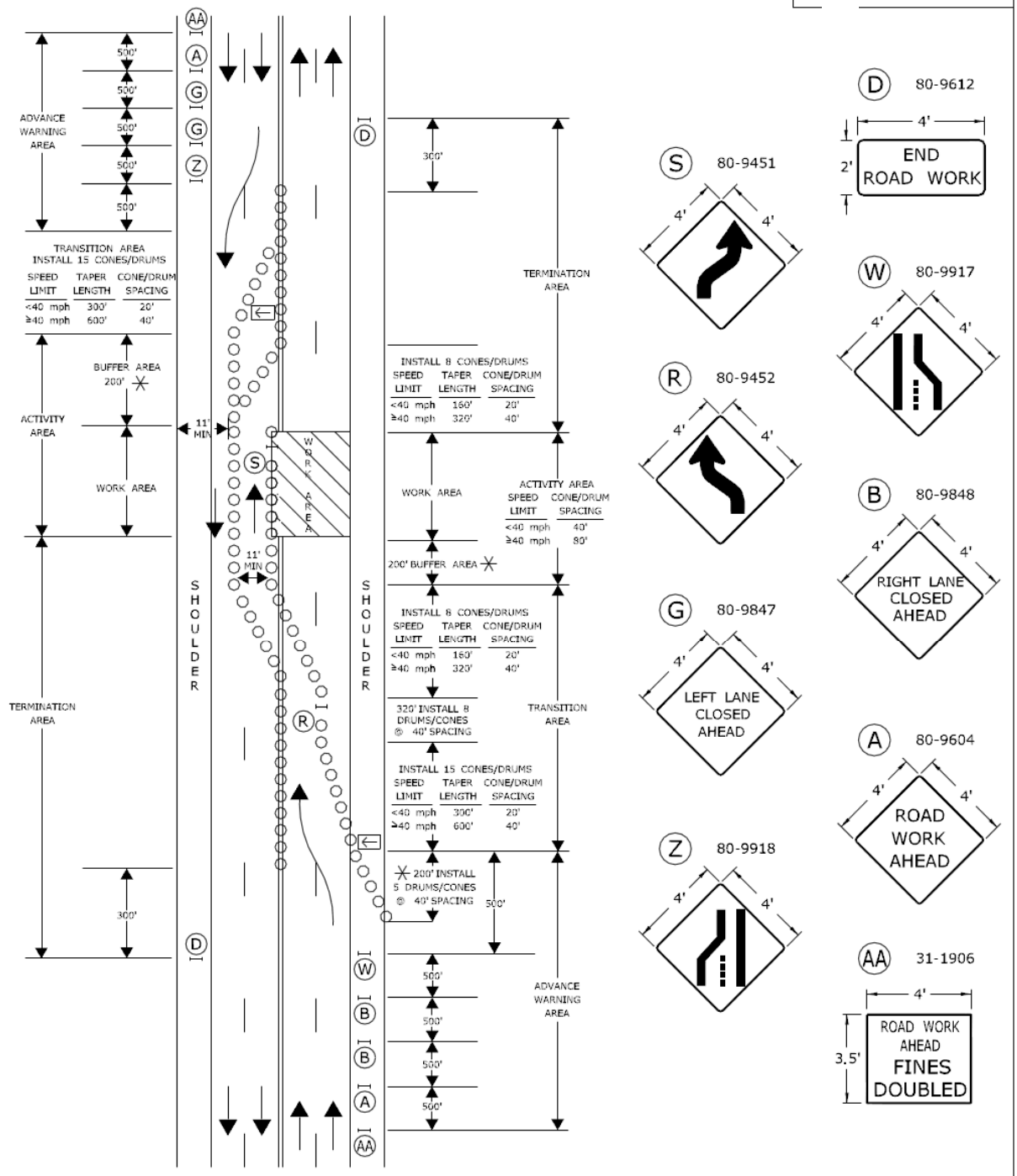
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

APPROVED _____ Charles S. Harlow 2012.06.05 15:54:36-04'00'
PRINCIPAL ENGINEER

ITEM #971001A

WORK IN BOTH LANES - 4 LANE UNDIVIDED HIGHWAY

SIGN FACE
204 SQ. FT (MIN.)



TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL TRAFFIC DRUM PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 12

SEE NOTES 1, 2, 3, 4, 5, 6, 7, 8

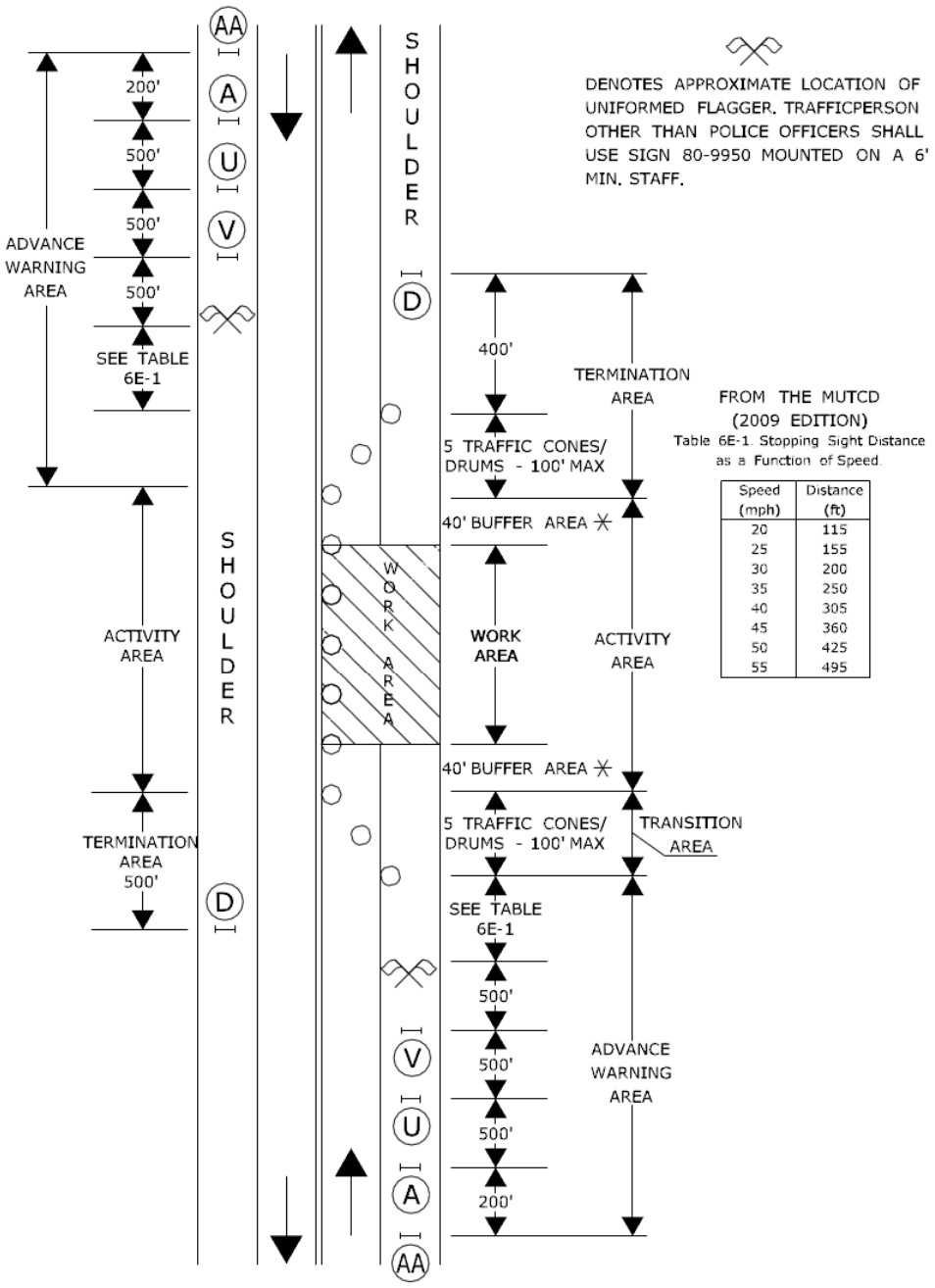
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

APPROVED _____ Charles S. Harlow 2012.06.05 15:55:01-04'00'
PRINCIPAL ENGINEER

ITEM #971001A

WORK IN TRAVEL LANE AND SHOULDER
TWO LANE HIGHWAY
ALTERNATING ONE-WAY TRAFFIC OPERATIONS

SIGN FACE
108 SQ. FT (MIN.)

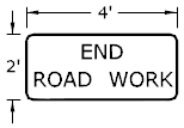


DENOTES APPROXIMATE LOCATION OF UNIFORMED FLAGGER. TRAFFICPERSON OTHER THAN POLICE OFFICERS SHALL USE SIGN 80-9950 MOUNTED ON A 6' MIN. STAFF.

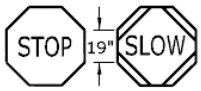
FROM THE MUTCD (2009 EDITION)
Table 6E-1. Stopping Sight Distance as a Function of Speed

Speed (mph)	Distance (ft)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495

D 80-9612



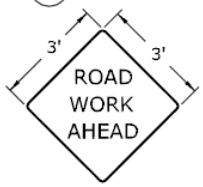
80-9950
SIDE A SIDE B



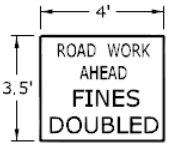
V 80-9803

U 80-9834

A 80-9603



AA 31-1906



TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL TRAFFIC DRUM PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 13 - SHEET 1 OF 2

SEE NOTES 1, 2, 4, 6, 7, 8

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

APPROVED Charles S. Harlow 2012.06.05 15:55:23-04'00'
PRINCIPAL ENGINEER

ITEM #971001A

WORK IN TRAVEL LANE AND SHOULDER
TWO LANE HIGHWAY
ALTERNATING ONE-WAY TRAFFIC OPERATIONS

SIGN FACE
108 SQ. FT (MIN.)

HAND SIGNAL METHODS TO BE USED BY UNIFORMED FLAGGERS

THE FOLLOWING METHODS FROM SECTION 6E.07, FLAGGER PROCEDURES, IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," SHALL BE USED BY UNIFORMED FLAGGERS WHEN DIRECTING TRAFFIC THROUGH A WORK AREA. THE STOP/SLOW SIGN PADDLE (SIGN NO. 80-9950) SHOWN ON THE TRAFFIC STANDARD SHEET TR-1220 01 ENTITLED, "SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS" SHALL BE USED.

A. TO STOP TRAFFIC

TO STOP ROAD USERS, THE FLAGGER SHALL FACE ROAD USERS AND AIM THE STOP PADDLE FACE TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. THE FREE ARM SHALL BE HELD WITH THE PALM OF THE HAND ABOVE SHOULDER LEVEL TOWARD APPROACHING TRAFFIC.

B. TO DIRECT TRAFFIC TO PROCEED

TO DIRECT STOPPED ROAD USERS TO PROCEED, THE FLAGGER SHALL FACE ROAD USERS WITH THE SLOW PADDLE FACE AIMED TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. THE FLAGGER SHALL MOTION WITH THE FREE HAND FOR ROAD USERS TO PROCEED.

C. TO ALERT OR SLOW TRAFFIC

TO ALERT OR SLOW TRAFFIC, THE FLAGGER SHALL FACE ROAD USERS WITH THE SLOW PADDLE FACE AIMED TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. TO FURTHER ALERT OR SLOW TRAFFIC, THE FLAGGER HOLDING THE SLOW PADDLE FACE TOWARD ROAD USERS MAY MOTION UP AND DOWN WITH THE FREE HAND, PALM DOWN.

◯ TRAFFIC CONE **OR** TRAFFIC DRUM
✳ OPTIONAL ⊗ TRAFFIC DRUM ⊢⊣ PORTABLE SIGN SUPPORT
⟵ HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN
PLAN 13 - SHEET 2 OF 2
SEE NOTES 1, 2, 4, 6, 7, 8

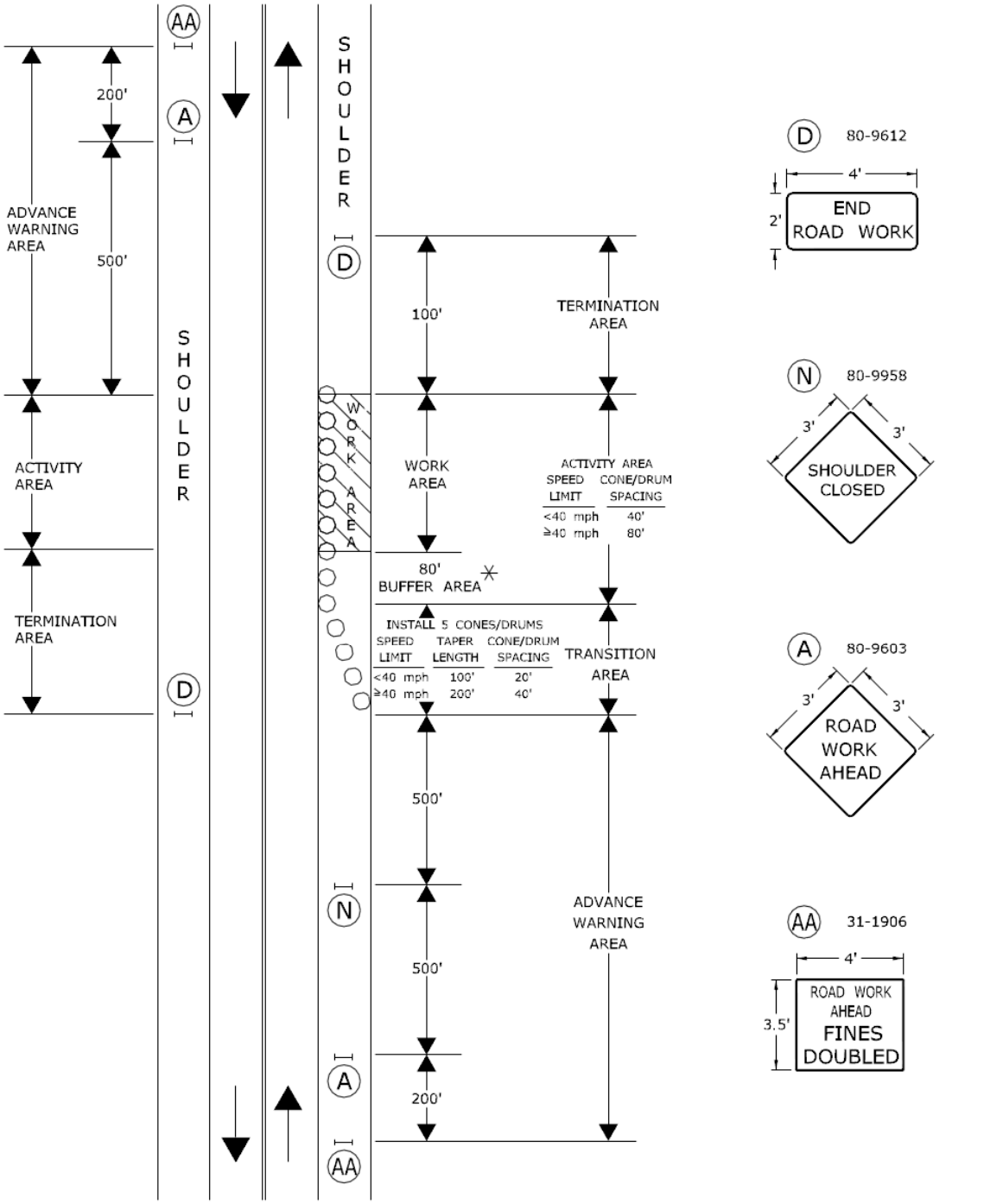
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

APPROVED Charles S. Harlow 2012.06.05 15:55:45-04'00'
PRINCIPAL ENGINEER

ITEM #971001A

WORK IN SHOULDER - TWO LANE HIGHWAY

SIGN FACE
71 SQ. FT (MIN.)



TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL TRAFFIC DRUM PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 14

SEE NOTES 1, 2, 4, 7, 8

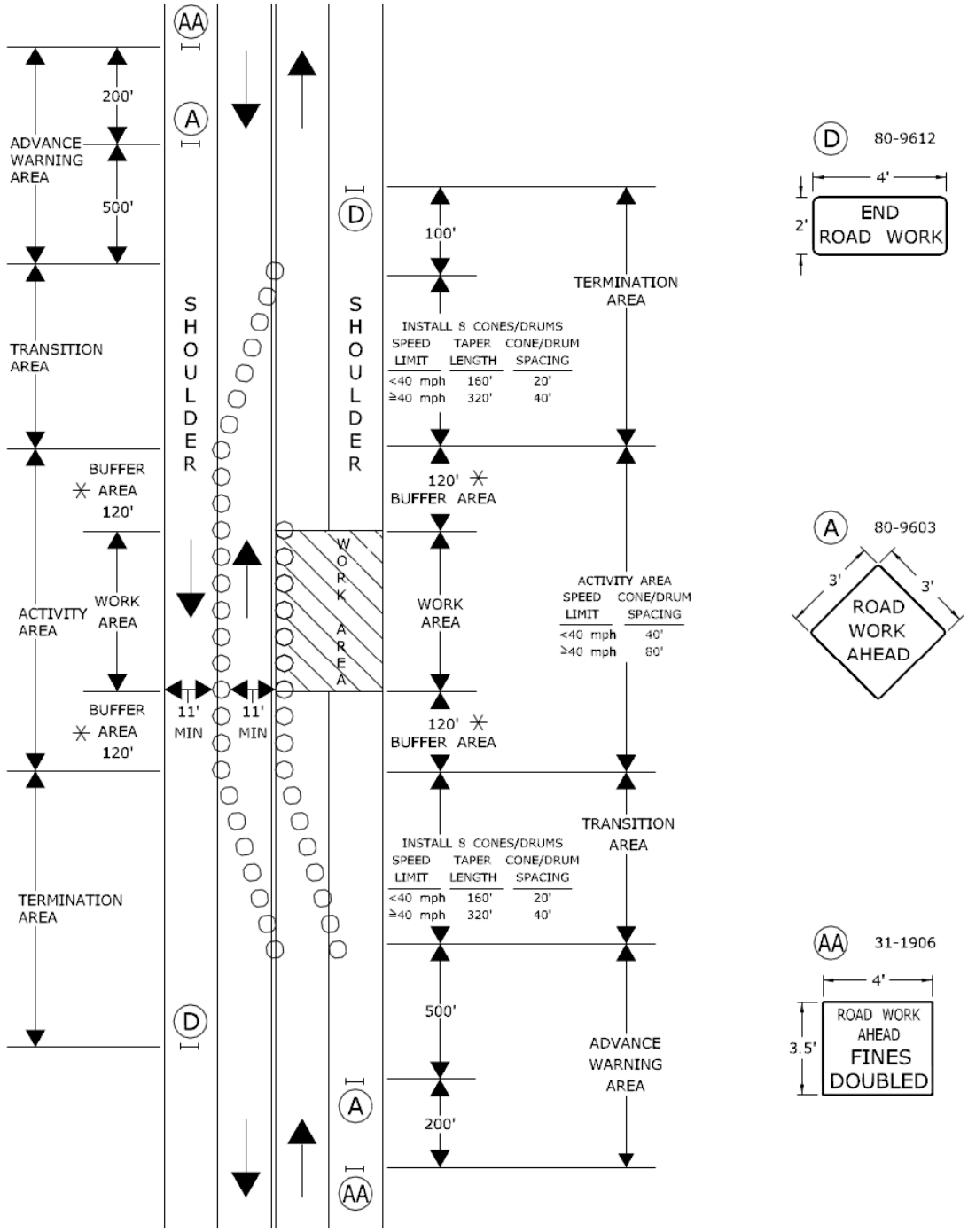
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

APPROVED Charles S. Harlow 2012.06.05 15:56:09-04'00'
PRINCIPAL ENGINEER

ITEM #971001A

WORK IN TRAVEL LANE AND SHOULDER
TWO LANE HIGHWAY

SIGN FACE
62 SQ. FT (MIN.)



D 80-9612

A 80-9603

AA 31-1906

TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL TRAFFIC DRUM PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 15

SEE NOTES 1, 2, 4, 6, 7, 8

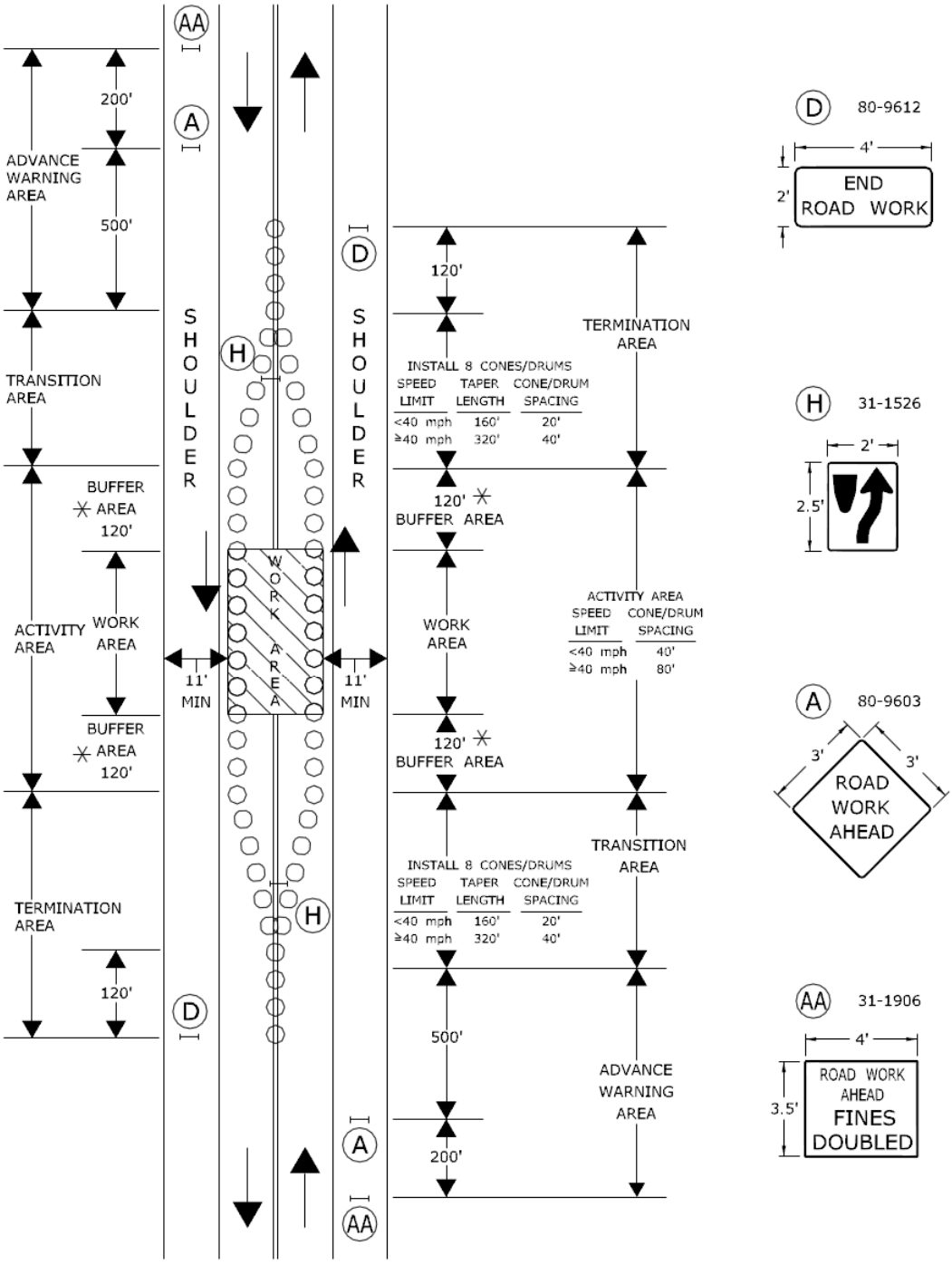
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

APPROVED _____ Charles S. Harlow 2012.06.05 15:56:29-04'00'
PRINCIPAL ENGINEER

ITEM #971001A

WORK IN MIDDLE OF ROADWAY
TWO LANE HIGHWAY

SIGN FACE
72 SQ. FT (MIN.)



◯ TRAFFIC CONE **OR** TRAFFIC DRUM
✳ OPTIONAL ⊗ TRAFFIC DRUM ⊢ PORTABLE SIGN SUPPORT
⟸ HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 16

SEE NOTES 1, 2, 4, 6, 7, 8

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

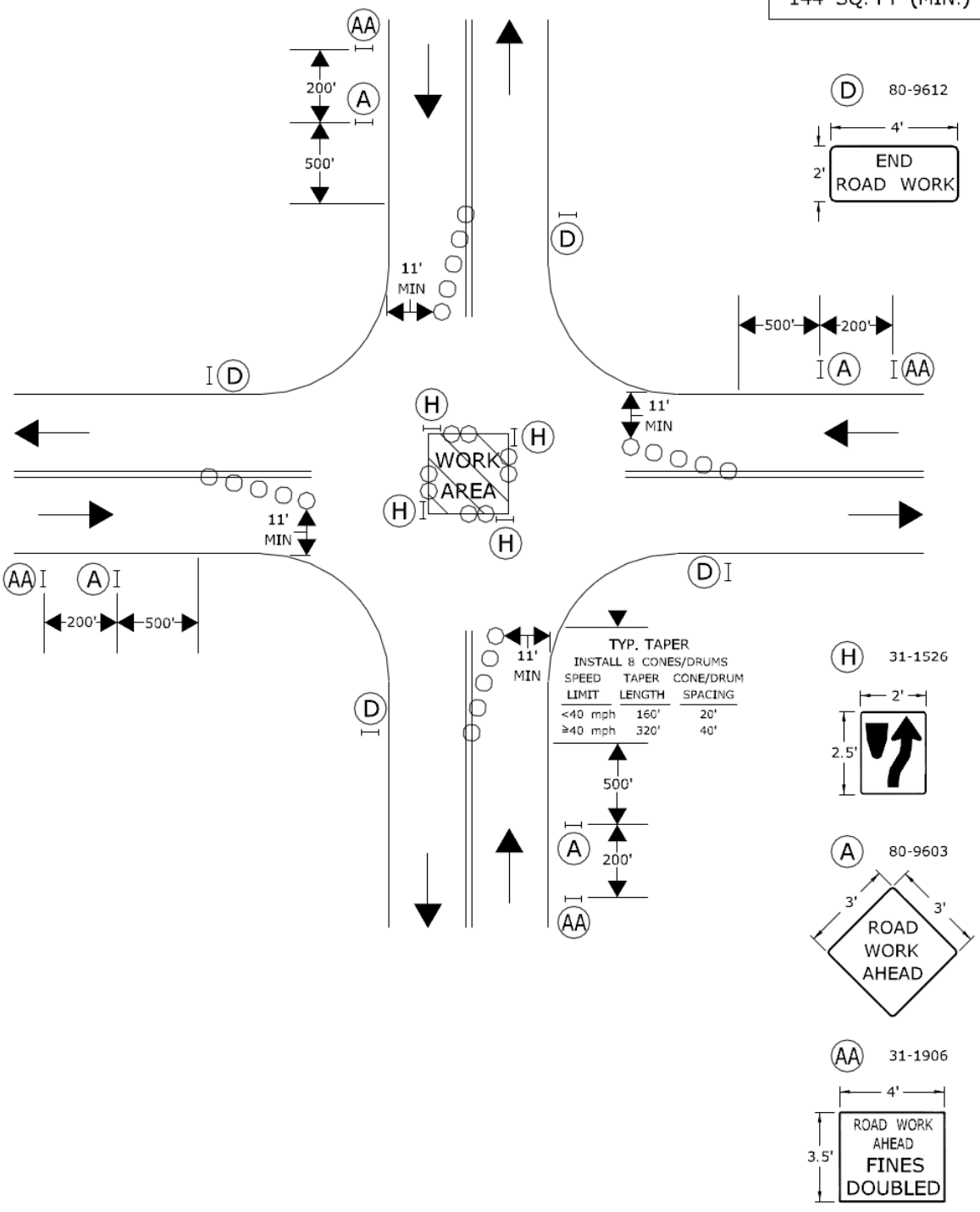
APPROVED _____ PRINCIPAL ENGINEER

Charles S. Harlow
2012.06.05 15:56:51-04'00'

ITEM #971001A

WORK IN MIDDLE OF ROADWAY AT INTERSECTION

SIGN FACE
144 SQ. FT (MIN.)



TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL TRAFFIC DRUM PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 17

SEE NOTES 1, 2, 4, 6, 7, 8

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

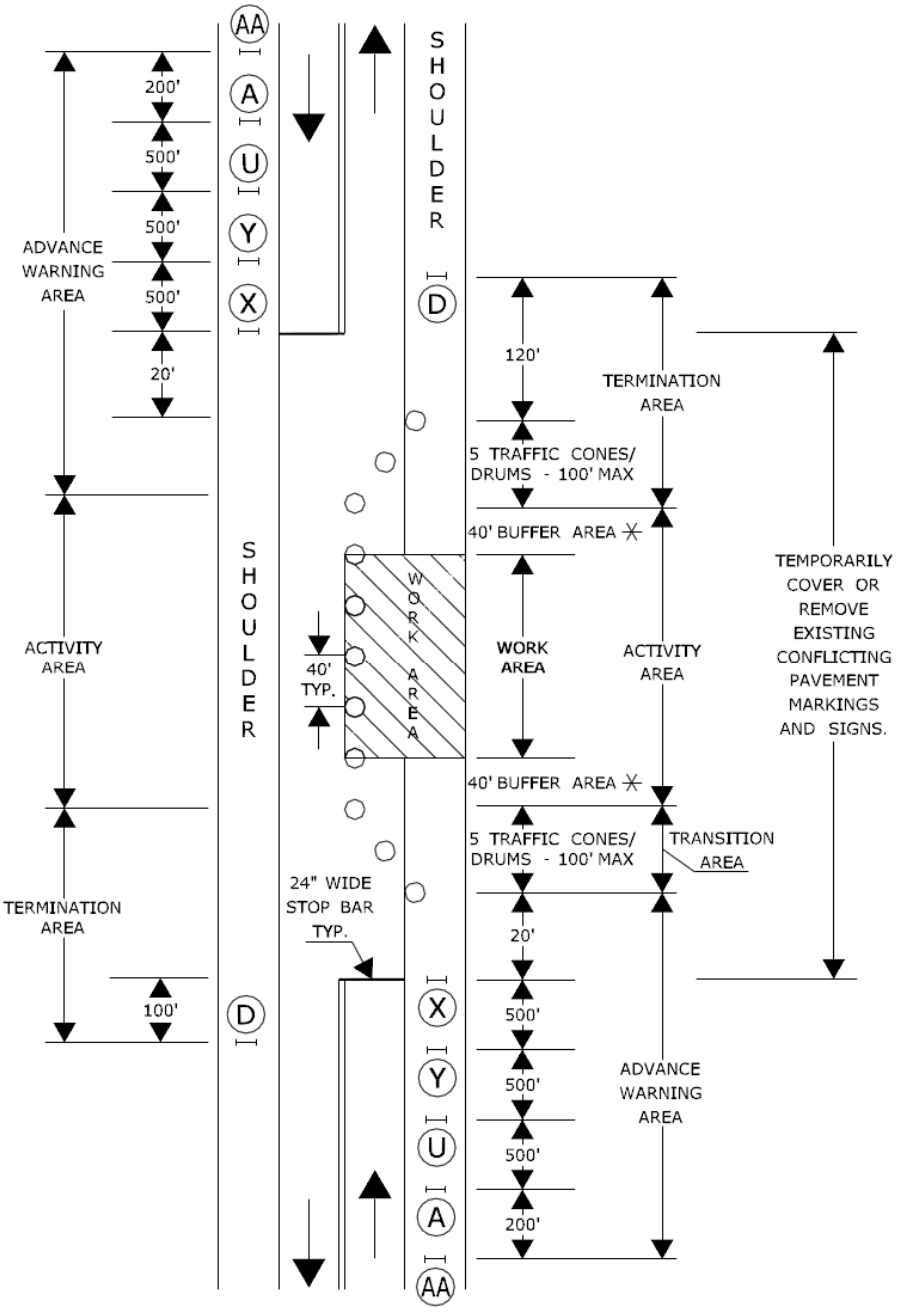
APPROVED

Charles S. Harlow
2012.06.05 15:57:16-04'00'

PRINCIPAL ENGINEER

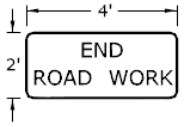
ITEM #971001A

WORK IN TRAVEL LANE AND SHOULDER
TWO LANE HIGHWAY
ALTERNATING ONE-WAY TRAFFIC OPERATIONS
STOP SIGN CONTROL



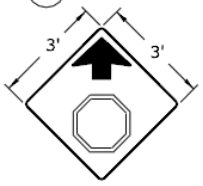
SIGN FACE
125 SQ. FT (MIN.)

D 80-9612



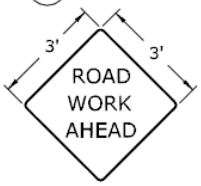
X 31-0557

Y 80-9050

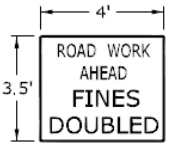


U 80-9834

A 80-9603



AA 31-1906



TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL TRAFFIC DRUM PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

PLAN 18

SEE NOTES 1, 2, 4, 7, 8

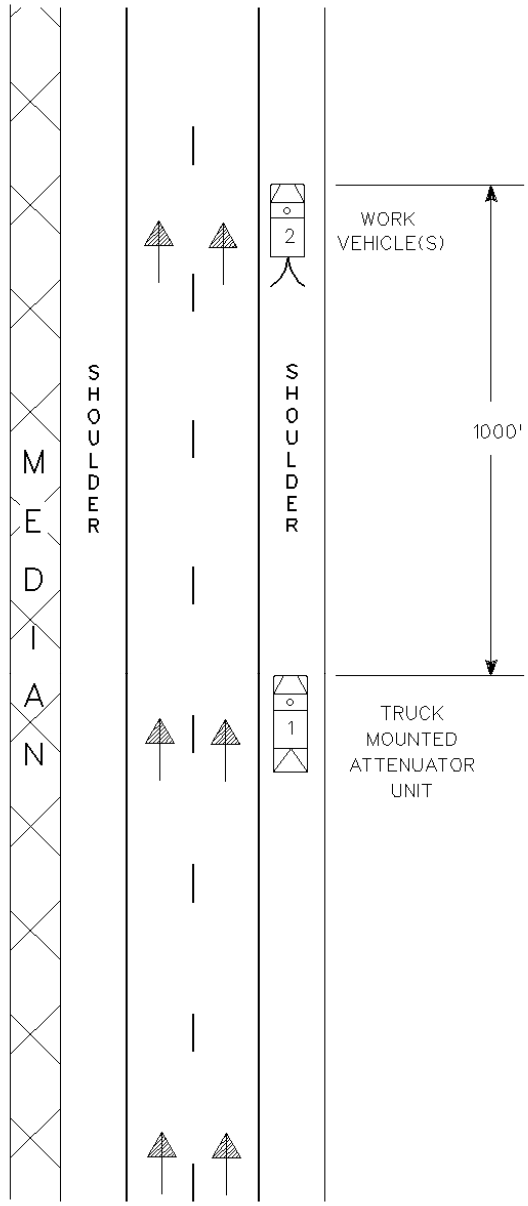
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

APPROVED _____ PRINCIPAL ENGINEER

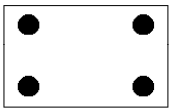
Charles S. Harlow
2012.06.05 15:57:37-04'00'

ITEM #971001A

MOVING OPERATION ON RIGHT SHOULDER
MULTILANE HIGHWAY & SECONDARY ROADWAYS



SIGN MOUNTED ON TRUCK 1



DEPARTMENT APPROVED
ARROW BOARD
(FLASHING YELLOW MODE)

REV'D 1-02

CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING &
HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

CONSTRUCTION
TRAFFIC CONTROL PLAN

PLAN 19

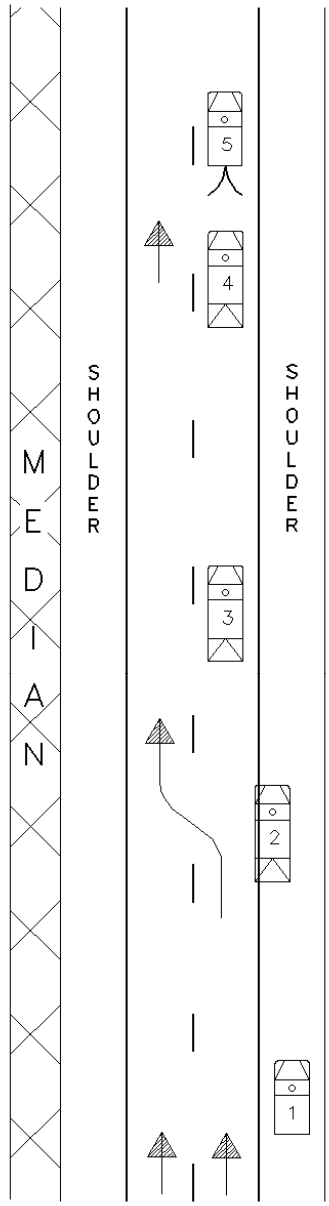
SCALE NONE

APPROVED J. Mccall
PRINCIPAL ENGINEER

DATE 1-30-02

ITEM #971001A

MOVING OPERATION IN RIGHT LANE AND OUTSIDE SHOULDER AT THE SAME TIME MULTILANE HIGHWAY



WORK VEHICLE(S)

150'

TRUCK MOUNTED ATTENUATOR UNIT

DISTANCE VARIES ACCORDING TO OPERATION

TRUCK MOUNTED ATTENUATOR UNIT

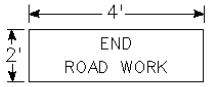
800'

TRUCK MOUNTED ATTENUATOR UNIT

1000'

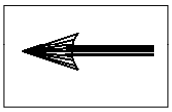
ADVANCE WARNING VEHICLE

SIGN MOUNTED ON VEHICLE 5



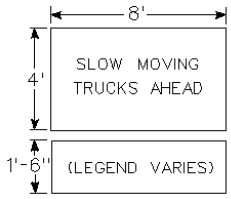
80-9612

SIGN MOUNTED ON TRUCKS 2, 3, & 4



DEPARTMENT APPROVED ARROW BOARD

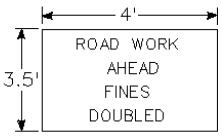
SIGNS MOUNTED ON VEHICLE 1



80-9815
THIS SIGN SHOULD BE COVERED WHEN NOT IN USE.

80-9914
USE APPROPRIATE MESSAGE FOR OPERATION.

SIGN MOUNTED ON VEHICLE 2



31-1906

REV'D 1-02

CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

CONSTRUCTION
TRAFFIC CONTROL PLAN

PLAN 20

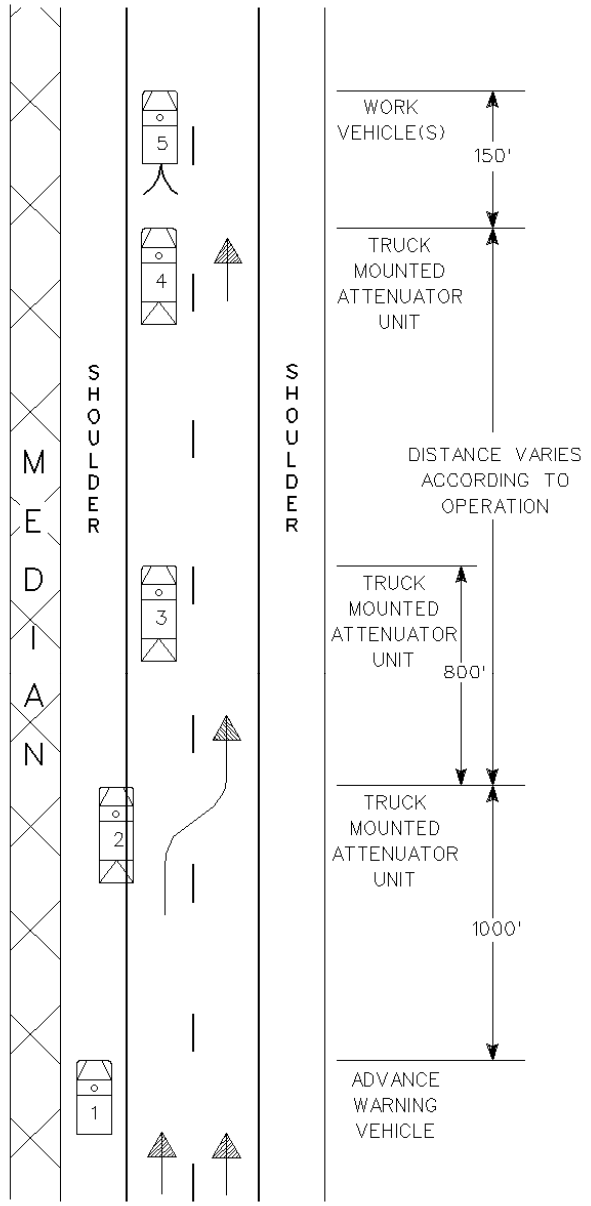
SCALE NONE

APPROVED John D. Micall
PRINCIPAL ENGINEER

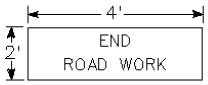
DATE 1-30-02

ITEM #971001A

MOVING OPERATION IN LEFT LANE AND INSIDE SHOULDER AT THE SAME TIME MULTILANE HIGHWAY

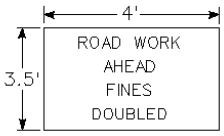


SIGN MOUNTED ON VEHICLE 5



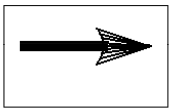
80-9612

SIGN MOUNTED ON VEHICLE 2



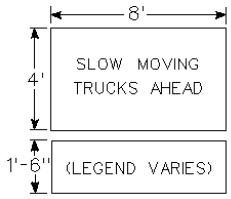
31-1906

SIGN MOUNTED ON TRUCKS 2, 3, & 4



DEPARTMENT APPROVED ARROW BOARD

SIGNS MOUNTED ON VEHICLE 1



80-9815
THIS SIGN SHOULD BE COVERED WHEN NOT IN USE.

80-9914
USE APPROPRIATE MESSAGE FOR OPERATION.

WHEN THE LEFT SHOULDER WIDTH CANNNOT ACCOMMODATE A VEHICLE, THEN ADVANCE WARNING VEHICLE 1 MAY DRIVE PARTIALLY IN THE LANE.

REV'D 1-02

CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

CONSTRUCTION
TRAFFIC CONTROL PLAN

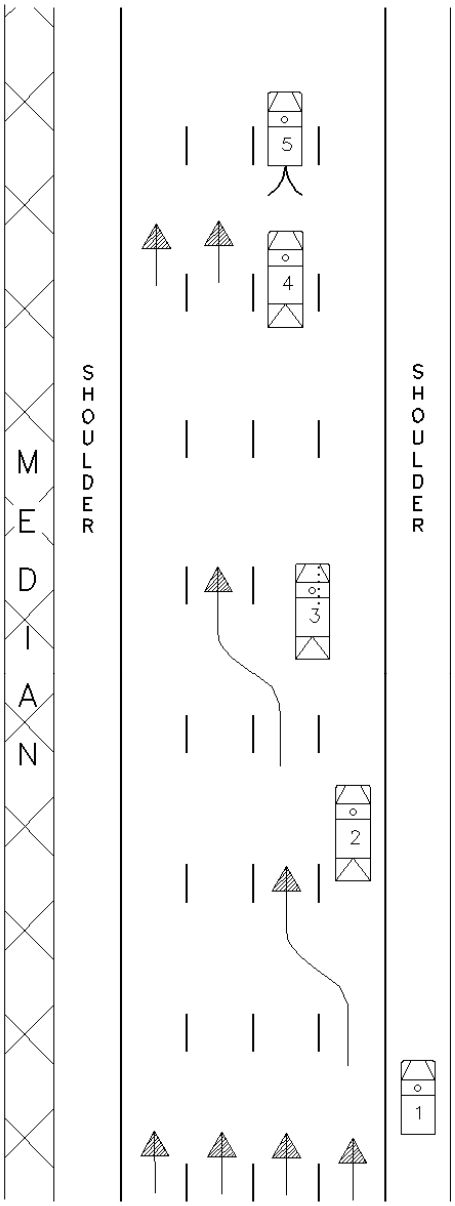
PLAN 21

SCALE NONE

APPROVED John D. Micall PRINCIPAL ENGINEER DATE 1-30-02

ITEM #971001A

MOVING OPERATION IN CENTER LANE
MULTILANE HIGHWAY



WORK VEHICLE(S)

150'

TRUCK MOUNTED ATTENUATOR UNIT

DISTANCE VARIES ACCORDING TO OPERATION

TRUCK MOUNTED ATTENUATOR UNIT

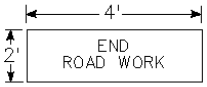
800'

TRUCK MOUNTED ATTENUATOR UNIT

1000'

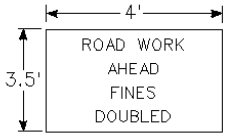
ADVANCE WARNING VEHICLE

SIGN MOUNTED ON VEHICLE 5



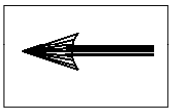
80-9612

SIGN MOUNTED ON VEHICLE 2



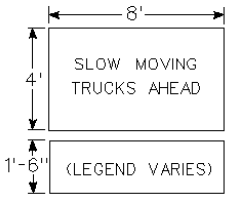
31-1906

SIGN MOUNTED ON TRUCKS 2, 3, & 4



DEPARTMENT APPROVED ARROW BOARD

SIGNS MOUNTED ON VEHICLE 1



80-9815
THIS SIGN SHOULD BE COVERED WHEN NOT IN USE.

80-9914
USE APPROPRIATE MESSAGE FOR OPERATION.

REV'D 1-02

CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

CONSTRUCTION
TRAFFIC CONTROL PLAN

PLAN 22

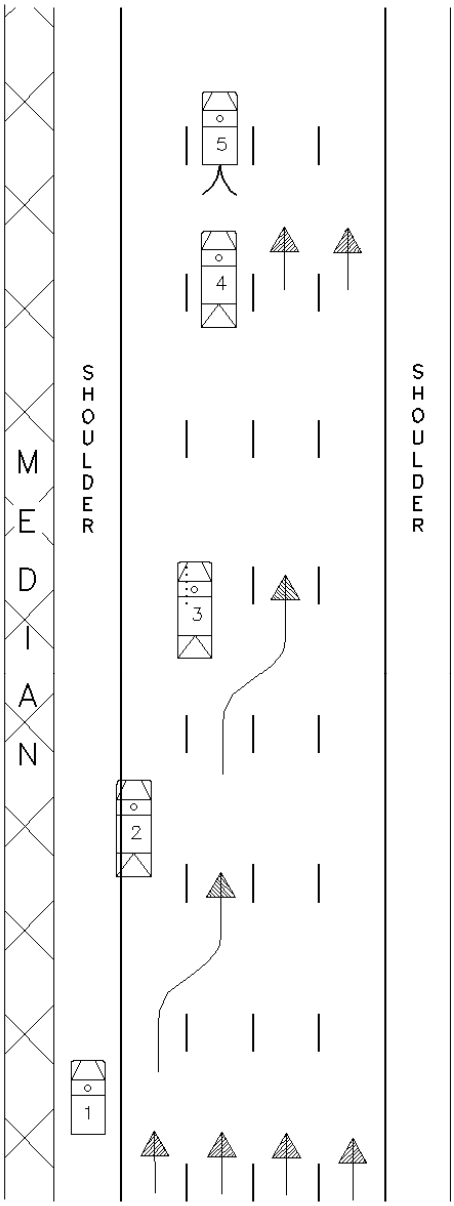
SCALE NONE

APPROVED John D. Micall
PRINCIPAL ENGINEER

DATE 1-30-02

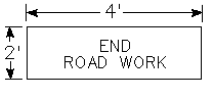
ITEM #971001A

MOVING OPERATION IN CENTER LANE
MULTILANE HIGHWAY



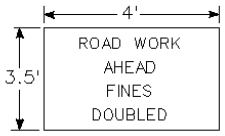
WORK VEHICLE(S)
150'
TRUCK MOUNTED ATTENUATOR UNIT
DISTANCE VARIES ACCORDING TO OPERATION
TRUCK MOUNTED ATTENUATOR UNIT
800'
TRUCK MOUNTED ATTENUATOR UNIT
1000'
ADVANCE WARNING VEHICLE

SIGN MOUNTED ON VEHICLE 5



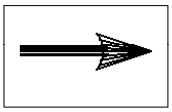
80-9612

SIGN MOUNTED ON VEHICLE 2



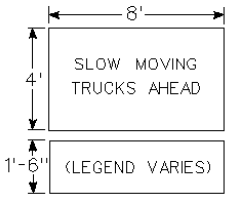
31-1906

SIGN MOUNTED ON TRUCKS 2, 3, & 4



DEPARTMENT APPROVED ARROW BOARD

SIGNS MOUNTED ON VEHICLE 1



80-9815
THIS SIGN SHOULD BE COVERED WHEN NOT IN USE.

80-9914
USE APPROPRIATE MESSAGE FOR OPERATION.

WHEN THE LEFT SHOULDER WIDTH CANNNOT ACCOMMODATE A VEHICLE, THEN ADVANCE WARNING VEHICLE 1 MAY DRIVE PARTIALLY IN THE LANE.

REV'D 1-02

CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

CONSTRUCTION
TRAFFIC CONTROL PLAN

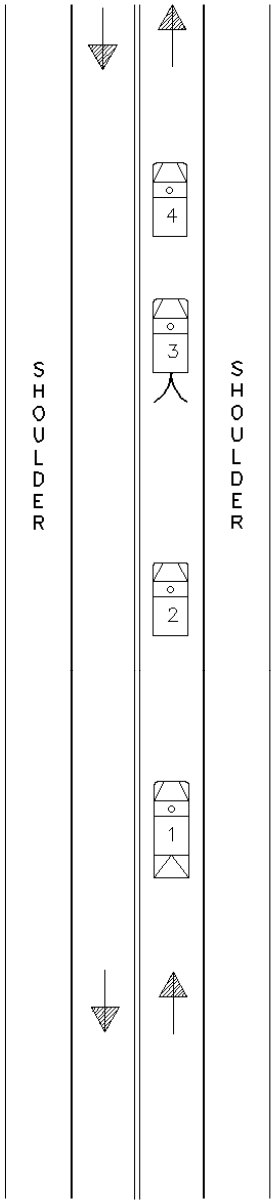
PLAN 23

SCALE NONE

APPROVED John D. Micali
PRINCIPAL ENGINEER
DATE 1-30-02

ITEM #971001A

MOVING OPERATION
TWO LANE HIGHWAY



LEAD VEHICLE

DISTANCE VARIES

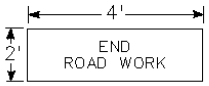
WORK VEHICLE(S)

DISTANCE VARIES ACCORDING TO OPERATION

WORK VEHICLE(S)

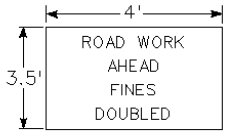
TRUCK MOUNTED ATTENUATOR UNIT

SIGN MOUNTED ON VEHICLE 4



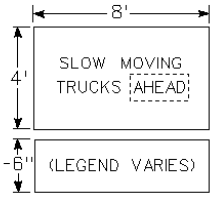
80-9612

SIGN MOUNTED ON VEHICLE 2



31-1906

SIGNS MOUNTED ON VEHICLE 1



80-9815
COVER THE WORD "AHEAD" WITH BLANK PANEL

80-9914
USE APPROPRIATE MESSAGE FOR OPERATION.

REV'D 1-02

CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

CONSTRUCTION
TRAFFIC CONTROL PLAN

PLAN 24

SCALE NONE

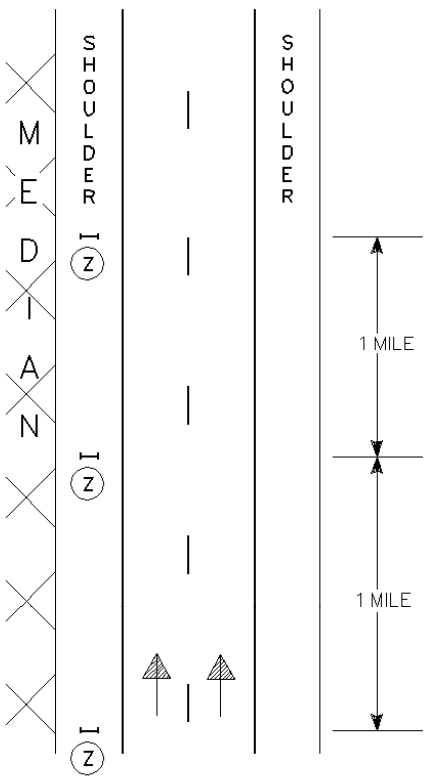
APPROVED John D. Micall
PRINCIPAL ENGINEEER

DATE 1-30-02

ITEM #971001A

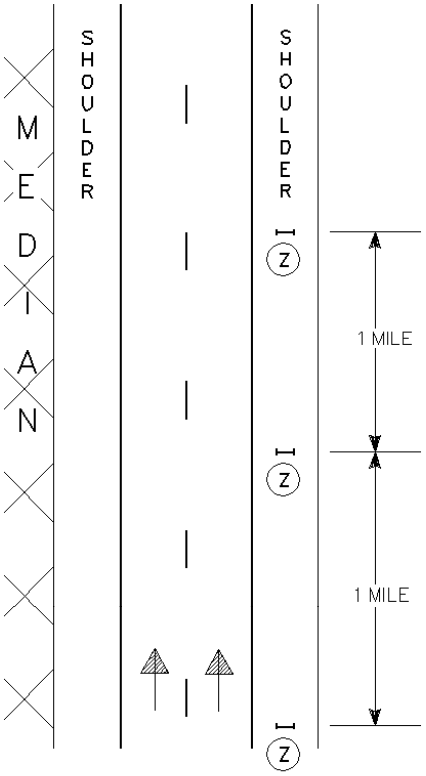
MOWING OPERATION - MULTILANE HIGHWAY

FOR EQUIPMENT ON THE ROADWAY, ROADSIDE
OR ON THE MEDIAN COMPLETELY OFF THE ROADWAY

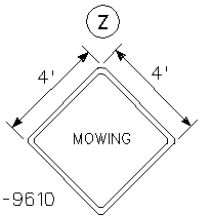


MOWING IN MEDIAN

INSTALL "MOWING" SIGNS ON OPPOSITE TRAVELWAY MEDIAN SHOULDER AS SHOWN ABOVE.



MOWING RIGHT OF TRAVELWAY



80-9610

ERECT "MOWING" SIGNS AT 1 MILE INTERVAL AND IMMEDIATELY BEYOND THE ENTRANCE RAMPS.

WHEN MOWING FROM A TRAVEL LANE, USE BACK UP VEHICLES 1, 2 & 3 AS SHOWN ON PLANS 20 & 21 TO PROTECT MOWING OPERATIONS. WHEN MOWING EQUIPMENT MUST USE THE TRAVELWAY TO GET AROUND AN OBSTACLE, USE BACKUP VEHICLES 2 & 3 ONLY. THE BACKUP VEHICLES MUST REMAIN OFF THE ROADWAY UNTIL MOWING EQUIPMENT IS READY TO GET OUT ONTO THE TRAVELWAY. THE DISTANCE BETWEEN VEHICLE 3 AND THE MOWING EQUIPMENT IS TO BE 200 FEET.

REV'D 1-02

CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

CONSTRUCTION
TRAFFIC CONTROL PLAN

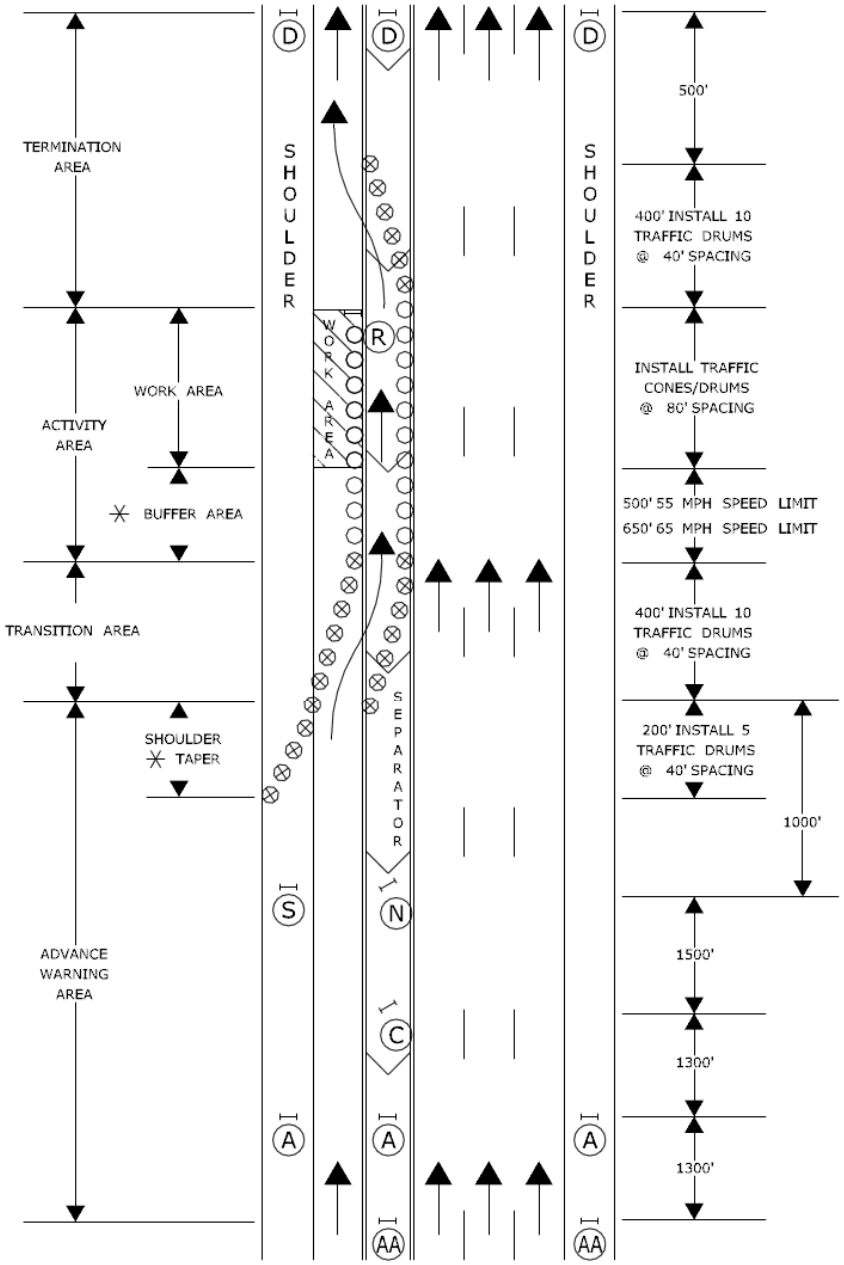
PLAN 25

SCALE NONE

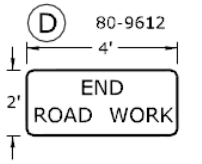
APPROVED John D. Micall
PRINCIPAL ENGINEER
DATE 1-30-02

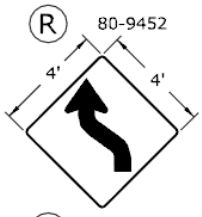
ITEM #971001A

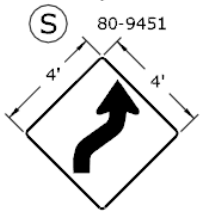
WORK IN RESTRICTED LANE (STATIONARY CLOSURE)

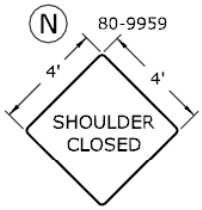


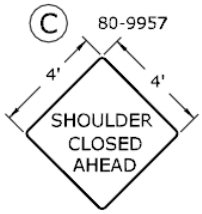
SIGN FACE
164 SQ. FT (MIN.)

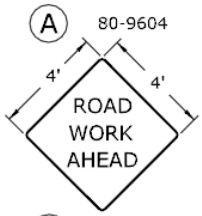


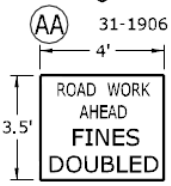












TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL TRAFFIC DRUM PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

H.O.V. PLAN 1

SEE NOTES 1, 2, 3, 4, 6, 8

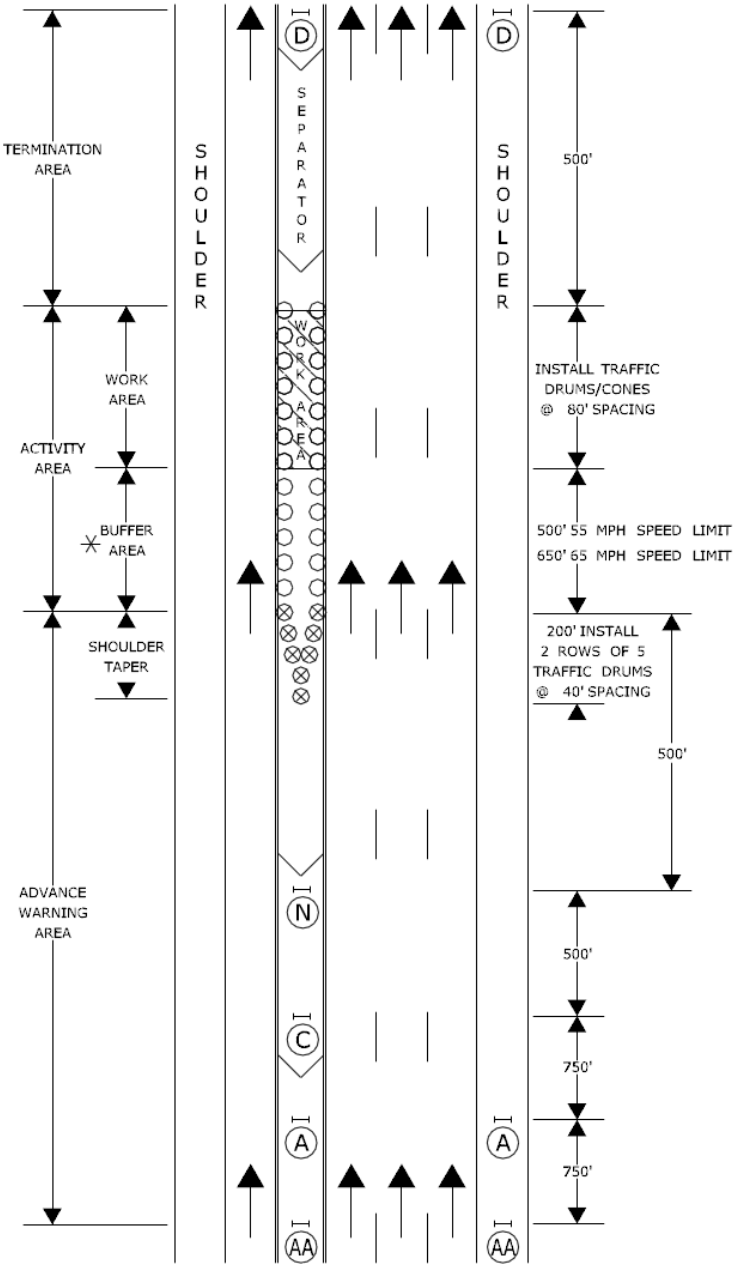
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

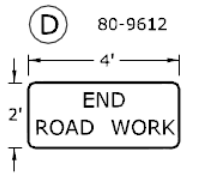
APPROVED Charles S. Harlow 2012.06.05 15:49:08-04'00'
PRINCIPAL ENGINEER

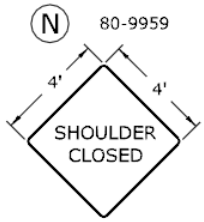
ITEM #971001A

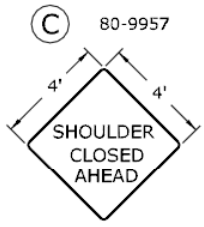
WORK IN SEPARATOR OF RESTRICTED LANE (STATIONARY CLOSURE)

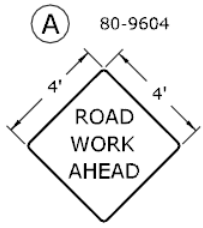
SIGN FACE
108 SQ. FT (MIN.)

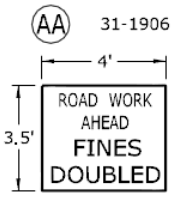












◯ TRAFFIC CONE **OR** TRAFFIC DRUM
✳ OPTIONAL ⊗ TRAFFIC DRUM ⊢⊣ PORTABLE SIGN SUPPORT
⟵ HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

H.O.V. PLAN 2

SEE NOTES 1, 2, 4, 8

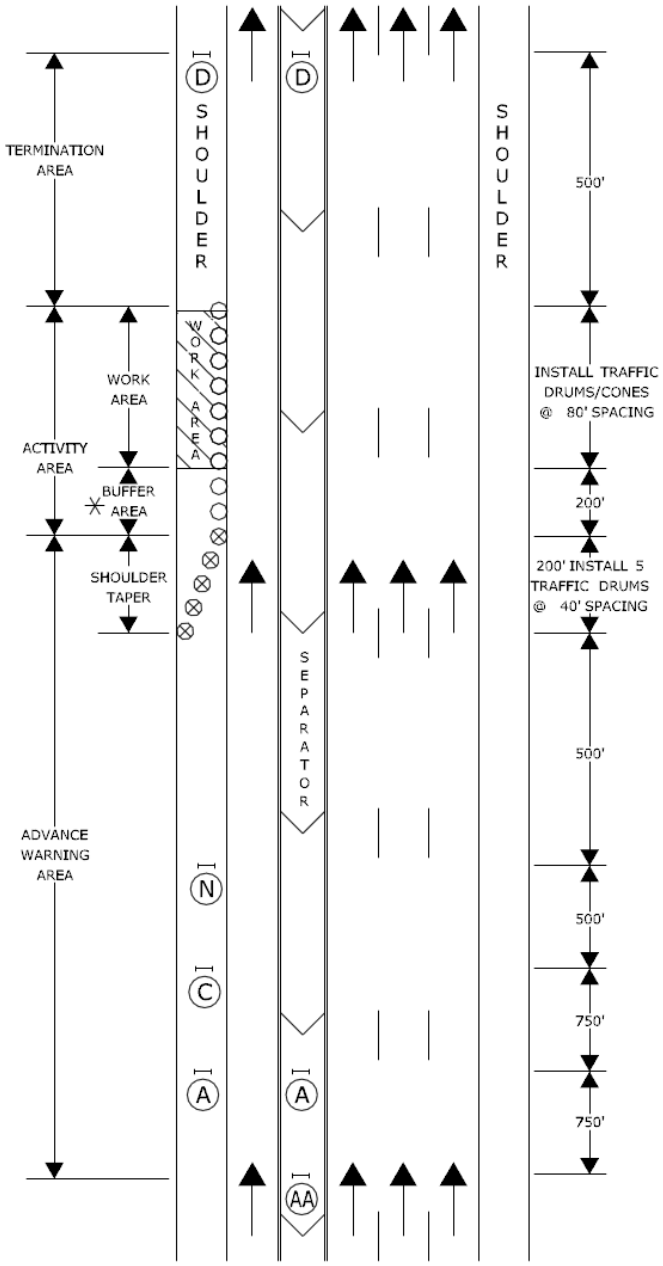
CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

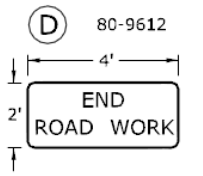
APPROVED _____ Charles S. Harlow 2012.06.05 15:49:33-04'00'
PRINCIPAL ENGINEER

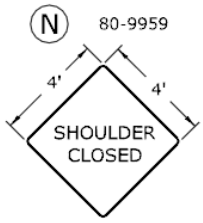
ITEM #971001A

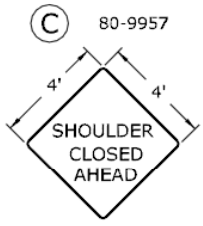
WORK IN LEFT SHOULDER OF RESTRICTED LANE (STATIONARY CLOSURE)

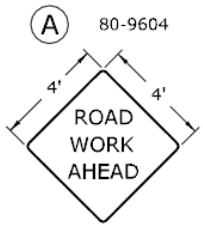
SIGN FACE
94 SQ. FT (MIN.)

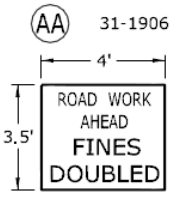












TRAFFIC CONE **OR** TRAFFIC DRUM
OPTIONAL TRAFFIC DRUM PORTABLE SIGN SUPPORT
HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW

SCALE: NONE

CONSTRUCTION TRAFFIC CONTROL PLAN

H.O.V. PLAN 3

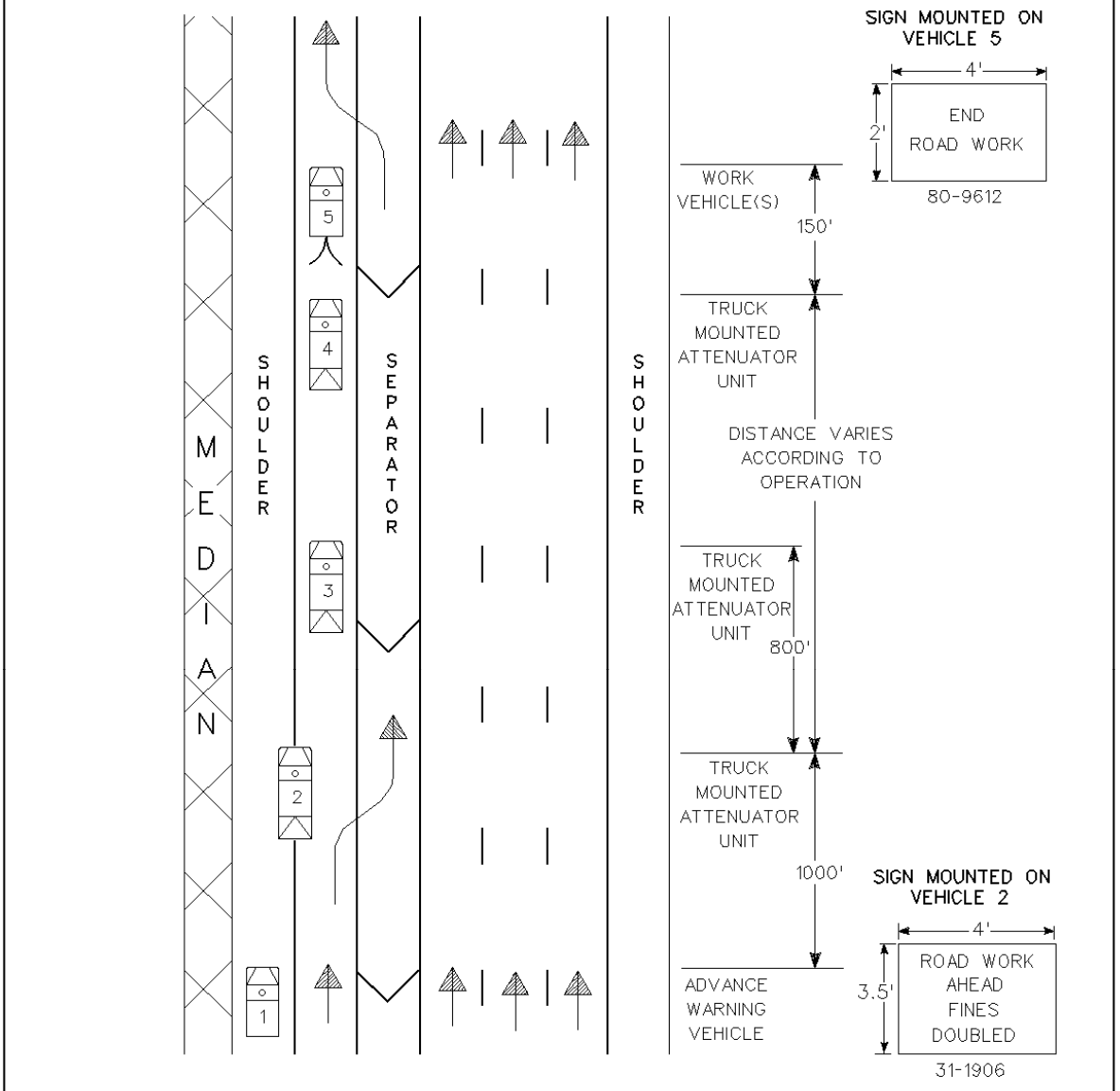
SEE NOTES 1, 2, 4, 8

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION

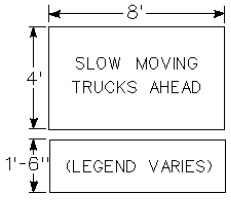
APPROVED Charles S. Harlow 2012.06.05 15:50:10-04'00'
PRINCIPAL ENGINEER

ITEM #971001A

MOVING OPERATION IN RESTRICTED LANE



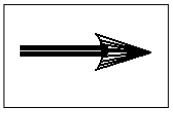
SIGNS MOUNTED ON VEHICLE 1



80-9815
THIS SIGN SHOULD BE COVERED WHEN NOT IN USE.

80-9914
USE APPROPRIATE MESSAGE FOR OPERATION.

SIGN MOUNTED ON TRUCKS 2, 3, & 4



DEPARTMENT APPROVED ARROW BOARD

REV'D 1-02

CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

CONSTRUCTION
TRAFFIC CONTROL PLAN
H.O.V. PLAN 4

SCALE NONE

APPROVED J. Carey PRINCIPAL ENGINEER DATE 1-02

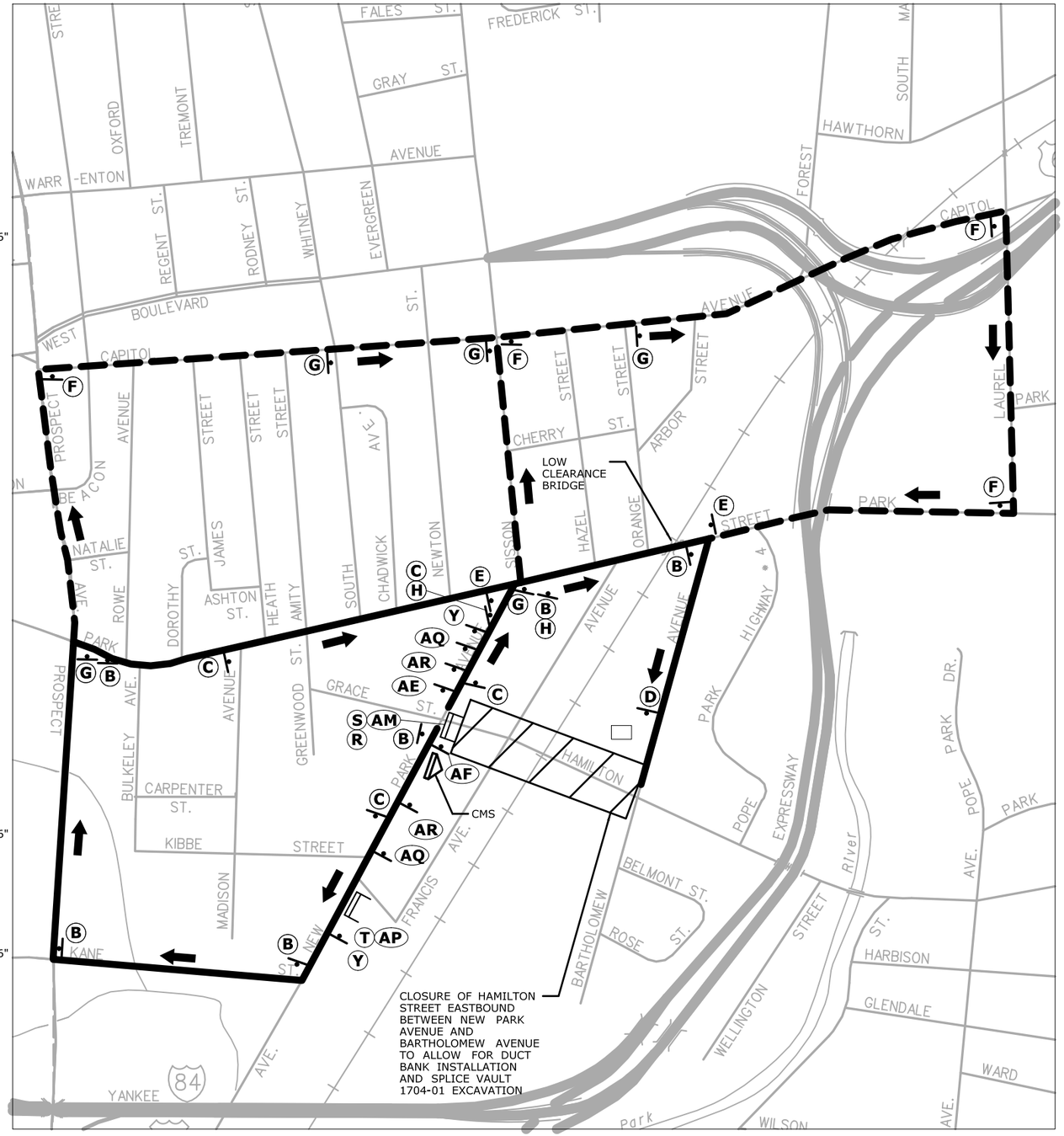
ITEM #971001A

DETOUR PLANS

LINE 1704

SIGN SUMMARY

B	80-9919 / 80-9710 — HAMILTON STREET / DETOUR →	30" X 10" 30" X 24"	
C	80-9919 / 80-9710 — HAMILTON STREET / DETOUR ↑	30" X 10" 30" X 24"	
D	80-9708 — END DETOUR	24" X 18"	
E	80-9919 / 80-9919 / 80-9710 — HAMILTON STREET / TRUCK / DETOUR ←	30" X 10" 30" X 10" 30" X 24"	
F	80-9919 / 80-9919 / 80-9710 — HAMILTON STREET / TRUCK / DETOUR →	30" X 10" 30" X 10" 30" X 24"	
G	80-9919 / 80-9919 / 80-9710 — HAMILTON STREET / TRUCK / DETOUR ↑	30" X 10" 30" X 10" 30" X 24"	
H	31-1701 — RED	24" X 24"	
R	80-9701 — DETOUR →	48" X 18"	
S	80-9080 — ROAD CLOSED *	48" X 30"	
Y	80-9603 — ROAD WORK AHEAD *	36" X 36"	
AE	31-1603 — RED	24" X 24"	
AF	31-1604 — RED	24" X 24"	
AM	31-1119 — DO NOT ENTER *	30" X 30"	
AP	31-1772 — LOCAL TRAFFIC ONLY *	30" X 24"	
AQ	80-3014 — ROAD CLOSED AHEAD *	36" X 36"	
AR	W20-2 — DETOUR AHEAD *	36" X 36"	



DUCT BANK 1704 (HAMILTON STREET EASTBOUND) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. IMPLEMENT TRUCK DETOUR TO AVOID THE LOW CLEARANCE BRIDGE.
14. THIS PLAN TO BE RUN CONCURRENT WITH SHEET 1704-TMP-01.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

HAMILTON STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

HAMILTON STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- TRUCK DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: SWC
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-01_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN HAMILTON STREET

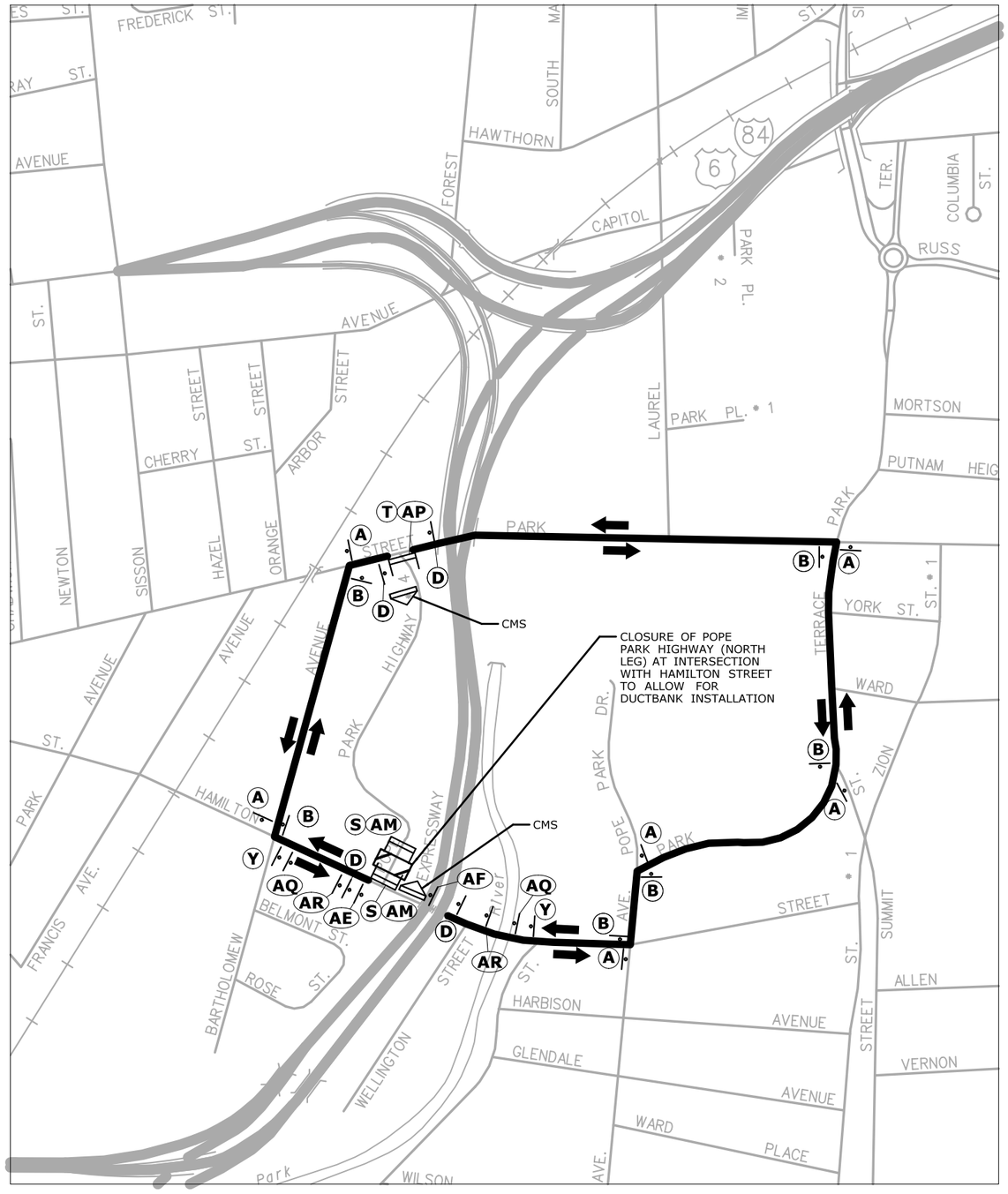
PROJECT NO. 1704

DRAWING NO. DTR-01

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 POPE PARK HIGHWAY DETOUR ←	30" X 10" 30" X 24"	
B	80-9919 / 80-9710 POPE PARK HIGHWAY DETOUR →	30" X 10" 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
S	80-9080 ROAD CLOSED *	48" X 30"	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
Y	80-9603 ROAD WORK AHEAD *	36" X 36"	
AE	31-1603 RED	24" X 24"	
AF	31-1604 RED	24" X 24"	
AM	31-1119 DO NOT ENTER *	30" X 30"	
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"	
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"	
AR	W20-2 DETOUR AHEAD *	36" X 36"	



DUCT BANK 1704 (POPE PARK HIGHWAY) DETOUR PLAN
N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS SHEET TO BE RUN CONCURRENT WITH SHEET MDC-A3.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

POPE PRK HIGHWAY TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

POPE PRK HIGHWAY CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: NCH
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-02_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE:
EVERSOURCE TRANSMISSION LINE 1704

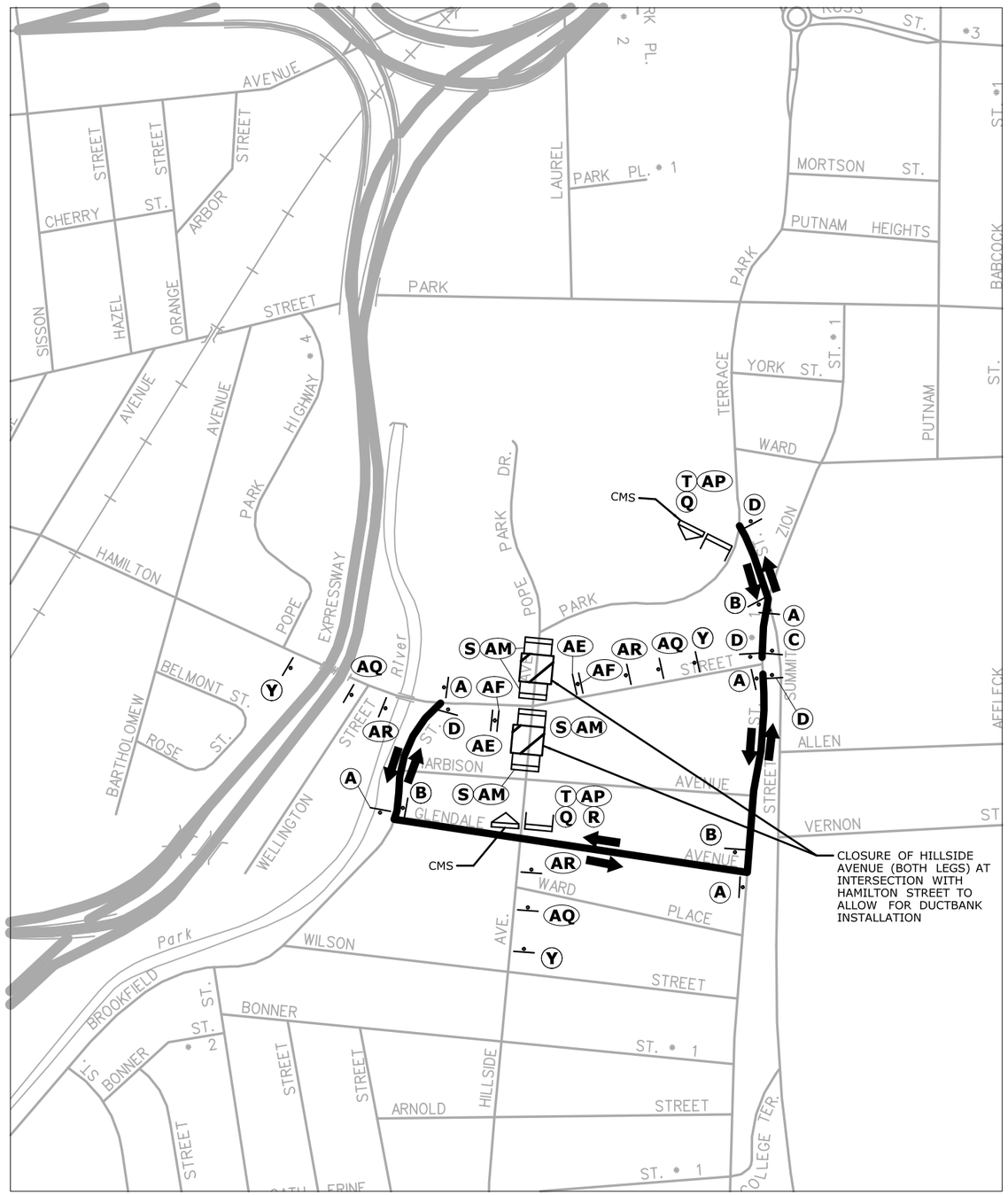
CITY: **HARTFORD**

DRAWING TITLE: **DETOUR PLAN POPE PARK HIGHWAY**

PROJECT NO. **1704**
DRAWING NO. **DTR-02**
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 HILLSIDE AVENUE DETOUR ←	30" X 10" / 30" X 24"
B	80-9919 / 80-9710 HILLSIDE AVENUE DETOUR →	30" X 10" / 30" X 24"
C	80-9919 / 80-9710 HILLSIDE AVENUE DETOUR ↑	30" X 10" / 30" X 24"
D	80-9708 END DETOUR	24" X 18"
Q	80-9702 ← DETOUR	48" X 18"
R	80-9701 DETOUR →	48" X 18"
S	80-9080 ROAD CLOSED *	48" X 30"
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"
Y	80-9603 ROAD WORK AHEAD *	36" X 36"
AE	31-1603 RED	24" X 24"
AF	31-1604 RED	24" X 24"
AM	31-1119 DO NOT ENTER *	30" X 30"
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"
AR	W20-2 DETOUR AHEAD *	36" X 36"



DUCT BANK 1704 (HILLSIDE AVENUE) DETOUR PLAN
N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. COORDINATE WITH CTtransit REGARDING TEMPORARY BUS STOP RELOCATIONS.
14. THIS PLAN TO BE RUN CONCURRENT WITH SHEET MDC-12.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

HILLSIDE AVENUE TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

HILLSIDE AVENUE CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: NCH
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-03_2D

SIGNATURE/BLOCK:
benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

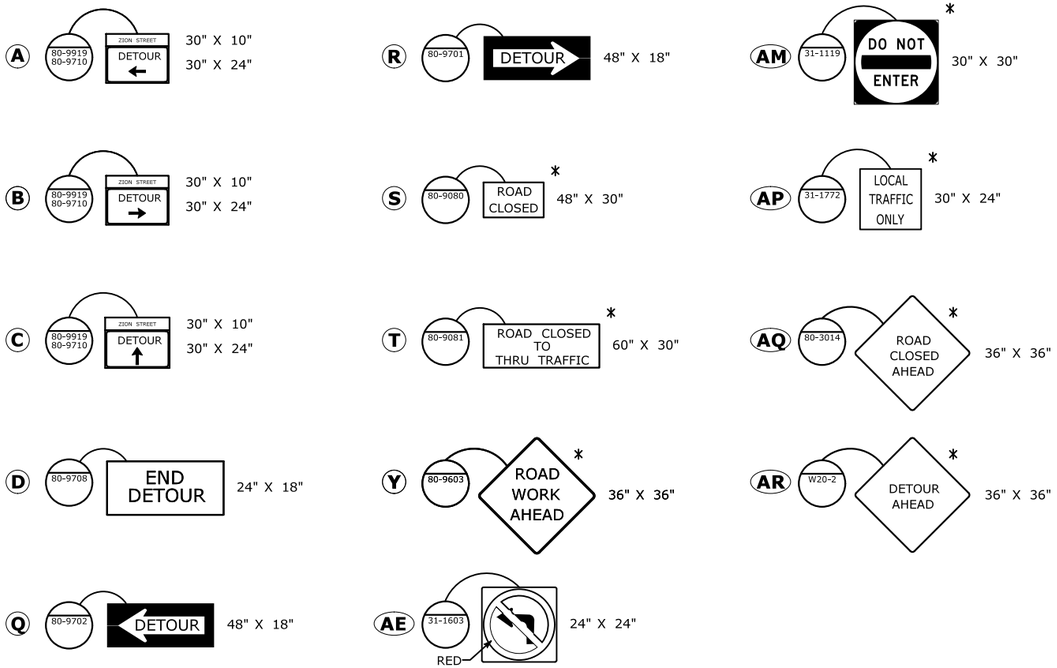
PROJECT TITLE:
EVERSOURCE TRANSMISSION LINE 1704

CITY: **HARTFORD**

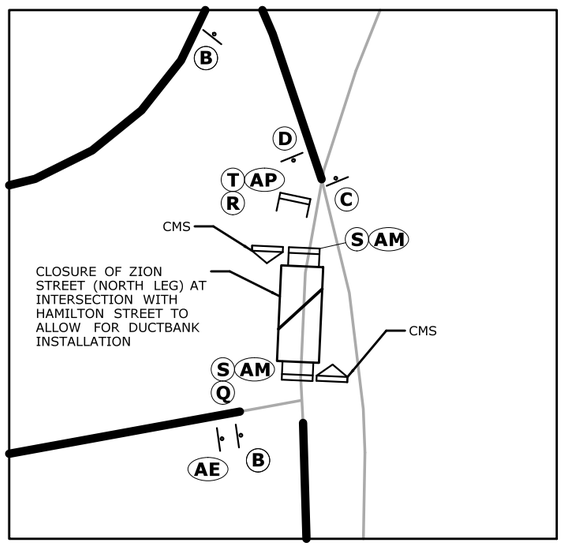
DRAWING TITLE: **DETOUR PLAN HILLSIDE AVENUE**

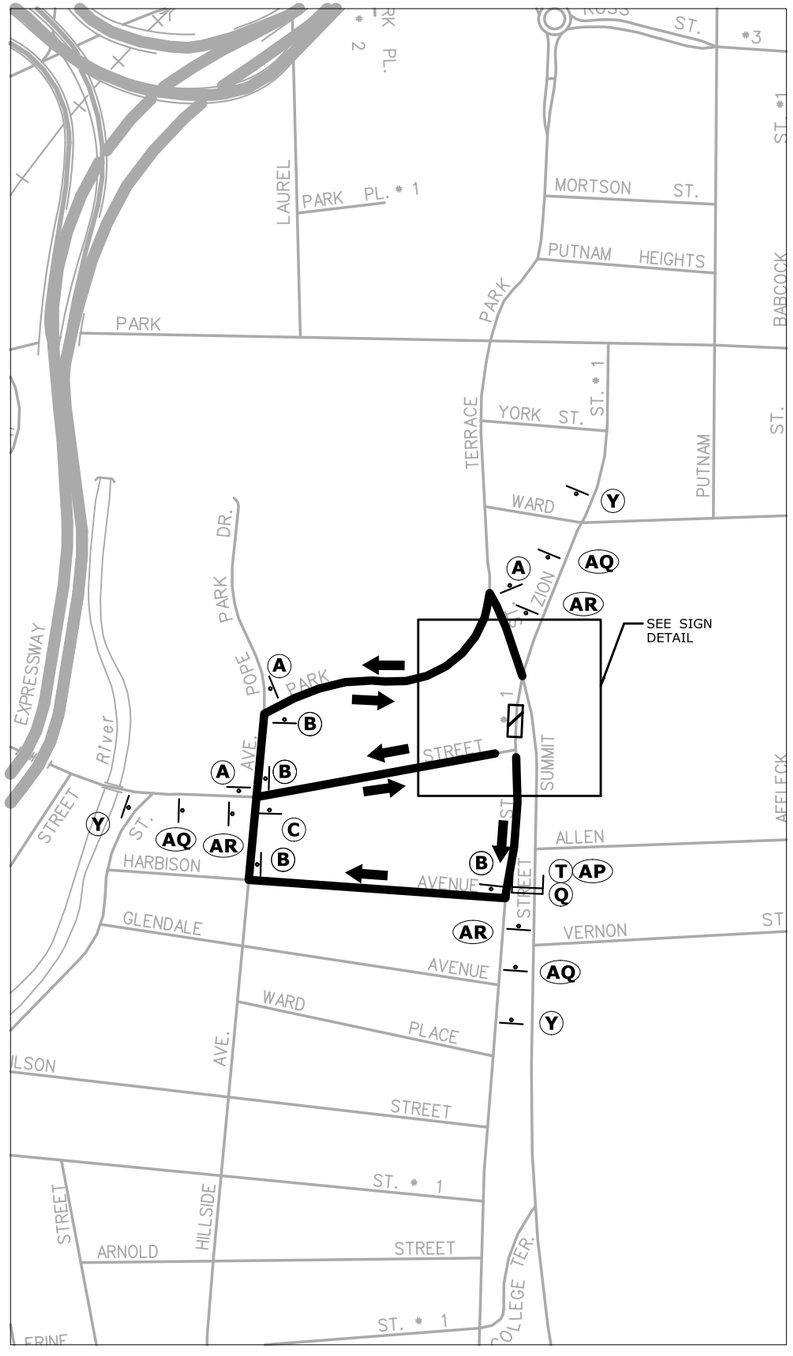
PROJECT NO. **1704**
DRAWING NO. **DTR-03**
SHEET NO.

SIGN SUMMARY



SIGN DETAIL





DUCT BANK 1704 (ZION STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

ZION ST TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

ZION ST CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: NCH

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-04_2D

SIGNATURE/ BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN ZION STREET

PROJECT NO. 1704

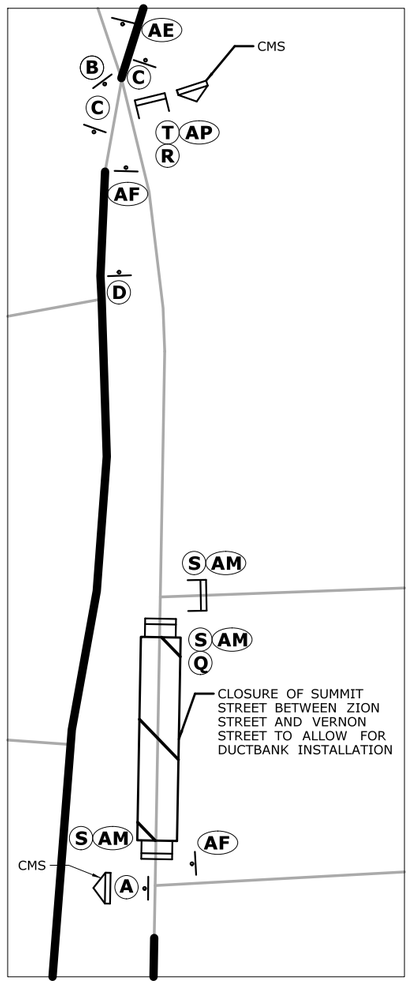
DRAWING NO. DTR-04

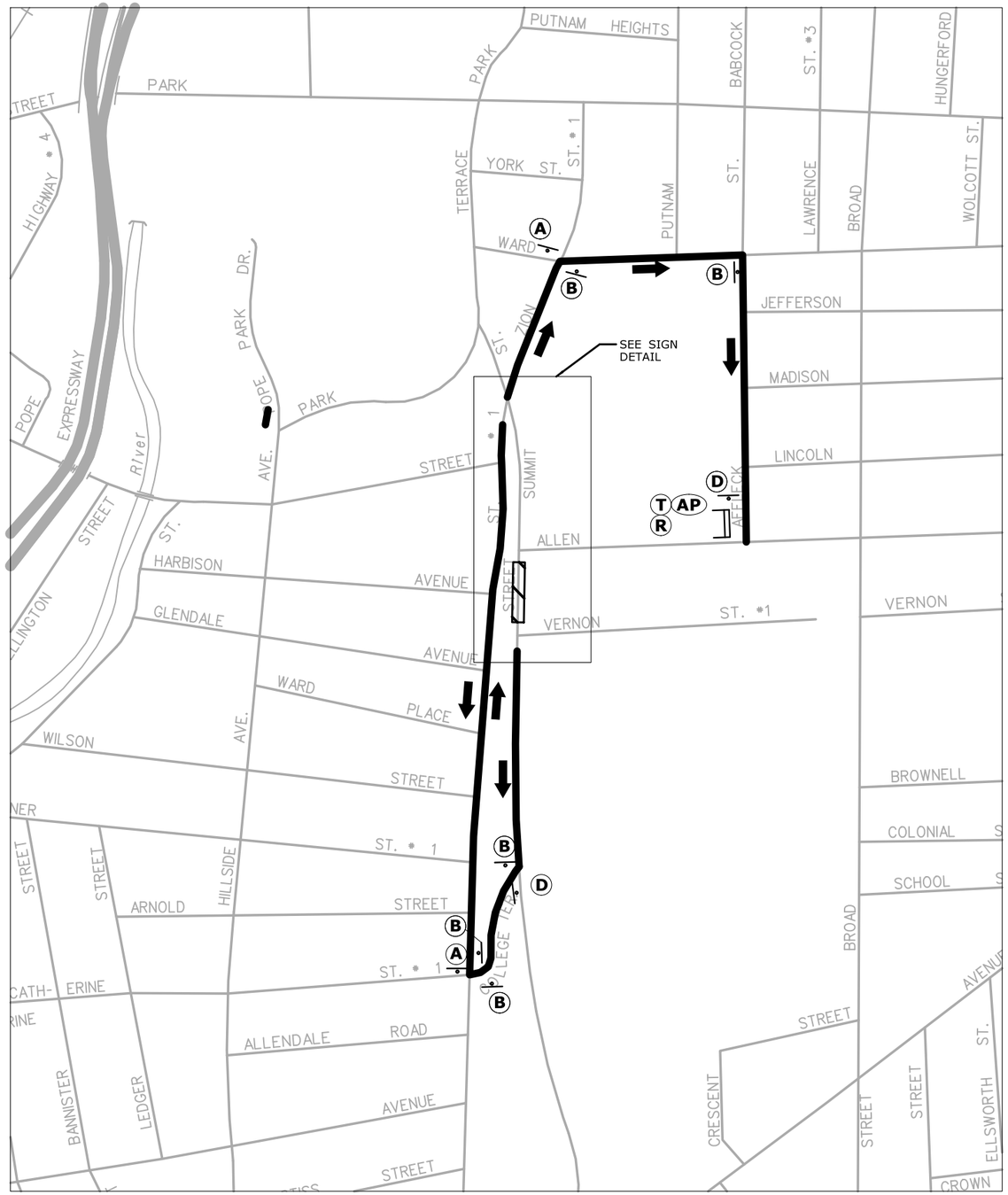
SHEET NO.

SIGN SUMMARY

- **A** — 80-9919 / 80-9710 — SUMMIT STREET / DETOUR ← — 30" X 10" / 30" X 24"
- **B** — 80-9919 / 80-9710 — SUMMIT STREET / DETOUR → — 30" X 10" / 30" X 24"
- **C** — 80-9919 / 80-9710 — SUMMIT STREET / DETOUR ↑ — 30" X 10" / 30" X 24"
- **D** — 80-9708 — END DETOUR — 24" X 18"
- **Q** — 80-9702 — DETOUR ← — 48" X 18"
- **R** — 80-9701 — DETOUR → — 48" X 18"
- **S** — 80-9080 — ROAD CLOSED — 48" X 30" *
- **T** — 80-9081 — ROAD CLOSED TO THRU TRAFFIC — 60" X 30" *
- **AE** — 31-1603 — RED — 24" X 24"
- **AF** — 31-1604 — RED — 24" X 24"
- **AM** — 31-1119 — DO NOT ENTER — 30" X 30" *
- **AP** — 31-1772 — LOCAL TRAFFIC ONLY — 30" X 24" *

SIGN DETAIL





DUCT BANK 1704 (SUMMIT STREET) DETOUR PLAN
N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
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6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

SUMMIT STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

SUMMIT STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 20-Mar-24

DESIGNER/DRAFTER: NCH
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-05_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

PROJECT NO. 1704

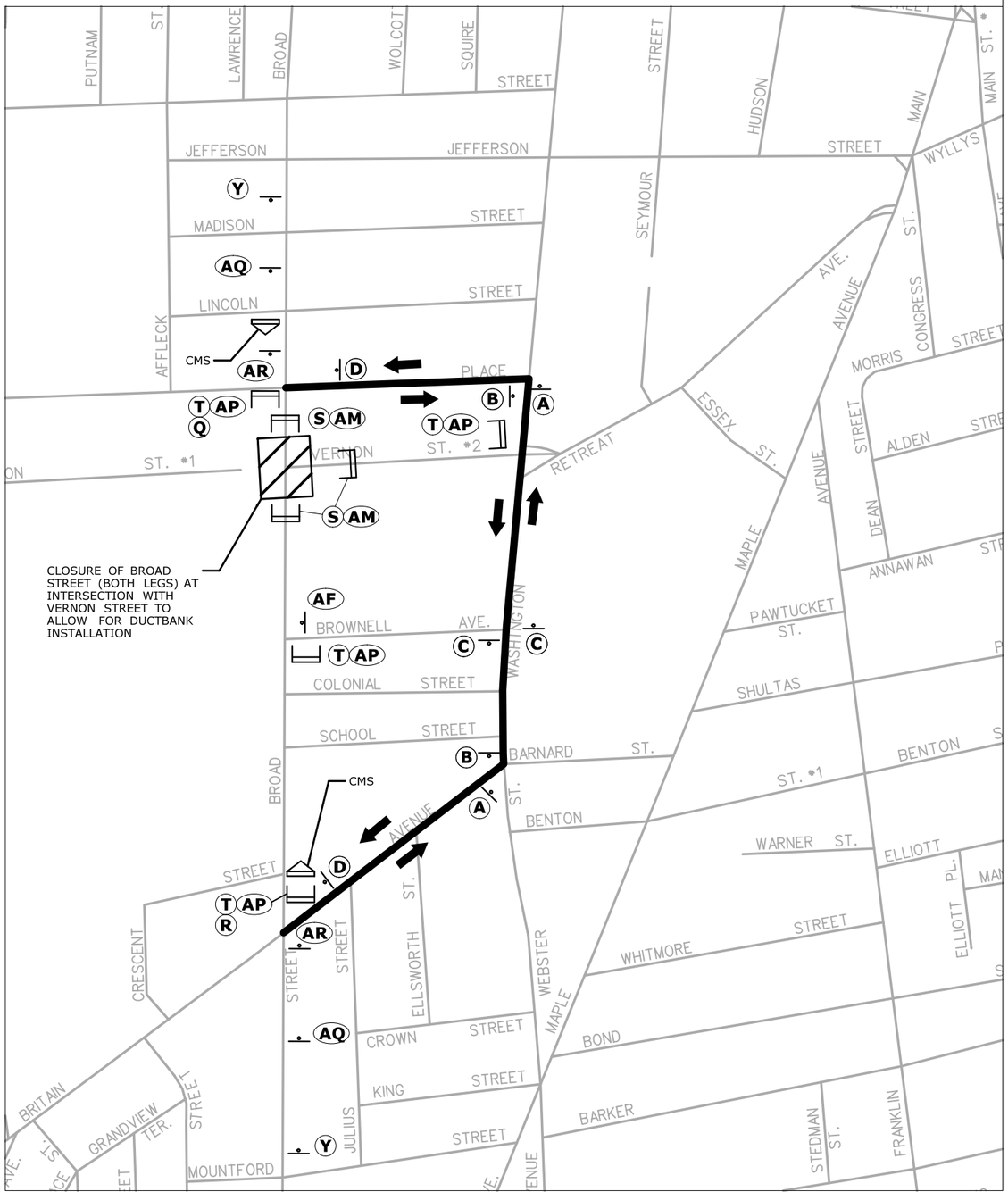
DRAWING NO. DTR-05

DRAWING TITLE: DETOUR PLAN SUMMIT STREET

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 — BROAD STREET / DETOUR ←	30" X 10" 30" X 24"	
B	80-9919 / 80-9710 — BROAD STREET / DETOUR →	30" X 10" 30" X 24"	
C	80-9919 / 80-9710 — BROAD STREET / DETOUR ↑	30" X 10" 30" X 24"	
D	80-9708 — END DETOUR	24" X 18"	
Q	80-9702 — DETOUR	48" X 18"	
R	80-9701 — DETOUR	48" X 18"	
S	80-9080 — ROAD CLOSED	48" X 30"	
T	80-9081 — ROAD CLOSED TO THRU TRAFFIC	60" X 30"	
Y	80-9603 — ROAD WORK AHEAD	36" X 36"	
AF	31-1604 — RED	24" X 24"	
AM	31-1119 — DO NOT ENTER	30" X 30" *	
AP	31-1772 — LOCAL TRAFFIC ONLY	30" X 24" *	
AQ	80-3014 — ROAD CLOSED AHEAD	36" X 36" *	
AR	W20-2 — DETOUR AHEAD	36" X 36" *	



DUCT BANK 1704 (BROAD STREET) DETOUR PLAN
N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
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11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. COORDINATE WITH CTtransit REGARDING TEMPORARY BUS STOP RELOCATION.

COORDINATE GRID
N
NAD 83
CONNECTICUT

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

BROAD ST TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

BROAD ST CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: SWC
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-06_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

PROJECT NO. 1704

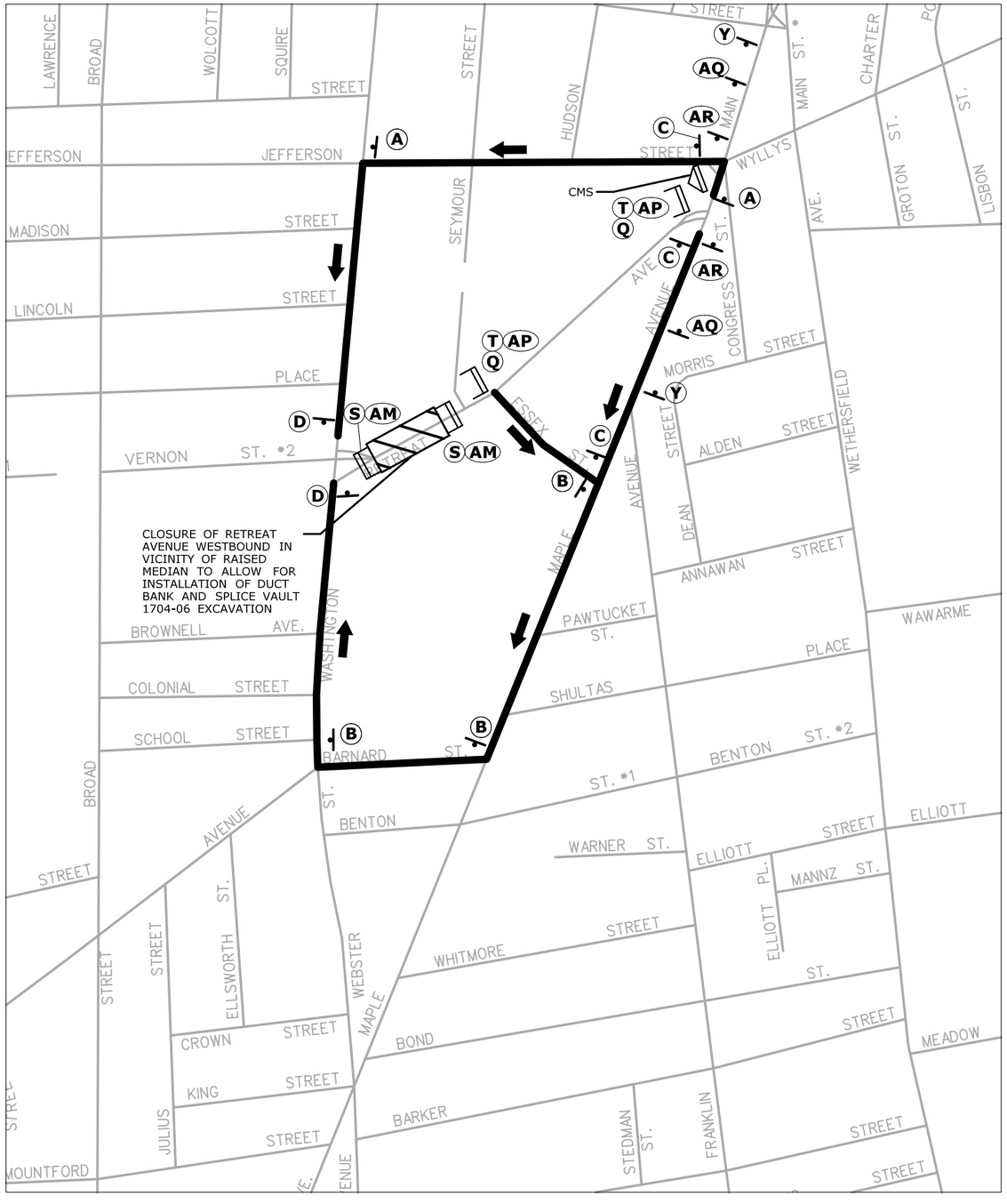
DRAWING NO. DTR-06

DRAWING TITLE: DETOUR PLAN BROAD STREET

SHEET NO.

SIGN SUMMARY

B	80-9919 / 80-9710 RETREAT AVENUE DETOUR →	30" X 10" / 30" X 24"	
C	80-9919 / 80-9710 RETREAT AVENUE DETOUR ↑	30" X 10" / 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
Q	80-9702 DETOUR	48" X 18"	
S	80-9080 ROAD CLOSED	48" X 30"	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC	60" X 30"	
Y	80-9603 ROAD WORK AHEAD	36" X 36"	
AM	31-1119 DO NOT ENTER	30" X 30"	
AP	31-1772 LOCAL TRAFFIC ONLY	30" X 24"	
AQ	80-3014 ROAD CLOSED AHEAD	36" X 36"	
AR	W20-2 DETOUR AHEAD	36" X 36"	



DUCT BANK 1704 (RETREAT AVENUE WESTBOUND) DETOUR PLAN
N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
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5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. COORDINATE WITH CTtransit REGARDING TEMPORARY BUS STOP RELOCATIONS.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

RETREAT AVENUE TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

RETREAT AVENUE CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 03-Apr-24

DESIGNER/DRAFTER: NCH
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-07_2D

SIGNATURE/BLOCK:
benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE:
EVERSOURCE TRANSMISSION LINE 1704

CITY: **HARTFORD**

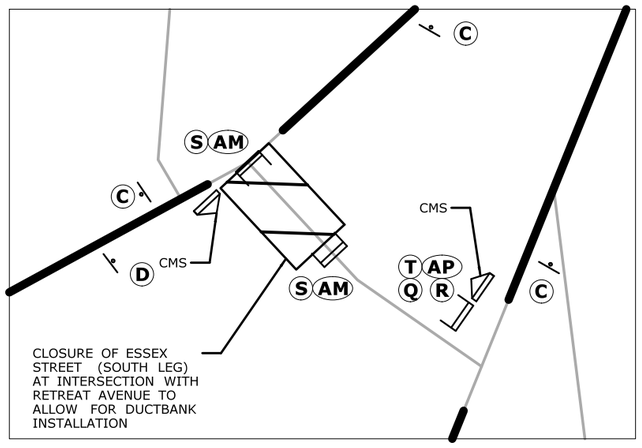
DRAWING TITLE: **DETOUR PLAN RETREAT AVENUE**

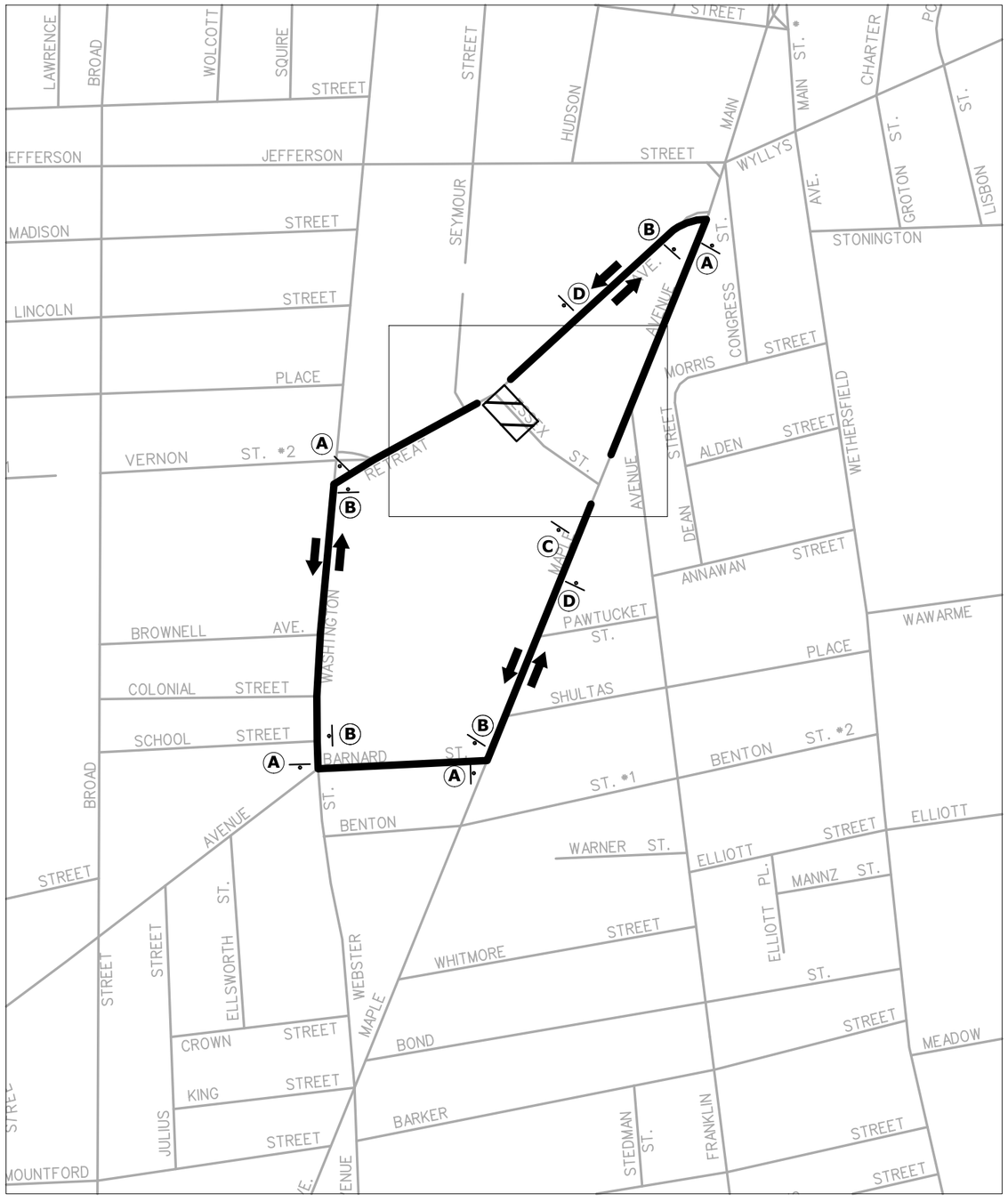
PROJECT NO. **1704**
DRAWING NO. **DTR-07**
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 ESSEX STREET DETOUR ←	30" X 10" 30" X 24"	
B	80-9919 / 80-9710 ESSEX STREET DETOUR →	30" X 10" 30" X 24"	
C	80-9919 / 80-9710 ESSEX STREET DETOUR ↑	30" X 10" 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
Q	80-9702 ← DETOUR	48" X 18"	
R	80-9701 DETOUR →	48" X 18"	
S	80-9080 ROAD CLOSED *	48" X 30"	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
AM	31-1119 DO NOT ENTER *	30" X 30"	
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"	

SIGN DETAIL





DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEET MDC-A3.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

ESSEX ST TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

ESSEX ST CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

DUCT BANK 1704 (ESSEX STREET) DETOUR PLAN

N.T.S.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 20-Mar-24

DESIGNER/DRAFTER: NCH

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-08_2D

SIGNATURE/ BLOCK:

benesch

Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN ESSEX STREET

PROJECT NO. 1704

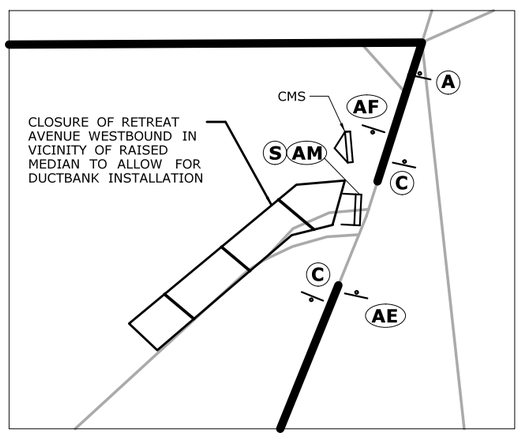
DRAWING NO. DTR-08

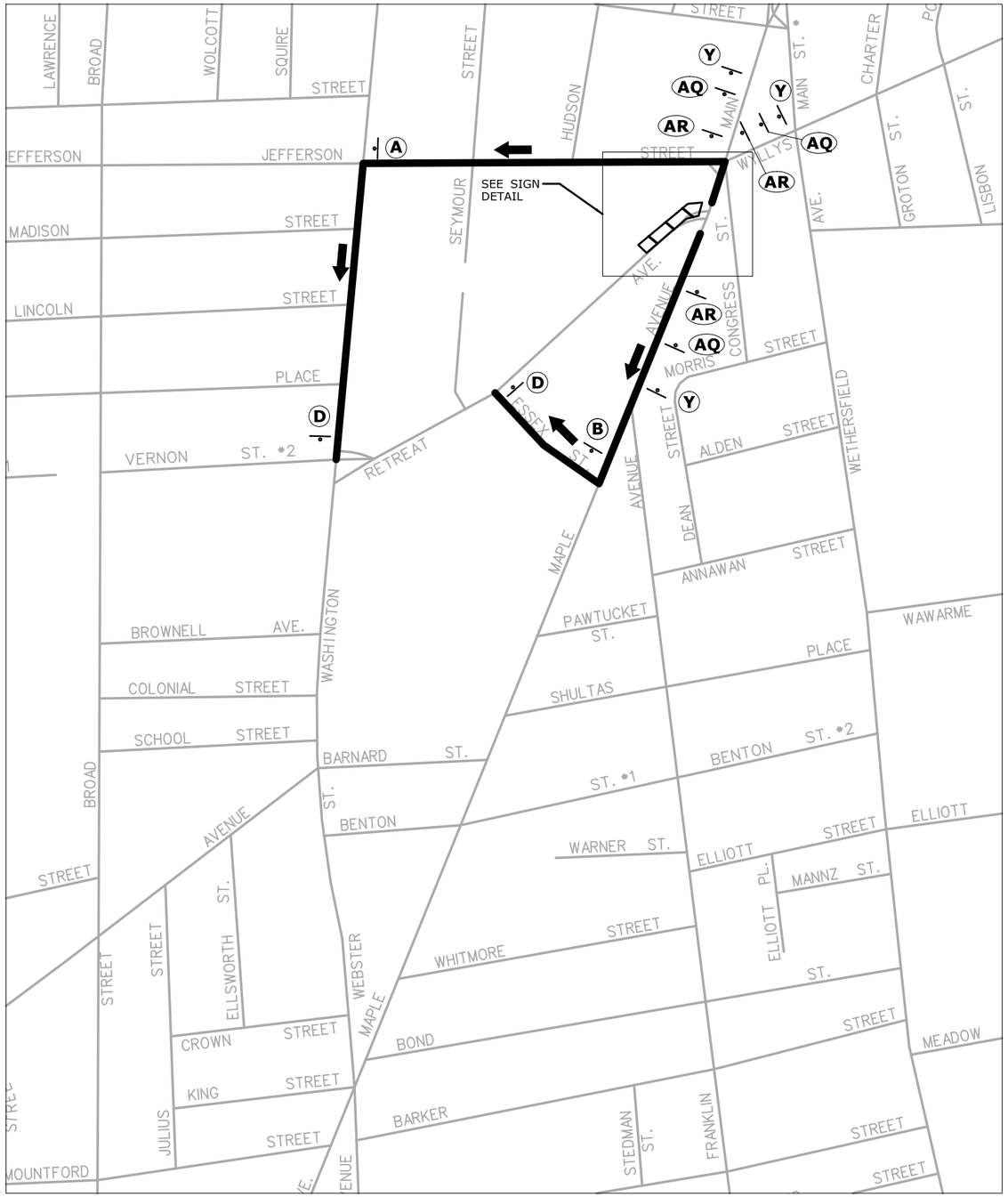
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 RETREAT AVENUE DETOUR ←	30" X 10" / 30" X 24"
B	80-9919 / 80-9710 RETREAT AVENUE DETOUR →	30" X 10" / 30" X 24"
C	80-9919 / 80-9710 RETREAT AVENUE DETOUR ↑	30" X 10" / 30" X 24"
D	80-9708 END DETOUR	24" X 18"
S	80-9080 ROAD CLOSED *	48" X 30"
Y	80-9603 ROAD WORK AHEAD *	36" X 36"
AE	31-1603 RED	24" X 24"
AF	31-1604 RED	24" X 24"
AM	31-1119 DO NOT ENTER *	30" X 30"
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"
AR	W20-2 DETOUR AHEAD *	36" X 36"

SIGN DETAIL





DUCT BANK 1704 (RETREAT AVENUE WESTBOUND) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEET 1704-TMP-09.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

RETREAT AVENUE TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

RETREAT AVENUE CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

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Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: NCH

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-09_2D

SIGNATURE/BLOCK:

benesch

Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE:

EVERSOURCE TRANSMISSION LINE 1704

CITY: **HARTFORD**

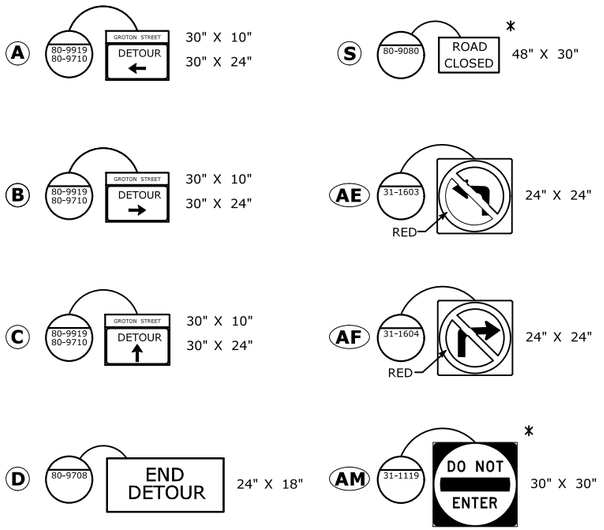
DRAWING TITLE: **DETOUR PLAN RETREAT AVENUE**

PROJECT NO. **1704**

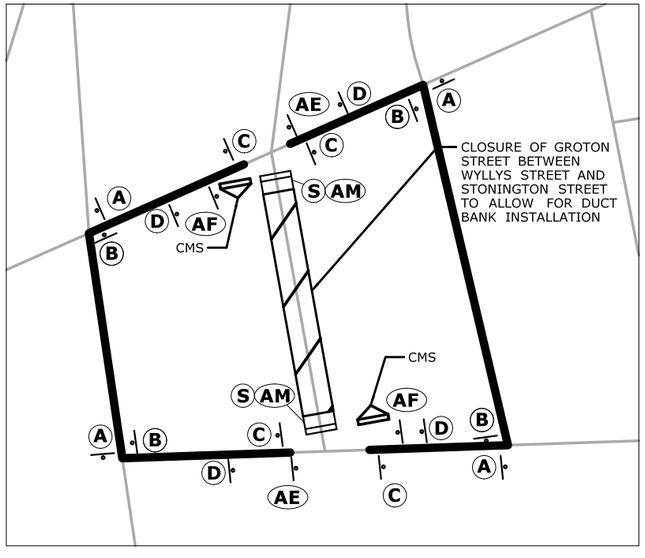
DRAWING NO. **DTR-09**

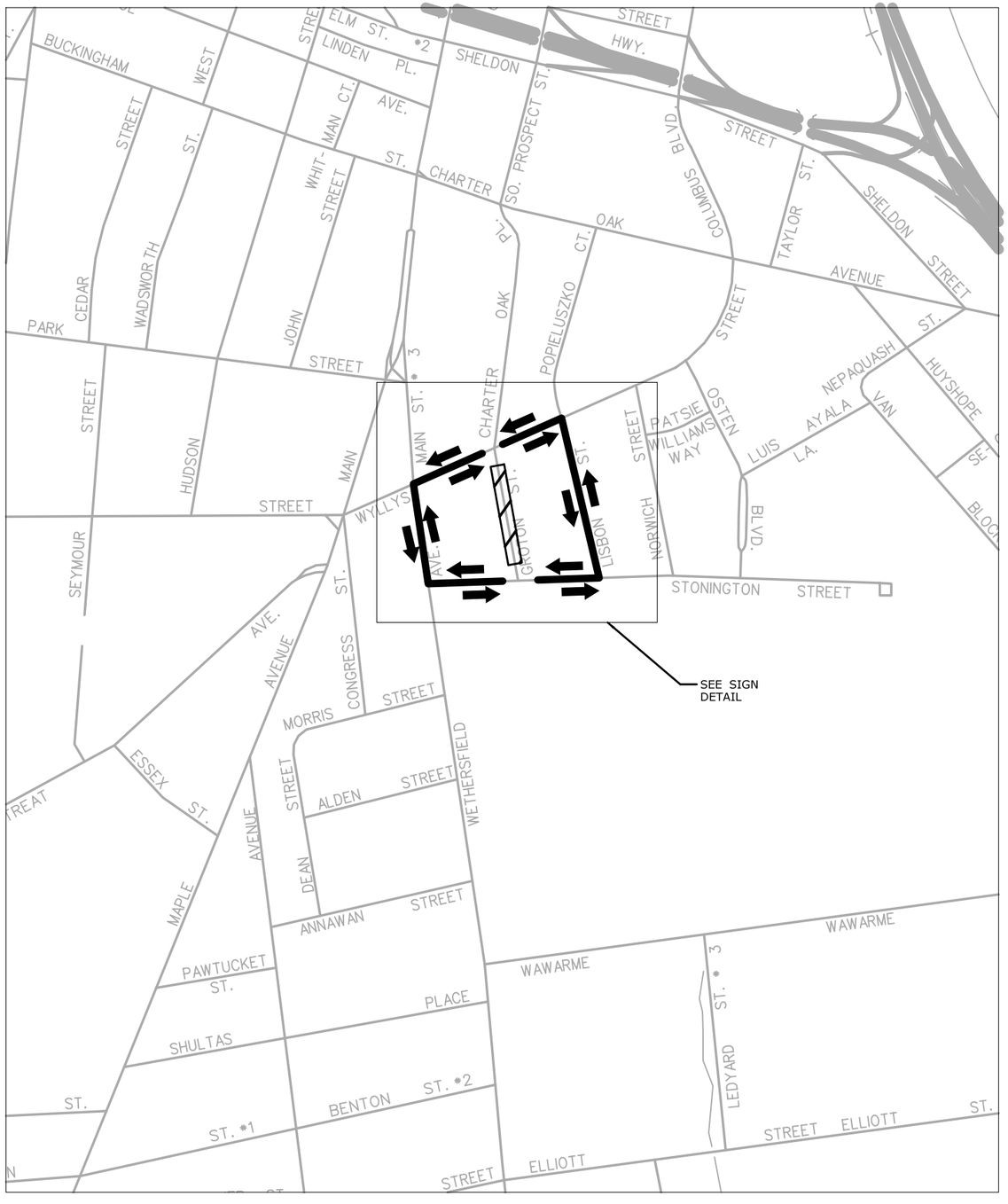
SHEET NO.

SIGN SUMMARY



SIGN DETAIL





DUCT BANK 1704 (GROTON STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

GROTON STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

GROTON STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 20-Mar-24

DESIGNER/DRAFTER: NCH

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-10_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

PROJECT NO. 1704

DRAWING NO. DTR-10

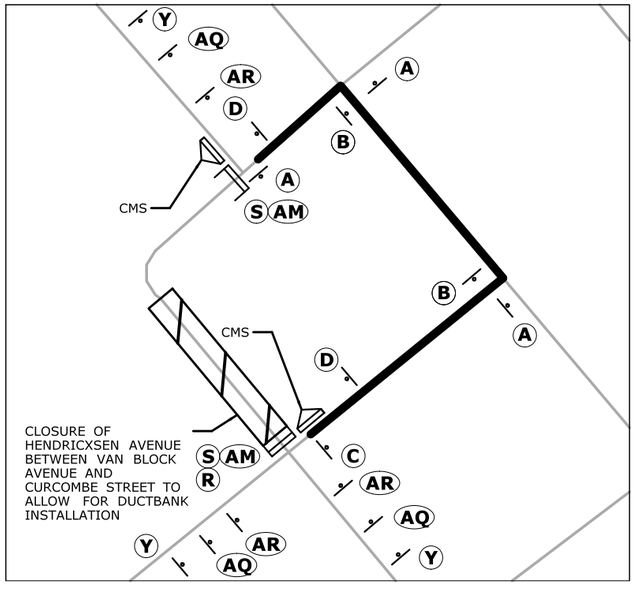
DRAWING TITLE: DETOUR PLAN GROTON STREET

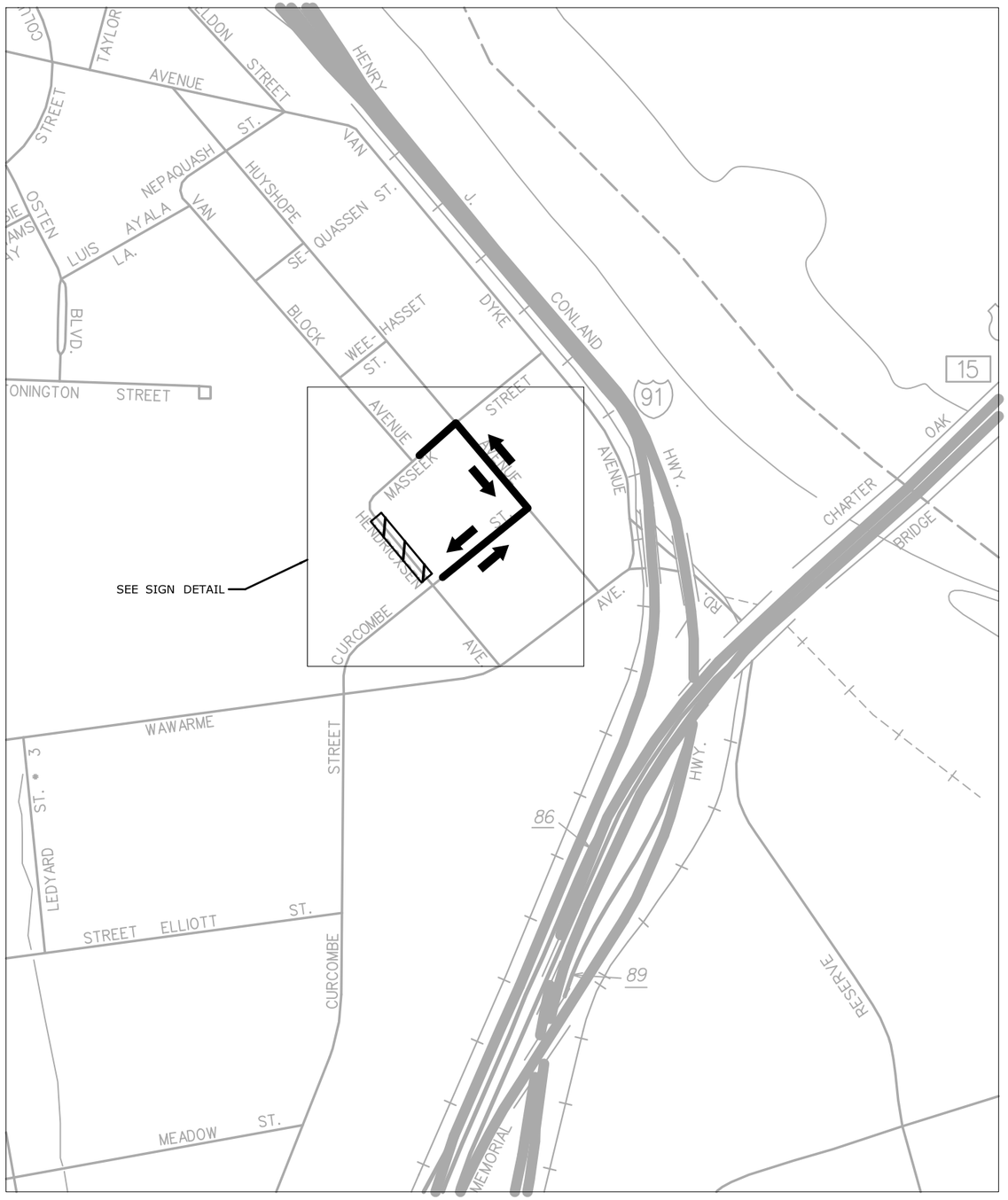
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 HENDRICKSEN AVE DETOUR ←	30" X 10" 30" X 24"	
B	80-9919 / 80-9710 HENDRICKSEN AVE DETOUR →	30" X 10" 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
R	80-9701 DETOUR	48" X 18"	
S	80-9080 ROAD CLOSED *	48" X 30"	
Y	80-9603 ROAD WORK AHEAD *	36" X 36"	
AM	31-1119 DO NOT ENTER *	30" X 30"	
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"	
AR	W20-2 DETOUR AHEAD *	36" X 36"	

SIGN DETAIL





DUCT BANK 1704 (HENDRICXSEN AVENUE) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

HENDRIC-XSEN AVE TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

HENDRIC-XSEN AVE CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: NCH

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-11.2D

SIGNATURE/BLOCK:

benesch

Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN HENDRICXSEN AVENUE

PROJECT NO. 1704

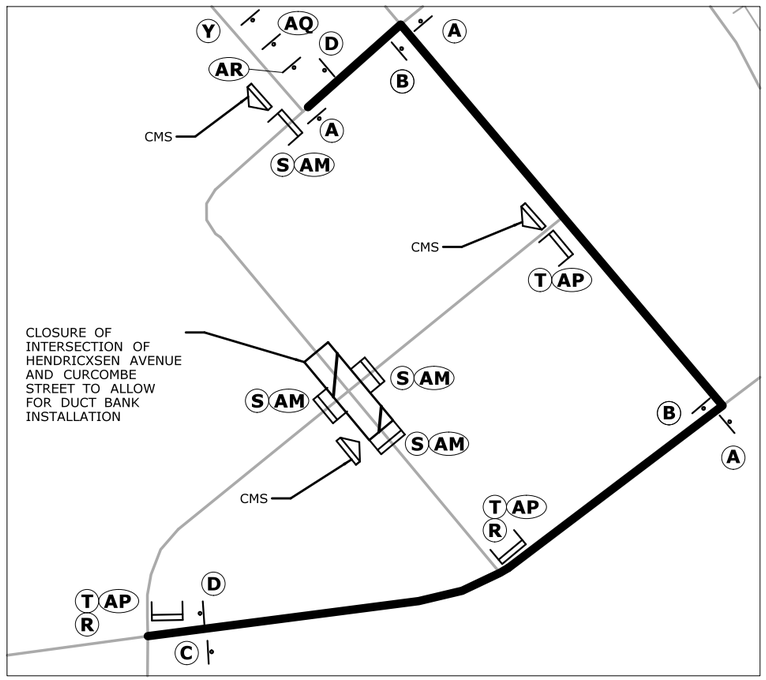
DRAWING NO. DTR-11

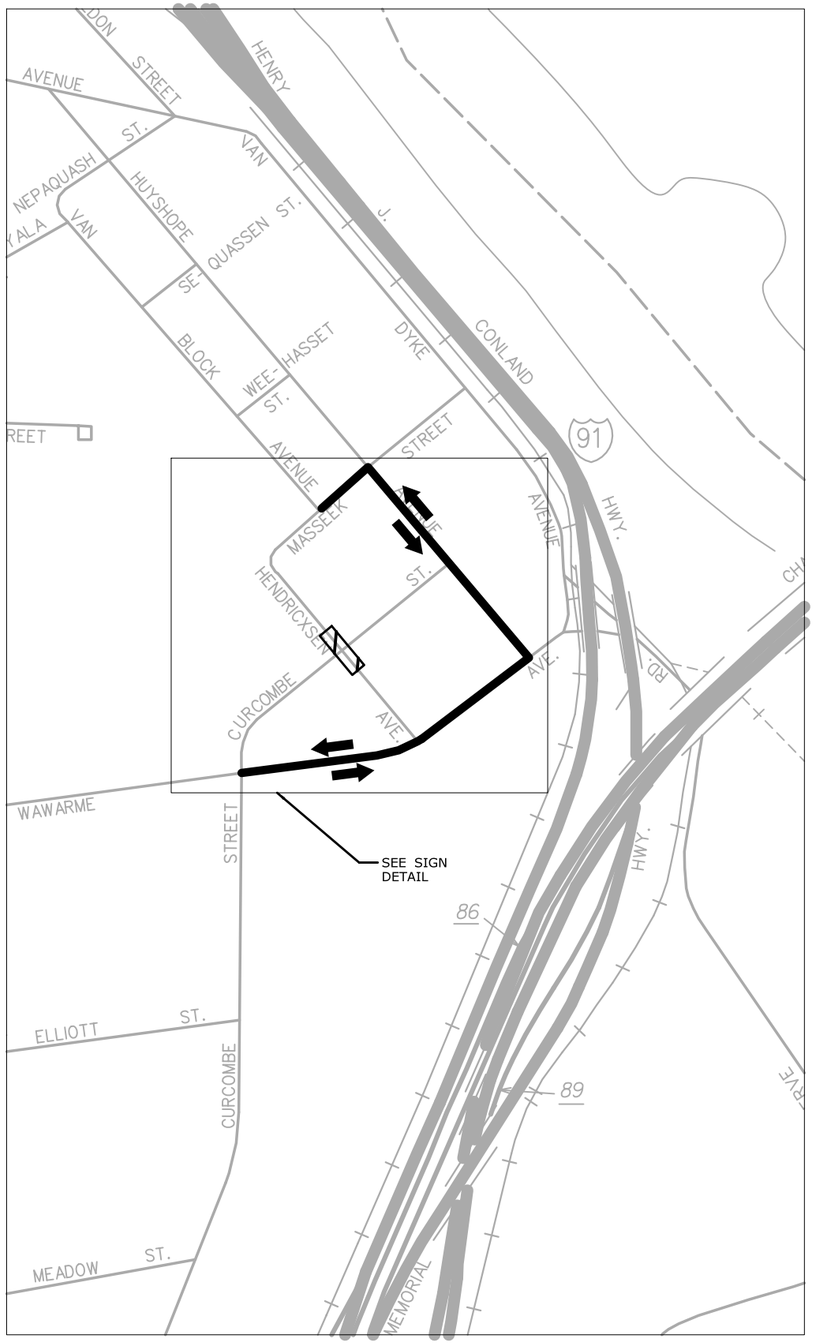
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 HENDRICKSEN AVE DETOUR ←	30" X 10" 30" X 24"	R	80-9701 DETOUR →	48" X 18"
AM	31-1119 DO NOT ENTER *	30" X 30"	B	80-9919 / 80-9710 HENDRICKSEN AVE DETOUR →	30" X 10" 30" X 24"
S	80-9080 ROAD CLOSED *	48" X 30"	AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"
C	80-9919 / 80-9710 KANE STREET DETOUR ↑	30" X 10" 30" X 24"	T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"	D	80-9708 END DETOUR	24" X 18"
Y	80-9603 ROAD WORK AHEAD *	36" X 36"	AR	W20-2 DETOUR AHEAD *	36" X 36"

SIGN DETAIL





DUCT BANK 1704 (HENDRICXSEN AVENUE) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

HENDRIC-XSEN AVE TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

HENDRIC-XSEN AVE CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: NCH

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-12_2D

SIGNATURE/BLOCK:

benesch

Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE:

EVERSOURCE TRANSMISSION LINE 1704

CITY: **HARTFORD**

DRAWING TITLE: **DETOUR PLAN HENDRICXSEN AVENUE**

PROJECT NO. **1704**

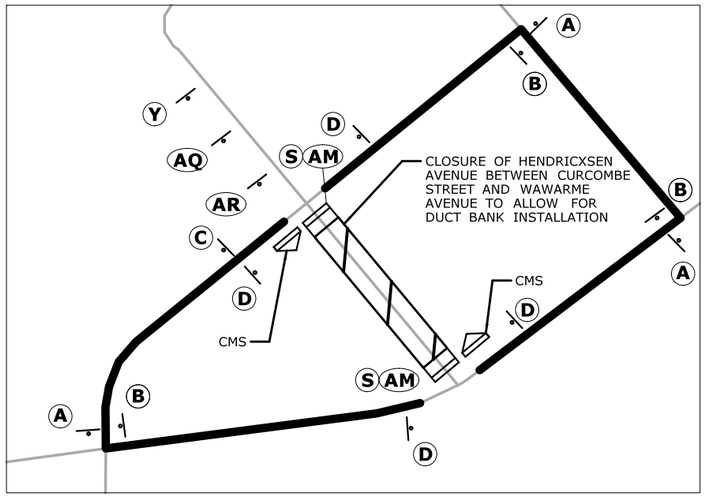
DRAWING NO. **DTR-12**

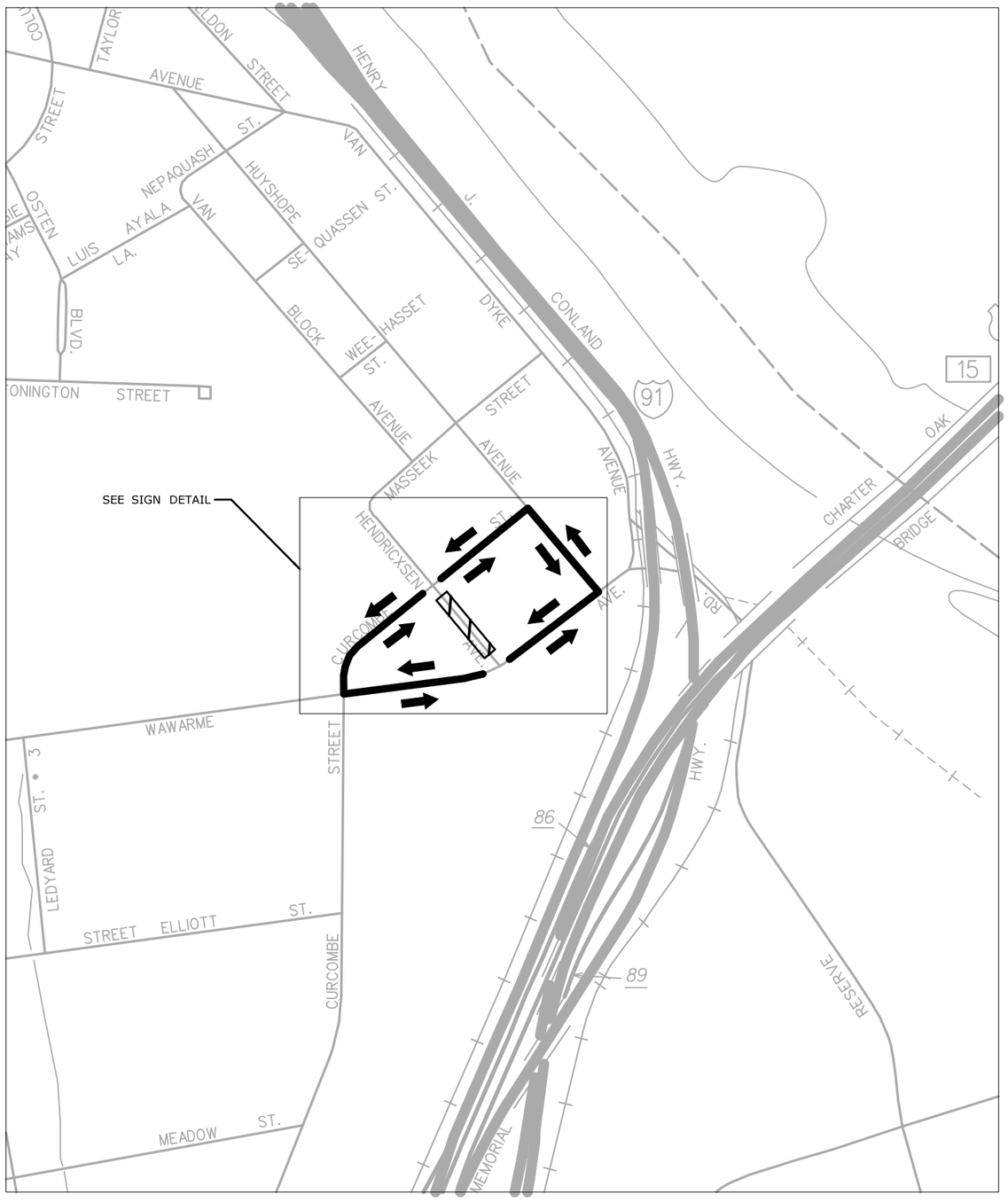
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 HENDRICKSEN AVE DETOUR ←	30" X 10" / 30" X 24"
B	80-9919 / 80-9710 HENDRICKSEN AVE DETOUR →	30" X 10" / 30" X 24"
C	80-9919 / 80-9710 HENDRICKSEN AVE DETOUR ↑	30" X 10" / 30" X 24"
D	80-9708 END DETOUR	24" X 18"
S	80-9080 ROAD CLOSED *	48" X 30"
Y	80-9603 ROAD WORK AHEAD *	36" X 36"
AM	31-1119 DO NOT ENTER *	30" X 30"
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"
AR	W20-2 DETOUR AHEAD *	36" X 36"

SIGN DETAIL





DUCT BANK 1704 (HENDRICXSEN AVENUE) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

HENDRIC-XSEN AVE TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

HENDRIC-XSEN AVE CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: NCH

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-13_2D

SIGNATURE/BLOCK:

benesch

Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN HENDRICXSEN AVENUE

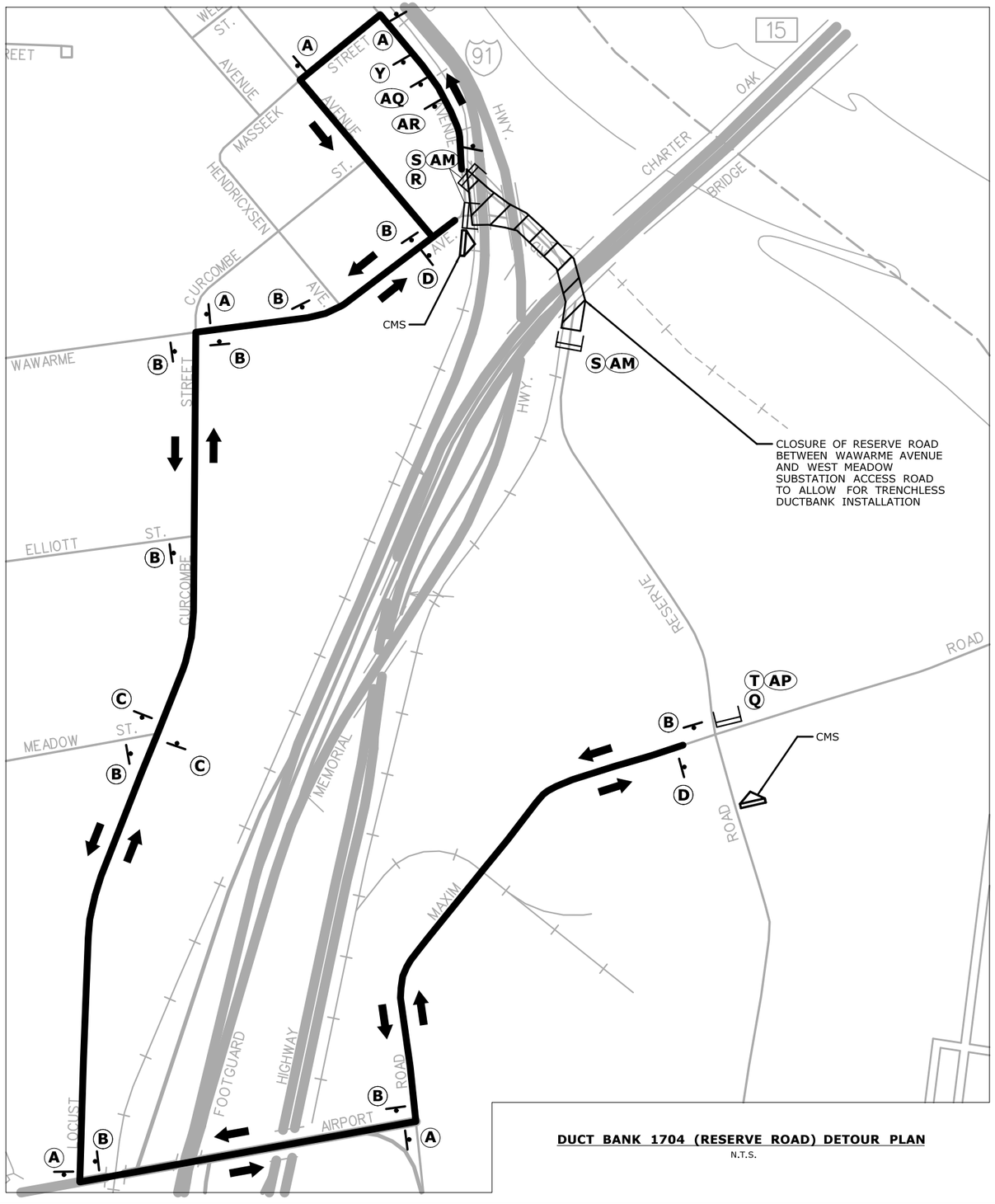
PROJECT NO. 1704

DRAWING NO. DTR-13

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 RESERVE ROAD DETOUR ←	30" X 10" / 30" X 24"	
AM	31-1119 DO NOT ENTER *	30" X 30"	
B	80-9919 / 80-9710 RESERVE ROAD DETOUR →	30" X 10" / 30" X 24"	
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"	
C	80-9919 / 80-9710 RESERVE ROAD DETOUR ↑	30" X 10" / 30" X 24"	
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"	
D	80-9708 END DETOUR	24" X 18"	
AR	W20-2 DETOUR AHEAD *	36" X 36"	
Q	80-9702 DETOUR	48" X 18"	
R	80-9701 DETOUR	48" X 18"	
S	80-9080 ROAD CLOSED *	48" X 30"	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
Y	80-9603 ROAD WORK AHEAD *	36" X 36"	



DUCT BANK 1704 (RESERVE ROAD) DETOUR PLAN
N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

RESERVE ROAD TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

RESERVE ROAD CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: SWC
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-14_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE:
EVERSOURCE TRANSMISSION LINE 1704

CITY: **HARTFORD**

PROJECT NO. **1704**

DRAWING NO. **DTR-14**

SHEET NO.

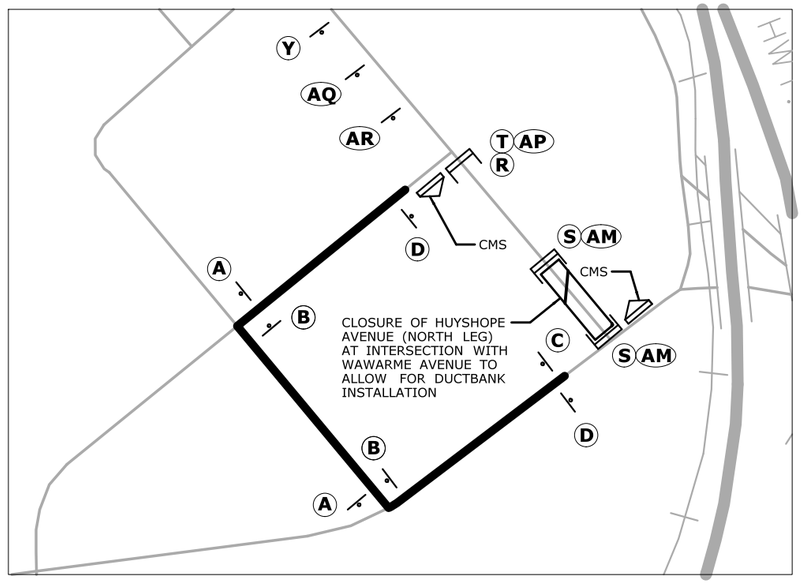
DRAWING TITLE:
DETOUR PLAN RESERVE ROAD

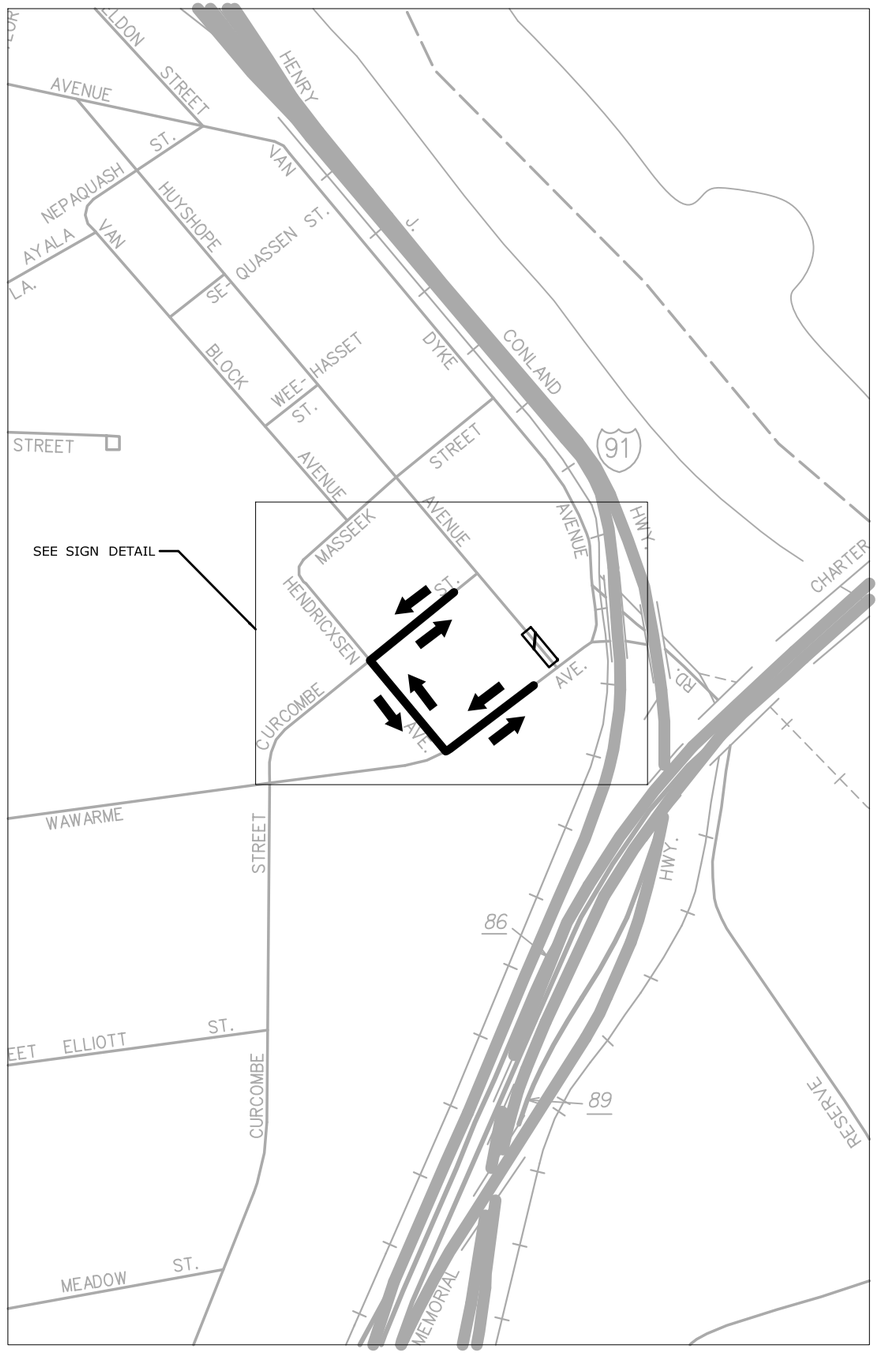
SIGN SUMMARY

A	80-9919 / 80-9710 HUYSHOPE AVENUE DETOUR ←	30" X 10" / 30" X 24"	R	80-9701 DETOUR →	48" X 18"
B	80-9919 / 80-9710 HUYSHOPE AVENUE DETOUR →	30" X 10" / 30" X 24"	S *	80-9080 ROAD CLOSED	48" X 30"
C	80-9919 / 80-9710 HUYSHOPE AVENUE DETOUR ↑	30" X 10" / 30" X 24"	T *	80-9081 ROAD CLOSED TO THRU TRAFFIC	60" X 30"
D	80-9708 END DETOUR	24" X 18"	Y *	80-9603 ROAD WORK AHEAD	36" X 36"

AM *	31-1119 DO NOT ENTER	30" X 30"	AP *	31-1772 LOCAL TRAFFIC ONLY	30" X 24"
AQ *	80-3014 ROAD CLOSED AHEAD	36" X 36"	AR	W20-2 DETOUR AHEAD *	36" X 36"

SIGN DETAIL





DUCT BANK 1704 (HUYSHOPE AVENUE) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

HUYSHOPE AVENUE TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

HUYSHOPE AVENUE CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-15_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN HUYSHOPE AVENUE

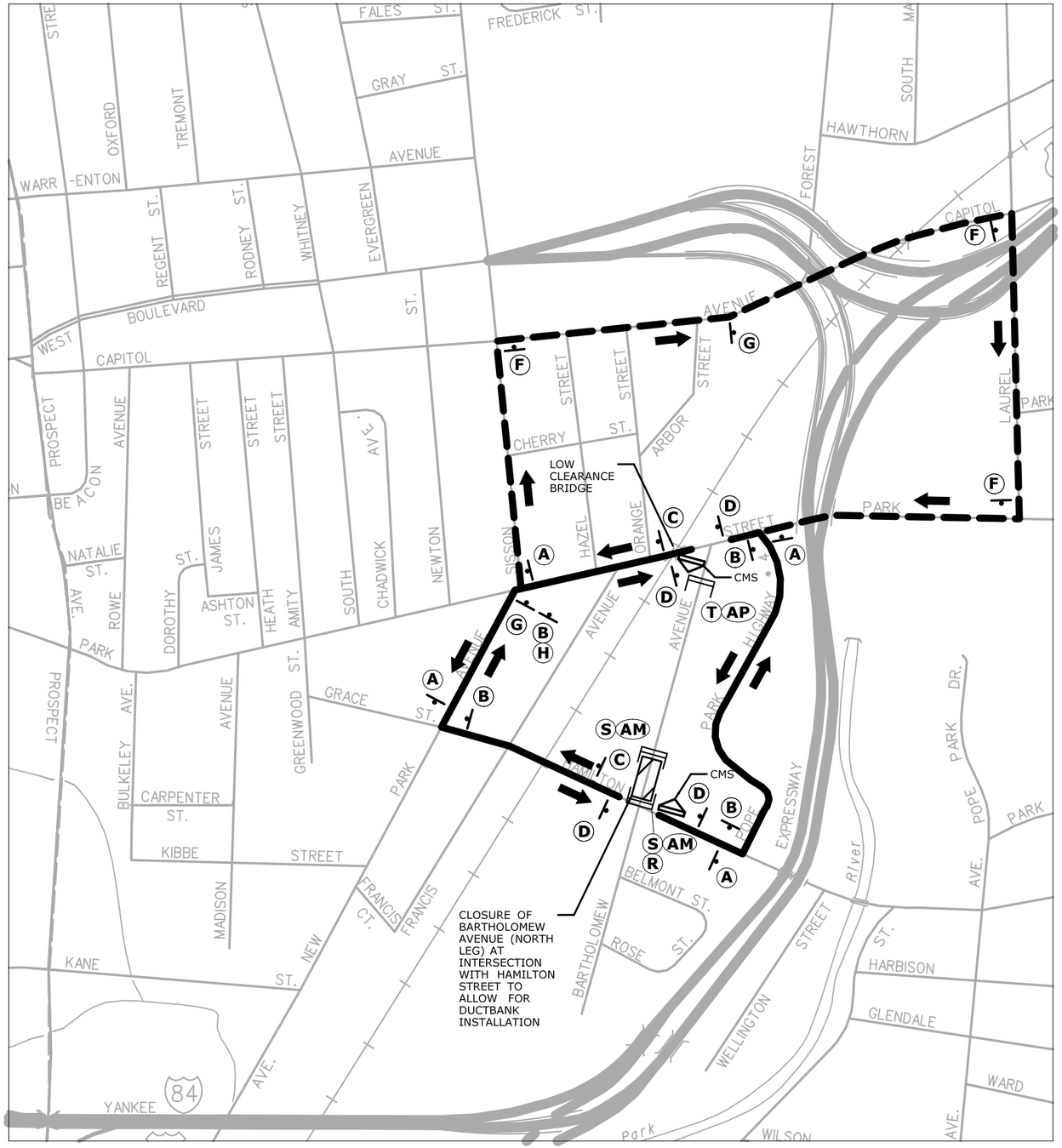
PROJECT NO. 1704

DRAWING NO. DTR-15

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 — BARTHOLOMEW AVE — DETOUR ←	30" X 10" / 30" X 24"	
B	80-9919 / 80-9710 — BARTHOLOMEW AVE — DETOUR →	30" X 10" / 30" X 24"	
C	80-9919 / 80-9710 — BARTHOLOMEW AVE — DETOUR ↑	30" X 10" / 30" X 24"	
D	80-9708 — END DETOUR	24" X 18"	
F	80-9919 / 80-9919 / 80-9710 — BARTHOLOMEW AVE — TRUCK — DETOUR →	30" X 10" / 30" X 10" / 30" X 24"	
G	80-9919 / 80-9919 / 80-9710 — BARTHOLOMEW AVE — TRUCK — DETOUR ↑	30" X 10" / 30" X 10" / 30" X 24"	
H	31-1701 — RED	24" X 24"	
R	80-9701 — DETOUR	48" X 18"	
S	80-9080 — ROAD CLOSED	* 48" X 30"	
T	80-9081 — ROAD CLOSED TO THRU TRAFFIC	60" X 30"	
AM	31-1119 — DO NOT ENTER	* 30" X 30"	
AP	31-1772 — LOCAL TRAFFIC ONLY	* 30" X 24"	



DUCTBANK 1704 (BARTHOLOMEW AVENUE) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. IMPLEMENT TRUCK DETOUR TO AVOID THE LOW BRIDGE.
14. THIS PLAN TO BE RUN CONCURRENT WITH SHEET MDC-A5.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

BARTHOL-OMEW AVE TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

BARTHOL-OMEW AVE CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- TRUCK DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 20-Mar-24

DESIGNER/DRAFTER: CWG

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-16_2D

SIGNATURE/BLOCK:

benesch

Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN BARTHOLOMEW AVENUE

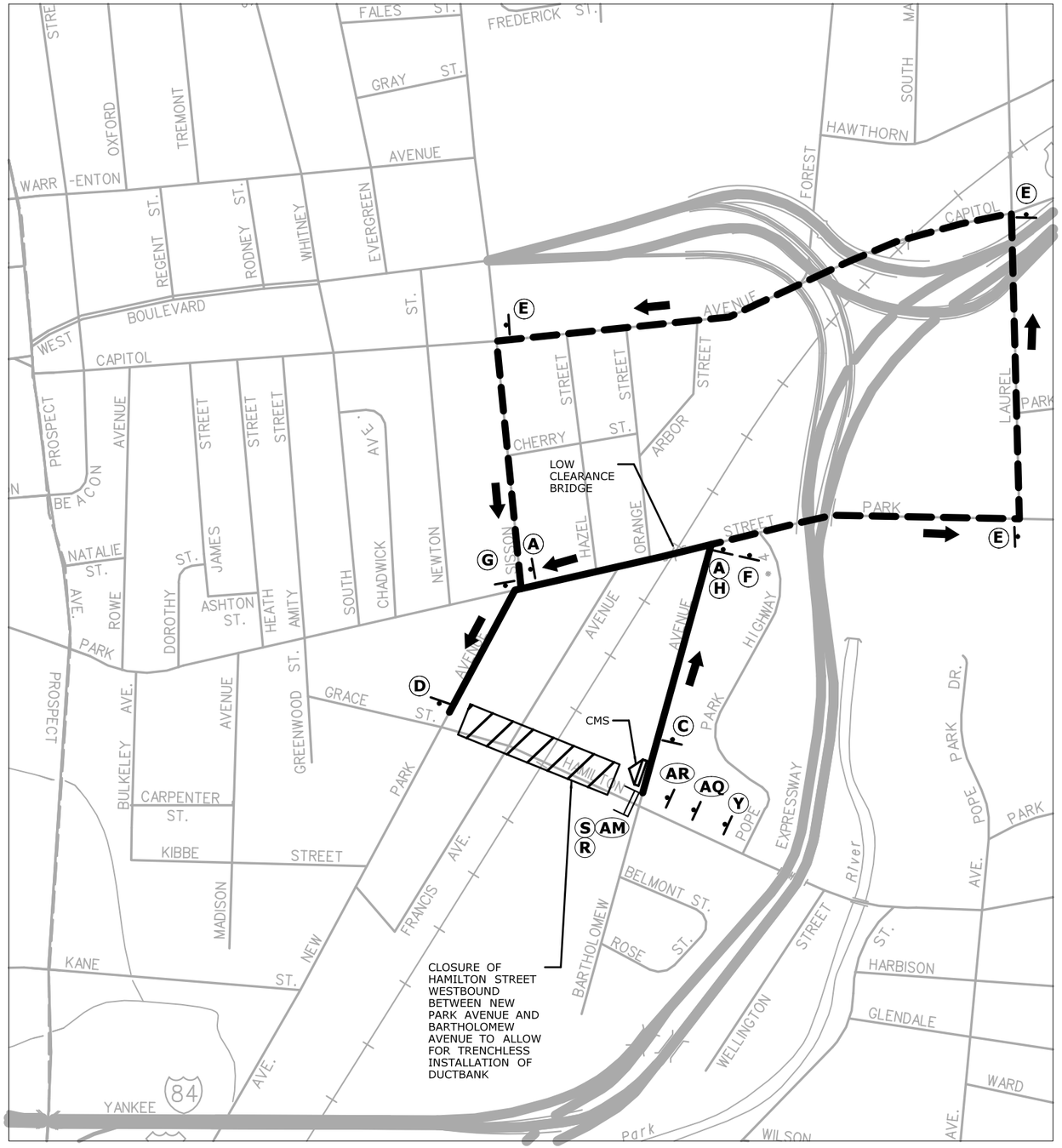
PROJECT NO. 1704

DRAWING NO. DTR-16

SHEET NO.

SIGN SUMMARY

A	80-9919, 80-9710 — HAMILTON STREET / DETOUR ←	30" X 10" / 30" X 24"
C	80-9919, 80-9710 — HAMILTON STREET / DETOUR ↑	30" X 10" / 30" X 24"
D	80-9708 — END DETOUR	24" X 18"
E	80-9919, 80-9919, 80-9710 — HAMILTON STREET / TRUCK / DETOUR ←	30" X 10" / 30" X 10" / 30" X 24"
F	80-9919, 80-9919, 80-9710 — HAMILTON STREET / TRUCK / DETOUR →	30" X 10" / 30" X 10" / 30" X 24"
G	80-9919, 80-9919, 80-9710 — HAMILTON STREET / TRUCK / DETOUR ↑	30" X 10" / 30" X 10" / 30" X 24"
H	31-1701 — RED	24" X 24"
R	80-9701 — DETOUR →	48" X 18"
S	80-9080 — ROAD CLOSED *	48" X 30"
Y	80-9603 — ROAD WORK AHEAD *	36" X 36"
AM	31-1119 — DO NOT ENTER *	30" X 30"
AQ	80-3014 — ROAD CLOSED AHEAD *	36" X 36"
AR	W20-2 — DETOUR AHEAD *	36" X 36"



DUCT BANK 1704 (HAMILTON STREET WESTBOUND) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. IMPLEMENT TRUCK DETOUR TO AVOID THE LOW BRIDGE.
14. THIS PLAN TO BE RUN CONCURRENT WITH 1704-TMP-17.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

HAMILTON ST WEST TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

HAMILTON ST WEST CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- TRUCK DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-17_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN HAMILTON STREET

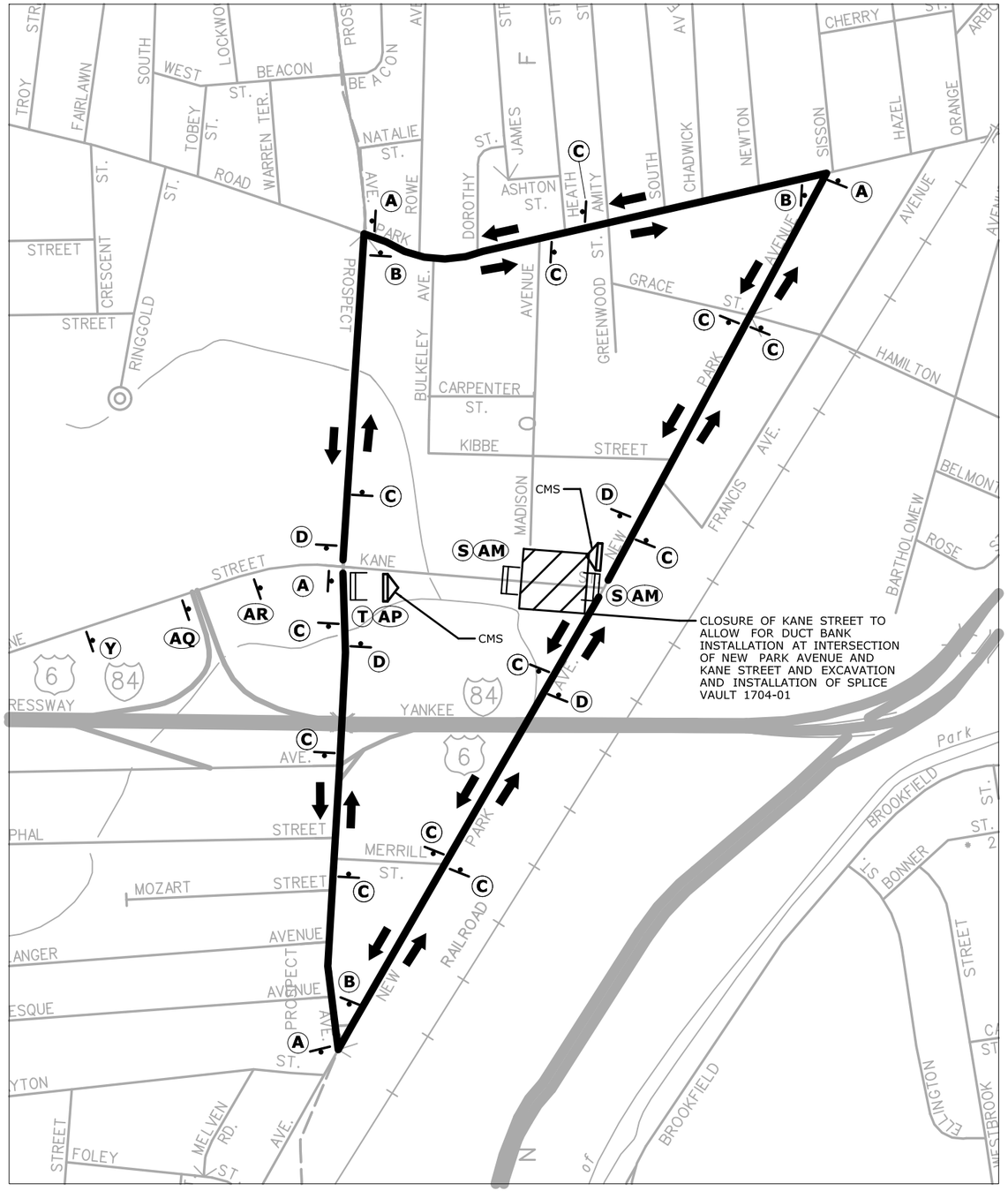
PROJECT NO. 1704

DRAWING NO. DTR-17

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 KANE STREET DETOUR ←	30" X 10" / 30" X 24"	
B	80-9919 / 80-9710 KANE STREET DETOUR →	30" X 10" / 30" X 24"	
C	80-9919 / 80-9710 KANE STREET DETOUR ↑	30" X 10" / 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
S	80-9080 ROAD CLOSED *	48" X 30"	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
Y	80-9603 ROAD WORK AHEAD *	36" X 36"	
AM	31-1119 DO NOT ENTER *	30" X 30"	
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"	
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"	
AR	W20-2 DETOUR AHEAD *	36" X 36"	



SPLICE VAULT 1704-01 (KANE STREET) DETOUR PLAN
N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURSE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. COORDINATE WITH CTtransit REGARDING TEMPORARY BUS STOP RELOCATIONS.
14. THIS PLAN TO BE RUN CONCURRENT WITH SHEET 1704-TMP-V01.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

KANE ST TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

KANE ST CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 03-Apr-24

DESIGNER/DRAFTER: SWC
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-V01_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN SPLICE VAULT 1704-01

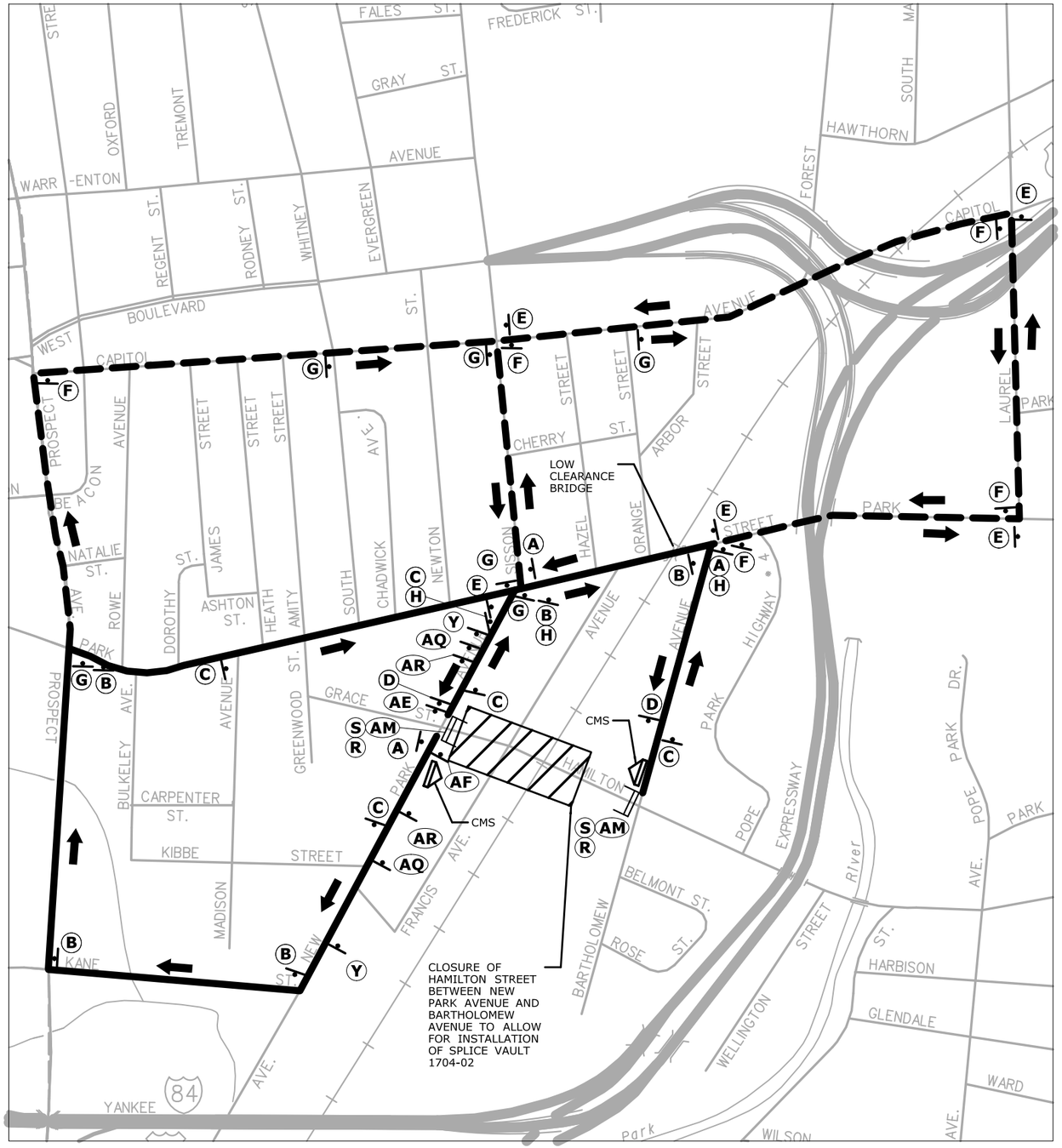
PROJECT NO. 1704

DRAWING NO. DTR-V01

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 HAMILTON STREET DETOUR ←	30" X 10" 30" X 24"	
B	80-9919 / 80-9710 HAMILTON STREET DETOUR →	30" X 10" 30" X 24"	
C	80-9919 / 80-9710 HAMILTON STREET DETOUR ↑	30" X 10" 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
E	80-9919 / 80-9919 / 80-9710 HAMILTON STREET TRUCK DETOUR ←	30" X 10" 30" X 10" 30" X 24"	
F	80-9919 / 80-9919 / 80-9710 HAMILTON STREET TRUCK DETOUR →	30" X 10" 30" X 10" 30" X 24"	
G	80-9919 / 80-9919 / 80-9710 HAMILTON STREET TRUCK DETOUR ↑	30" X 10" 30" X 10" 30" X 24"	
H	31-1701 RED	24" X 24"	
R	80-9701 DETOUR →	48" X 18"	
S	80-9080 ROAD CLOSED *	48" X 30"	
Y	80-9603 ROAD WORK AHEAD ×	36" X 36"	
AE	31-1603 RED	24" X 24"	
AF	31-1604 RED	24" X 24"	
AM	31-1119 DO NOT ENTER *	30" X 30"	
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"	
AQ	80-3014 ROAD CLOSED AHEAD ×	36" X 36"	
AR	W20-2 DETOUR AHEAD ×	36" X 36"	



SPLICE VAULT 1704-02 (HAMILTON STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. IMPLEMENT TRUCK DETOUR TO AVOID THE LOW BRIDGE.
14. THIS PLAN TO BE RUN CONCURRENT WITH SHEET 1704-TMP-V02.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

HAMILTON STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

HAMILTON STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- TRUCK DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: SWC
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-V02_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

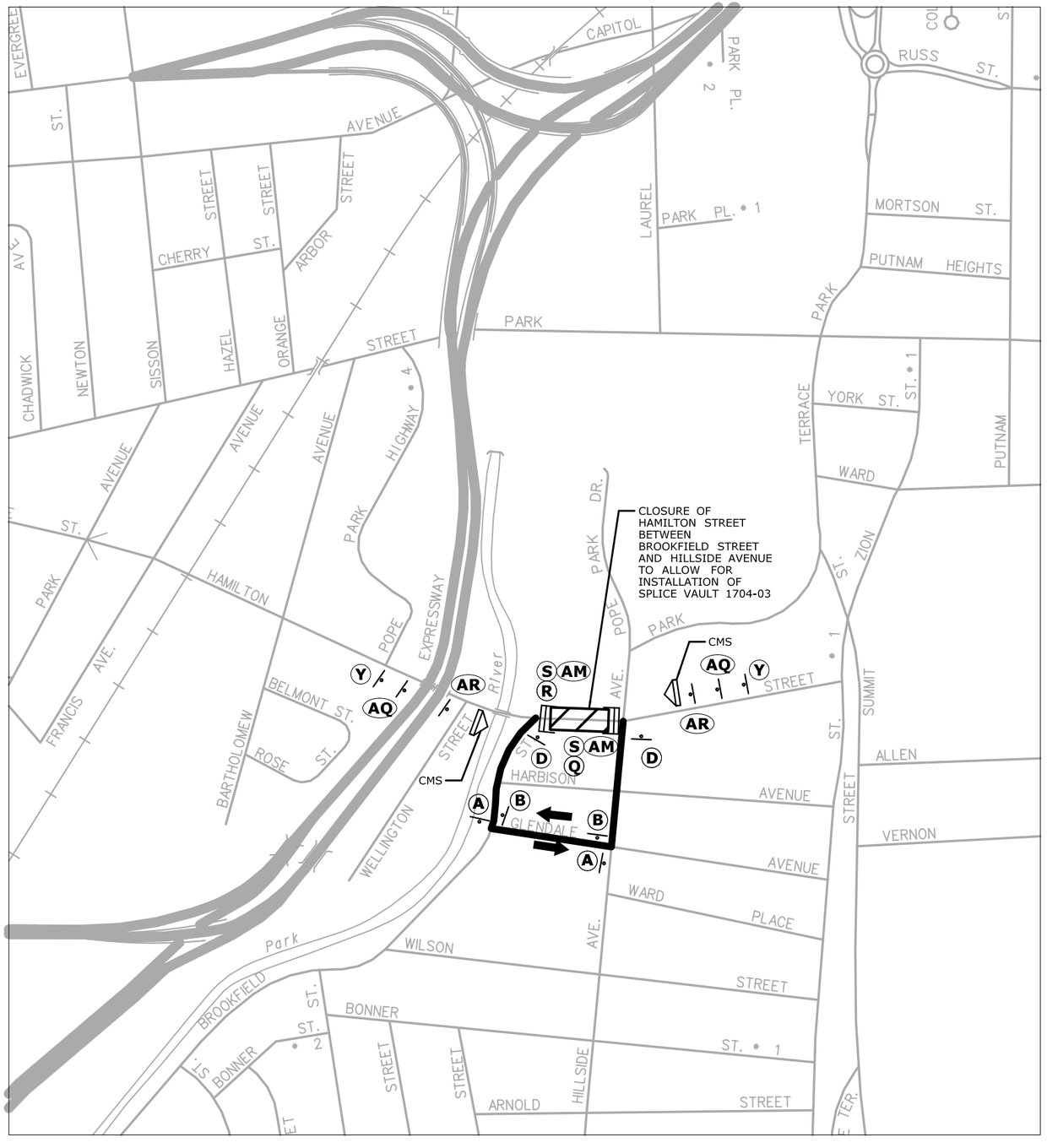
CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN SPLICE VAULT 1704-02

PROJECT NO. 1704
DRAWING NO. DTR-V02
SHEET NO.

SIGN SUMMARY

- (A) 80-9919 / 80-9710 — HAMILTON STREET / DETOUR ← — 30" X 10" / 30" X 24"
- (B) 80-9919 / 80-9710 — HAMILTON STREET / DETOUR → — 30" X 10" / 30" X 24"
- (C) 80-9919 / 80-9710 — HAMILTON STREET / DETOUR ↑ — 30" X 10" / 30" X 24"
- (D) 80-9708 — END DETOUR — 24" X 18"
- (Q) 80-9702 — DETOUR — 48" X 18"
- (R) 80-9701 — DETOUR — 48" X 18"
- (S) 80-9080 — ROAD CLOSED * — 48" X 30"
- (Y) 80-9603 — ROAD WORK AHEAD * — 36" X 36"
- (AM) 31-1119 — DO NOT ENTER * — 30" X 30"
- (AQ) 80-3014 — ROAD CLOSED AHEAD * — 36" X 36"
- (AR) W20-2 — DETOUR AHEAD * — 36" X 36"



SPLICE VAULT 1704-03 (HAMILTON STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIOAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEET MDC-12.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

HAMILTON STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

HAMILTON STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: NCH
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-V03_2D

SIGNATURE/ BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

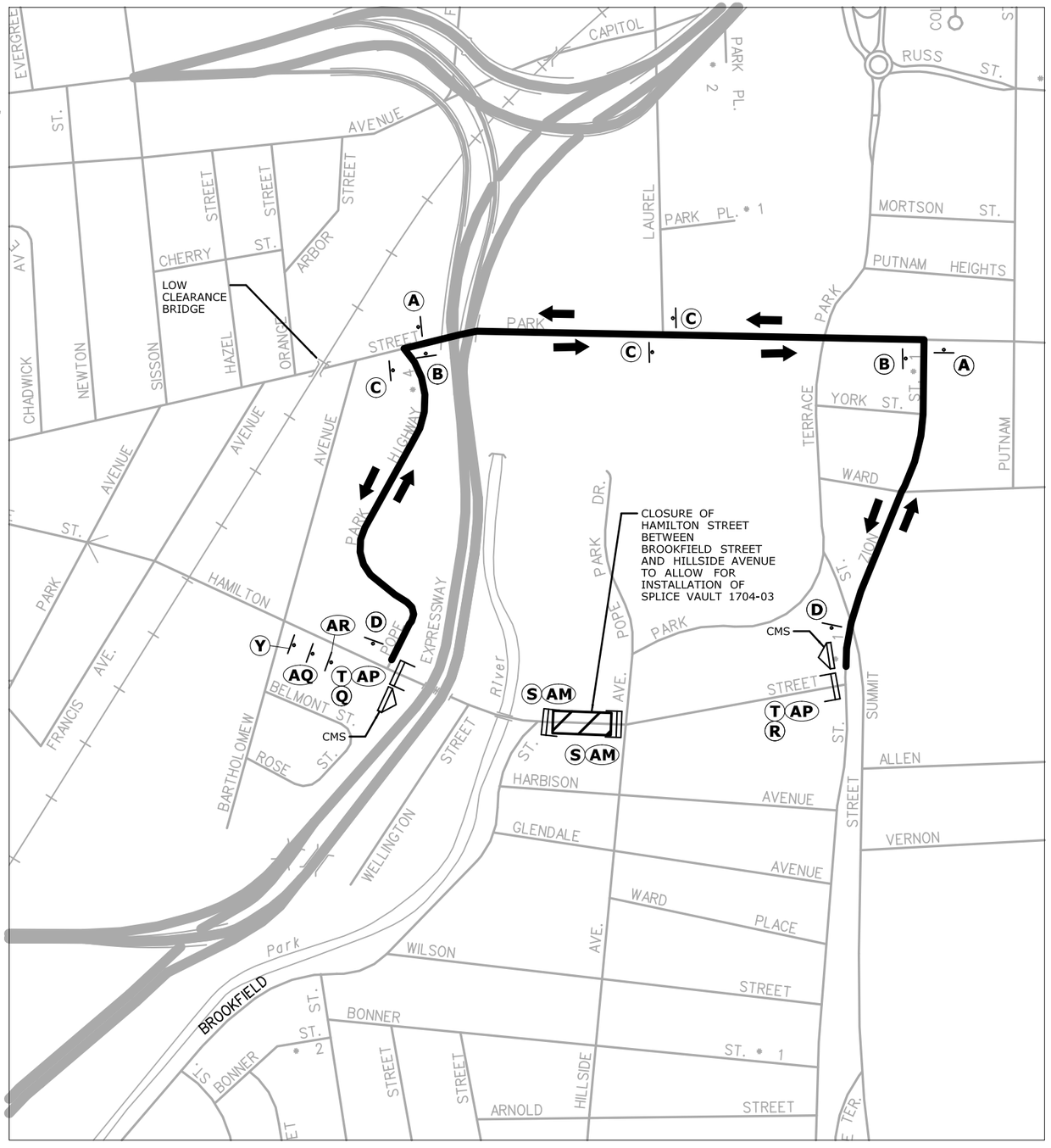
CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN SPLICE VAULT 1704-03

PROJECT NO. 1704
DRAWING NO. DTR-V03
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 HAMILTON STREET DETOUR ←	30" X 10" / 30" X 24"	
B	80-9919 / 80-9710 HAMILTON STREET DETOUR →	30" X 10" / 30" X 24"	
C	80-9919 / 80-9710 HAMILTON STREET DETOUR ↑	30" X 10" / 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
Q	80-9702 DETOUR	48" X 18"	
R	80-9701 DETOUR	48" X 18"	
S	80-9080 ROAD CLOSED *	48" X 30"	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
Y	80-9603 ROAD WORK AHEAD *	36" X 36"	
AM	31-1119 DO NOT ENTER *	30" X 30"	
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"	
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"	
AR	W20-2 DETOUR AHEAD *	36" X 36"	



SPLICE VAULT 1704-03 (HAMILTON STREET) ALTERNATE DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIOAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEET MDC-12.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

HAMILTON STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

HAMILTON STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 03-Apr-24

DESIGNER/DRAFTER: NCH
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\1704-DTR-V03-ALT_2D

SIGNATURE/ BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

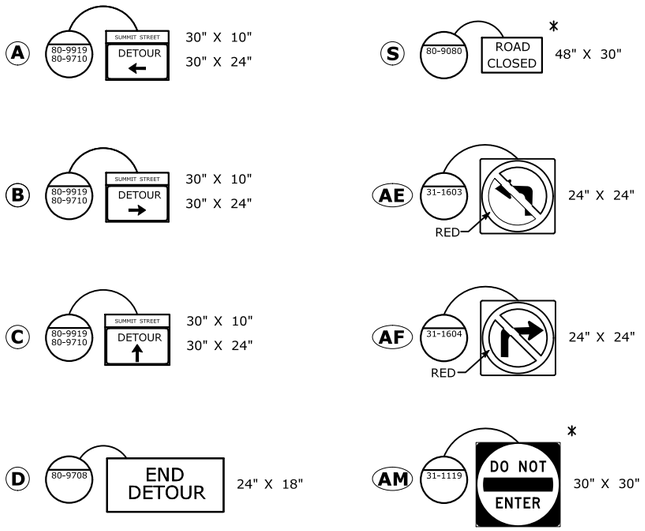
PROJECT NO. 1704

DRAWING NO. DTR-V03A

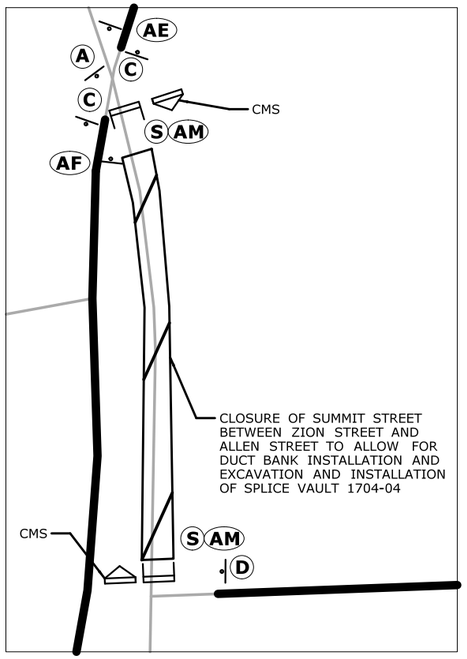
DRAWING TITLE: ALTERNATE DETOUR PLAN SPLICE VAULT 1704-03

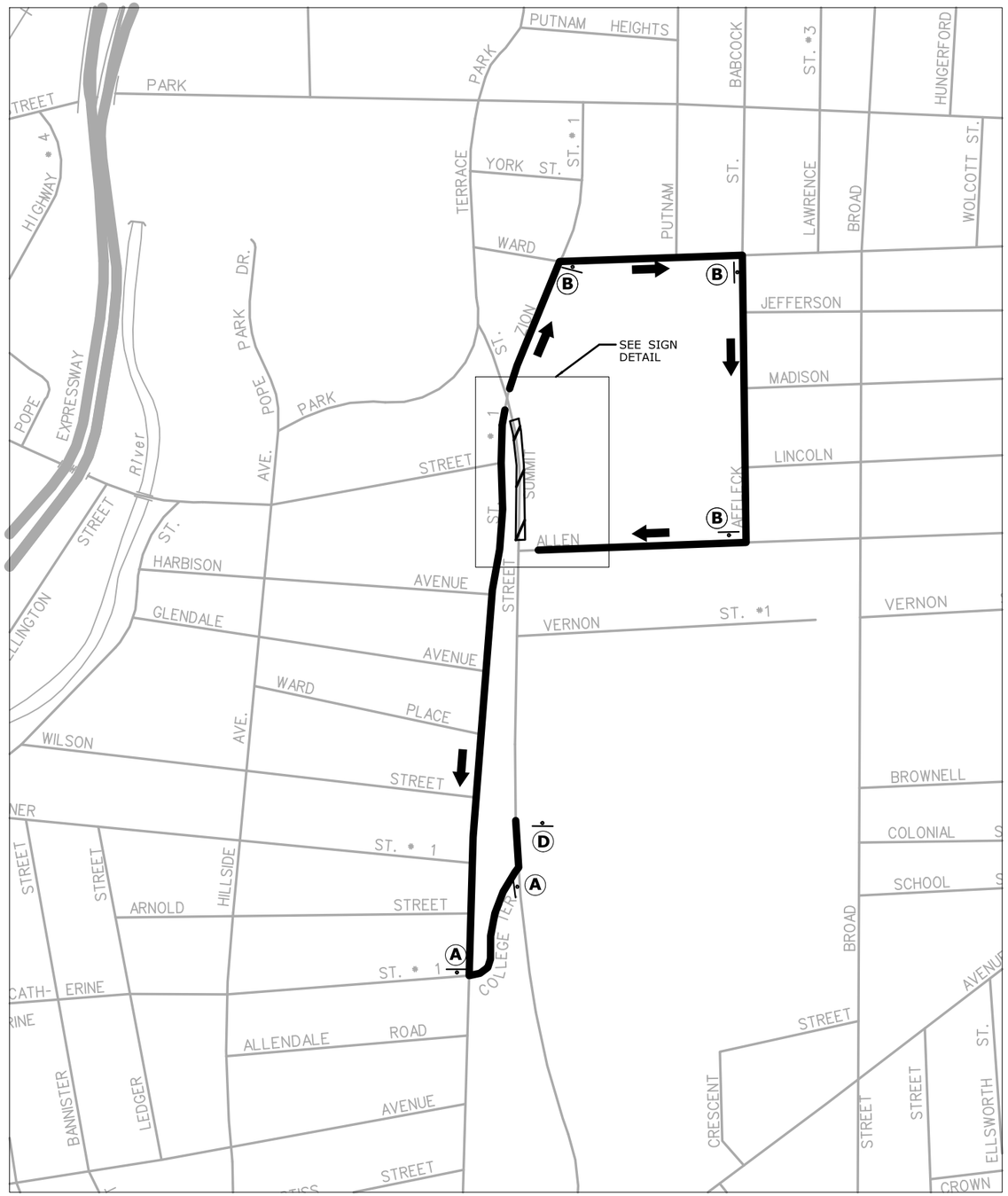
SHEET NO.

SIGN SUMMARY



SIGN DETAIL





SPLICE VAULT 1704-V04 (SUMMIT STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

SUMMIT STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

SUMMIT STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 03-Apr-24

DESIGNER/DRAFTER: NCH
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-V04_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN SPLICE VAULT 1704-04

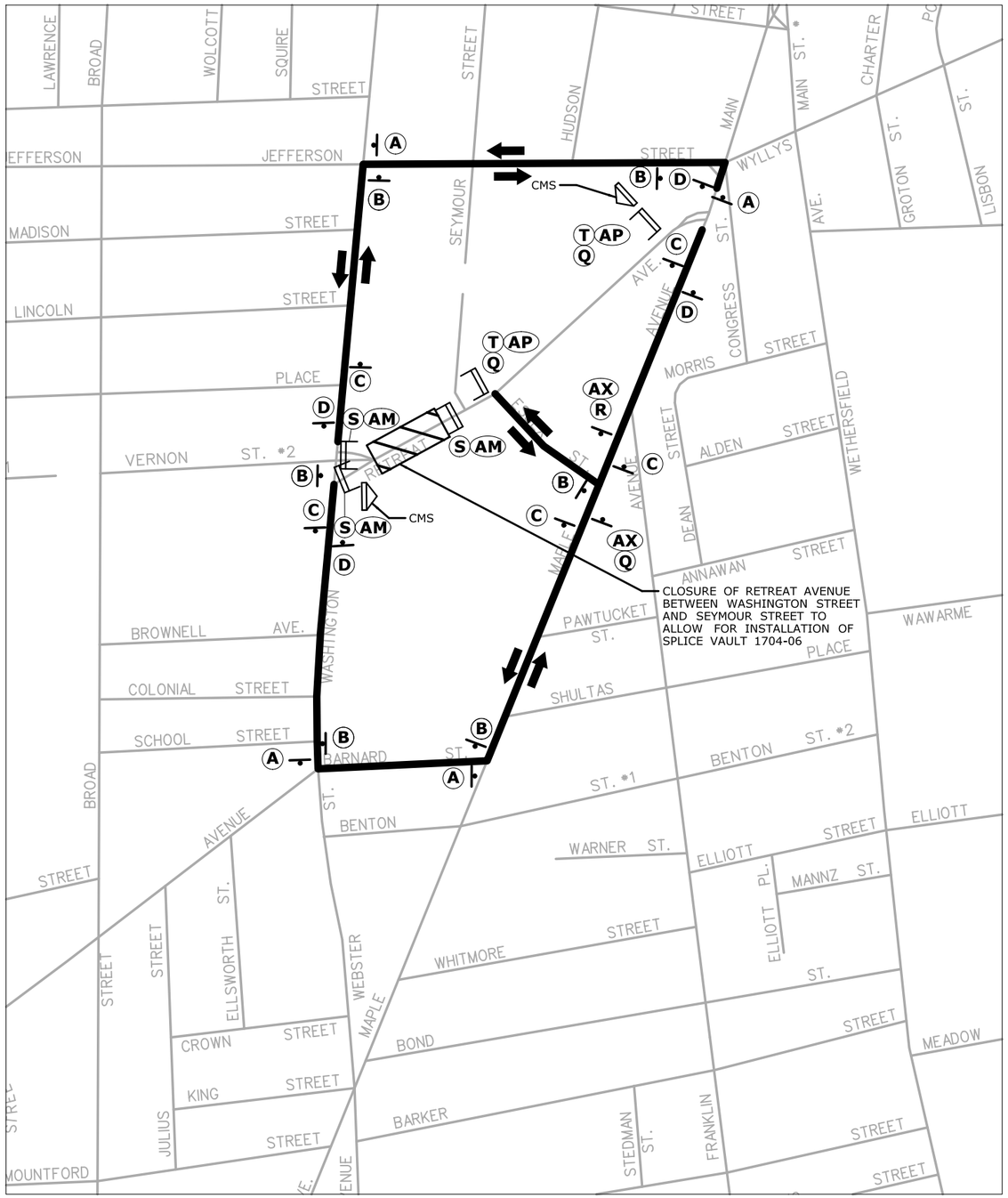
PROJECT NO. 1704

DRAWING NO. DTR-V04

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 RETREAT AVENUE DETOUR ←	30" X 10" / 30" X 24"	
B	80-9919 / 80-9710 RETREAT AVENUE DETOUR →	30" X 10" / 30" X 24"	
C	80-9919 / 80-9710 RETREAT AVENUE DETOUR ↑	30" X 10" / 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
Q	80-9702 DETOUR ←	48" X 18"	
R	80-9701 DETOUR →	48" X 18"	
S	80-9080 ROAD CLOSED *	48" X 30"	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
AM	31-1119 DO NOT ENTER *	30" X 30"	
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"	
AX	51-6788 H	24" X 24"	



SPLICE VAULT 1704-06 (RETREAT AVENUE) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. COORDINATE WITH CT TRANSIT REGARDING TEMPORARY BUS STOP RELOCATIONS.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

RETREAT AVENUE TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

RETREAT AVENUE CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 20-Mar-24

DESIGNER/DRAFTER: NCH
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-V06_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN SPLICE VAULT 1704-06

PROJECT NO. 1704

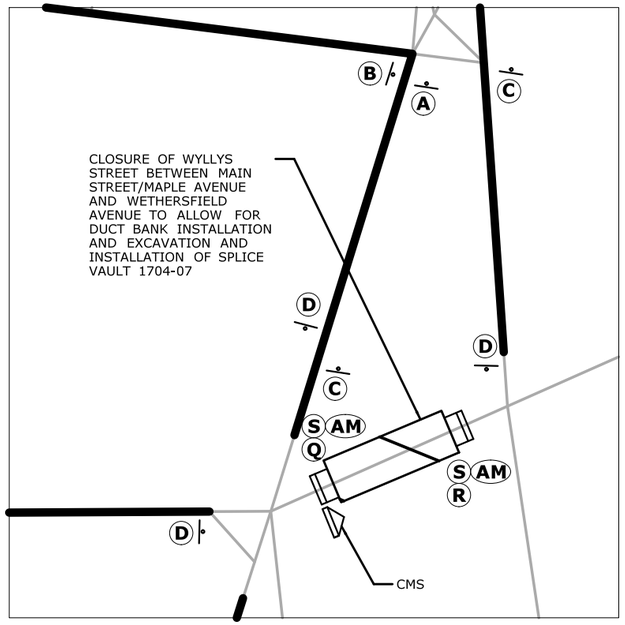
DRAWING NO. DTR-V06

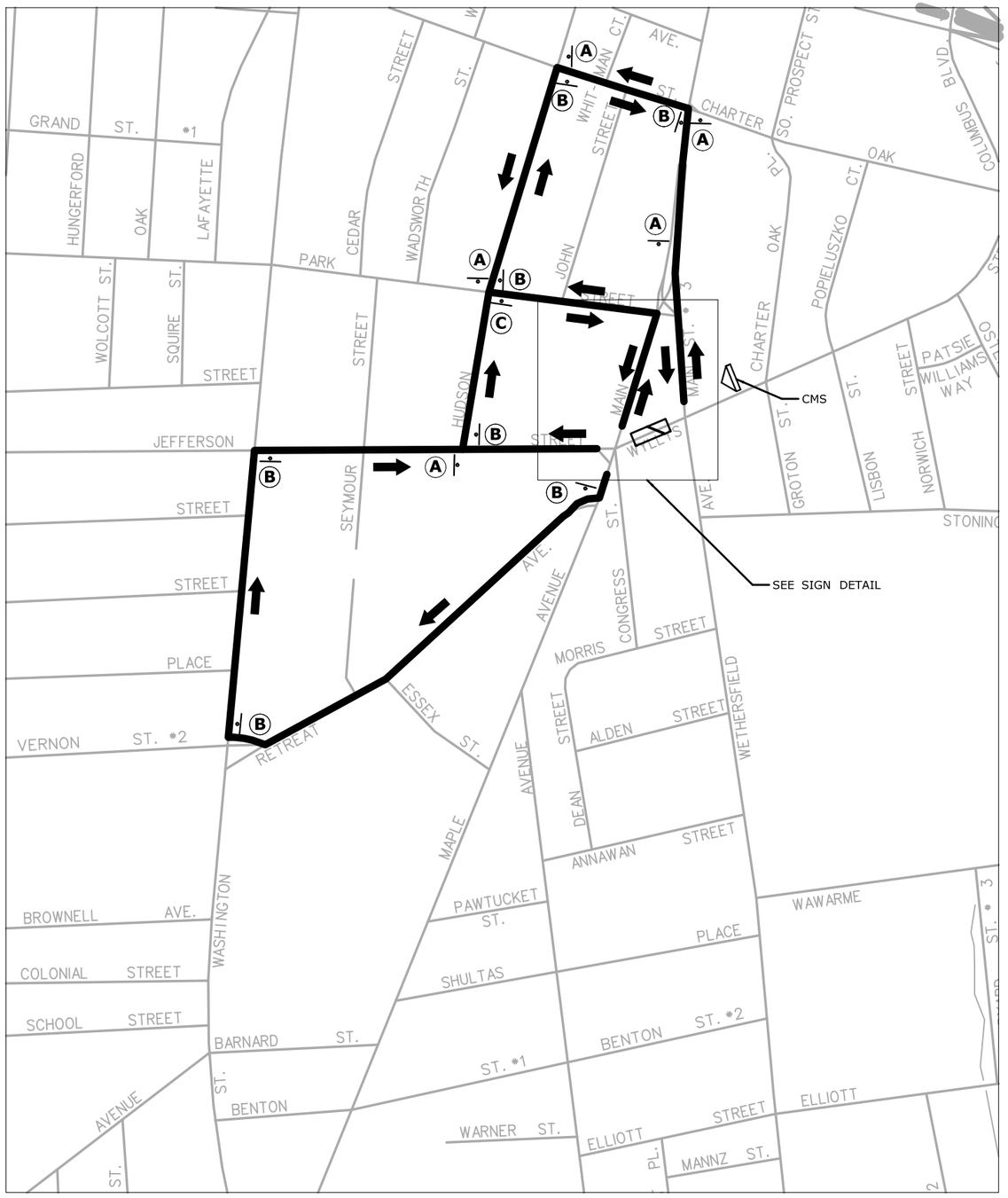
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 WYLLYS STREET DETOUR ←	30" X 10" 30" X 24"	
B	80-9919 / 80-9710 WYLLYS STREET DETOUR →	30" X 10" 30" X 24"	
C	80-9919 / 80-9710 WYLLYS STREET DETOUR ↑	30" X 10" 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
Q	80-9702 DETOUR ←	48" X 18"	
R	80-9701 DETOUR →	48" X 18"	
S	80-9080 ROAD CLOSED *	48" X 30"	
AM	31-1119 DO NOT ENTER *	30" X 30"	

SIGN DETAIL





SPLICE VAULT 1704-07 (WYLLYS STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEETS 1704-TMP-V07A THROUGH 1704-TMP-V07C.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

WYLLYS STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

WYLLYS STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 03-Apr-24

DESIGNER/DRAFTER: SWC

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-V07_2D

SIGNATURE/ BLOCK:

benesch

Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN SPLICE VAULT 1704-07

PROJECT NO. 1704

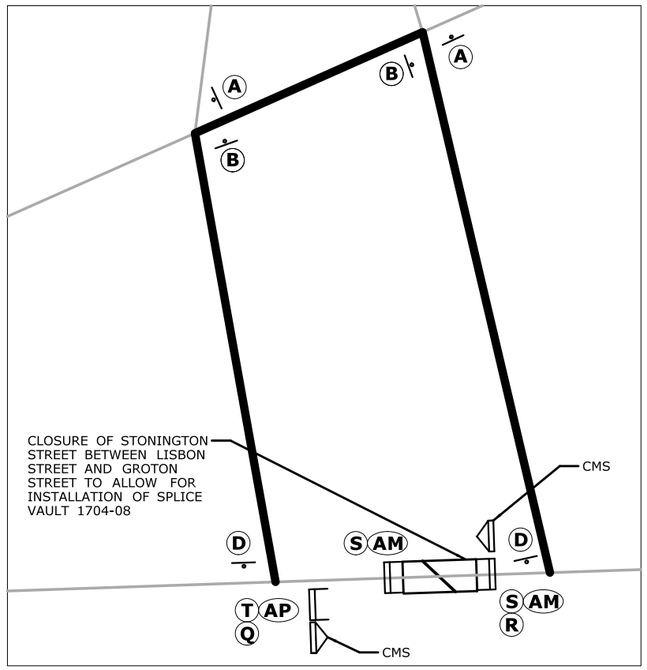
DRAWING NO. DTR-V07

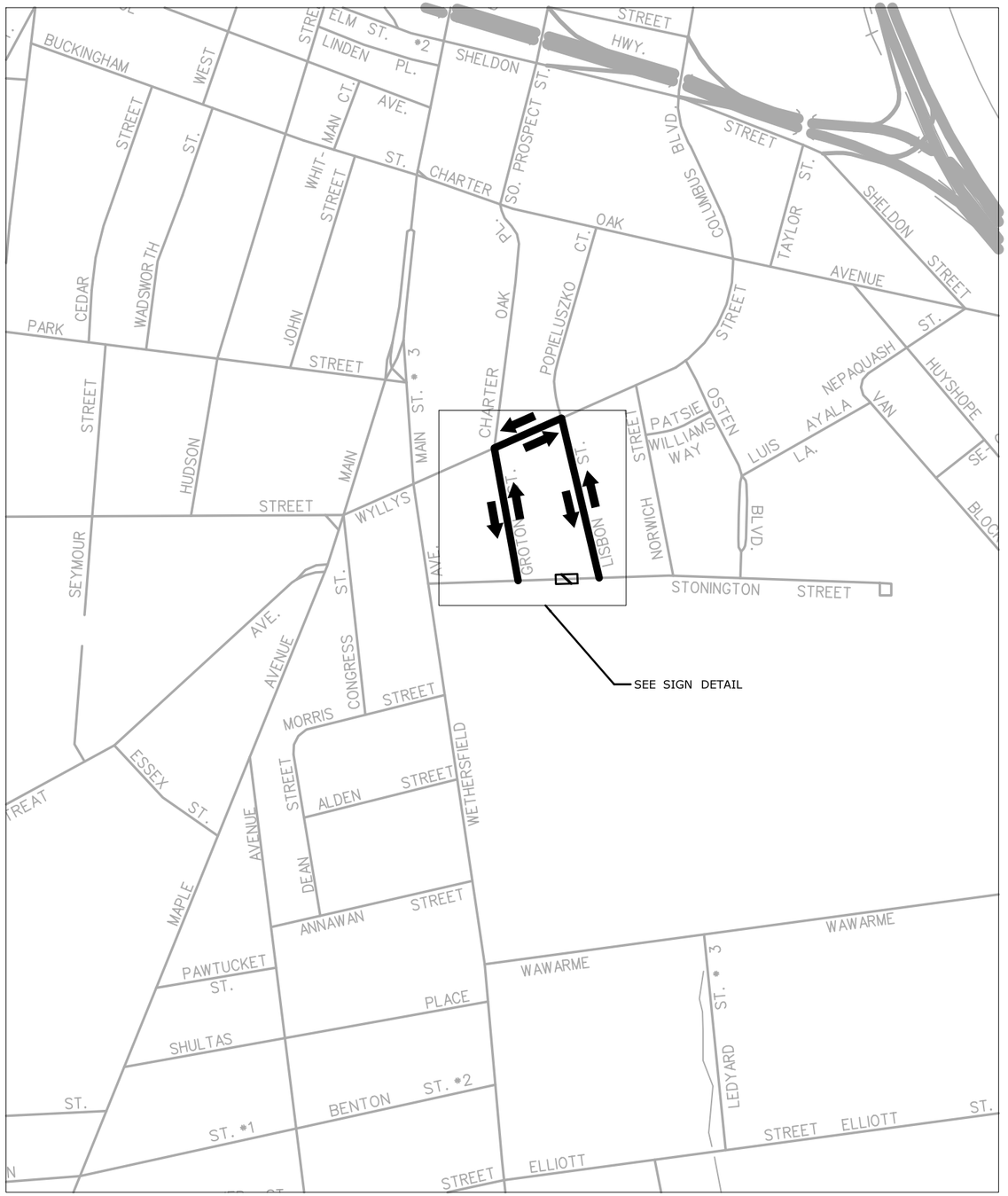
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 — STONINGTON ST / DETOUR ←	30" X 10" / 30" X 24"	
B	80-9919 / 80-9710 — STONINGTON ST / DETOUR →	30" X 10" / 30" X 24"	
D	80-9708 — END DETOUR	24" X 18"	
Q	80-9702 — DETOUR ←	48" X 18"	
R	80-9701 — DETOUR →	48" X 18"	
S	80-9080 — ROAD CLOSED *	48" X 30"	
T	80-9081 — ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
AM	31-1119 — DO NOT ENTER *	30" X 30"	
AP	31-1772 — LOCAL TRAFFIC ONLY *	30" X 24"	

SIGN DETAIL





SPLICE VAULT 1704-08 (STONINGTON STREET) DETOUR PLAN
N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DTOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

STONING-TON ST TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

STONING-TON ST CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 20-Mar-24

DESIGNER/DRAFTER: NCH
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-V08_2D

SIGNATURE/ BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

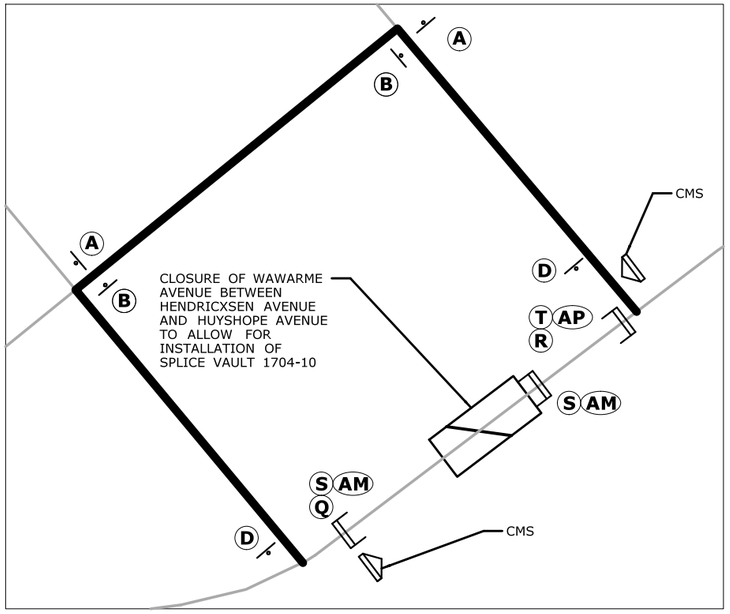
DRAWING TITLE: DETOUR PLAN SPLICE VAULT 1704-08

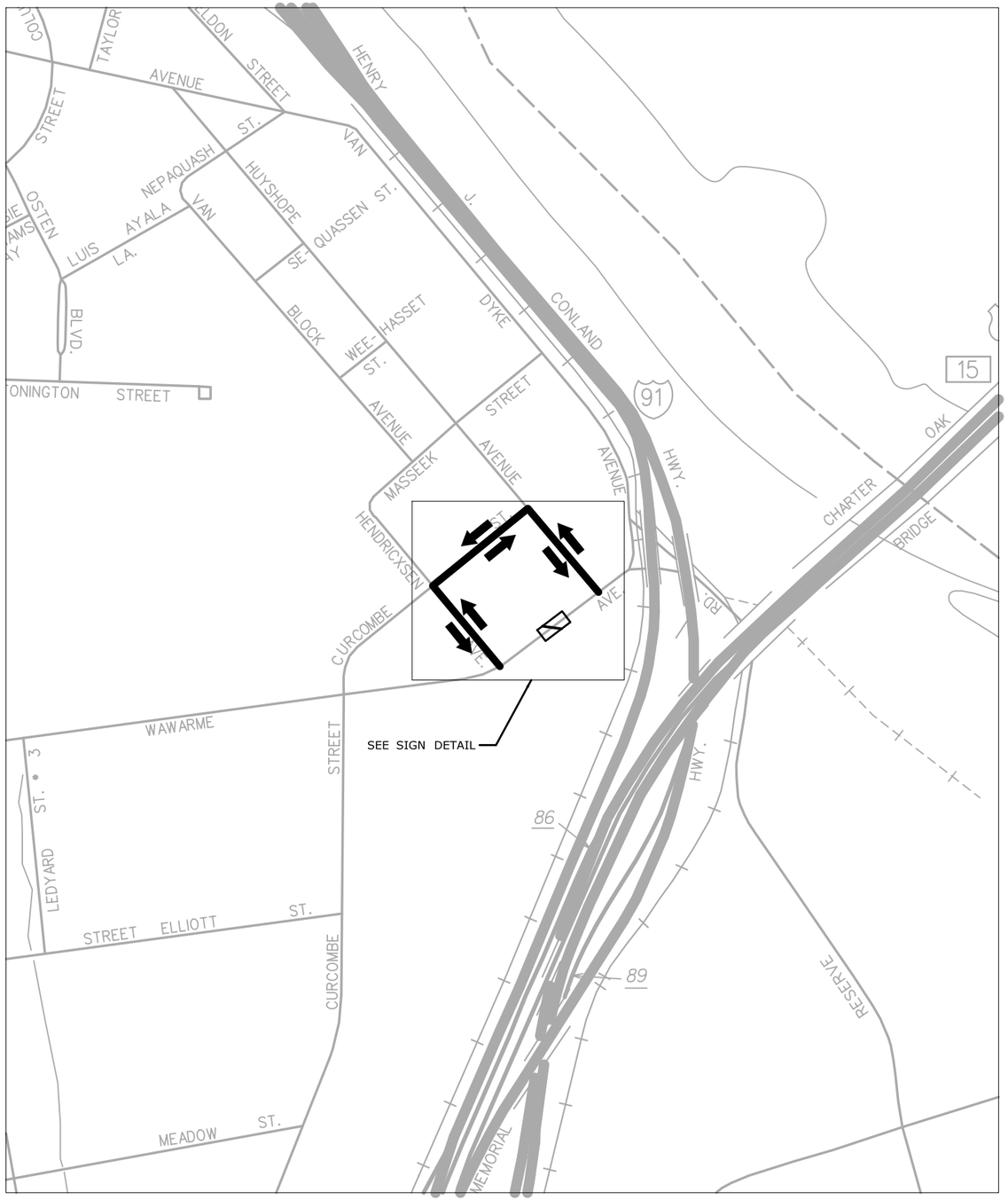
PROJECT NO. 1704
DRAWING NO. DTR-V08
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 WAWARME AVENUE DETOUR ←	30" X 10" 30" X 24"	S	80-9080 ROAD CLOSED *	48" X 30"
B	80-9919 / 80-9710 WAWARME AVENUE DETOUR →	30" X 10" 30" X 24"	T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"
D	80-9708 END DETOUR	24" X 18"	AM	31-1119 DO NOT ENTER *	30" X 30"
Q	80-9702 DETOUR ←	48" X 18"	AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"
R	80-9701 DETOUR →	48" X 18"			

SIGN DETAIL





SPLICE VAULT 1704-10 (WAWARME AVENUE) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT THE LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. COORDINATE WITH CTtransit REGARDING TEMPORARY BUS STOP RELOCATIONS.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

WAWARME AVENUE TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

WAWARME AVENUE CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 20-Mar-24

DESIGNER/DRAFTER: NCH
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1704-DTR-V09_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1704

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN SPLICE VAULT 1704-10

PROJECT NO. 1704

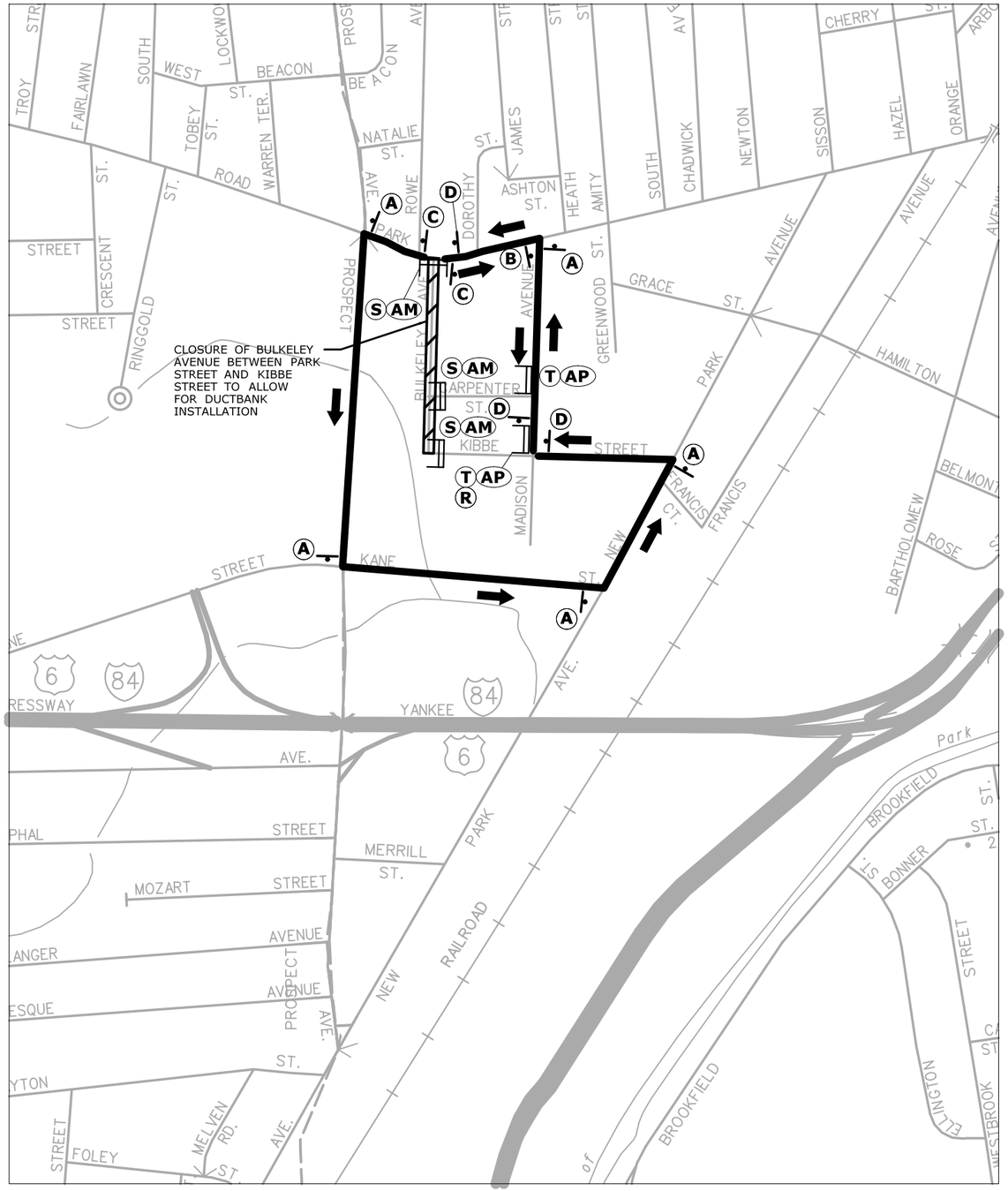
DRAWING NO. DTR-V10

SHEET NO.

LINE 1722

SIGN SUMMARY

A	80-9919 / 80-9710 BULKELEY STREET DETOUR ←	30" X 10" / 30" X 24"
B	80-9919 / 80-9710 BULKELEY STREET DETOUR →	30" X 10" / 30" X 24"
C	80-9919 / 80-9710 BULKELEY STREET DETOUR ↑	30" X 10" / 30" X 24"
D	80-9708 END DETOUR	24" X 18"
R	80-9701 DETOUR →	48" X 18"
S	80-9080 ROAD CLOSED	48" X 30" *
T	80-9081 ROAD CLOSED TO THRU TRAFFIC	60" X 30" *
AM	31-1119 DO NOT ENTER	30" X 30" *
AP	31-1772 LOCAL TRAFFIC ONLY	30" X 24" *



DUCT BANK 1722 (BULKELEY AVENUE) DETOUR PLAN
N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 20-Mar-24

DESIGNER/DRAFTER: CWG
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-01.2D

SIGNATURE/BLOCK:
benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1722

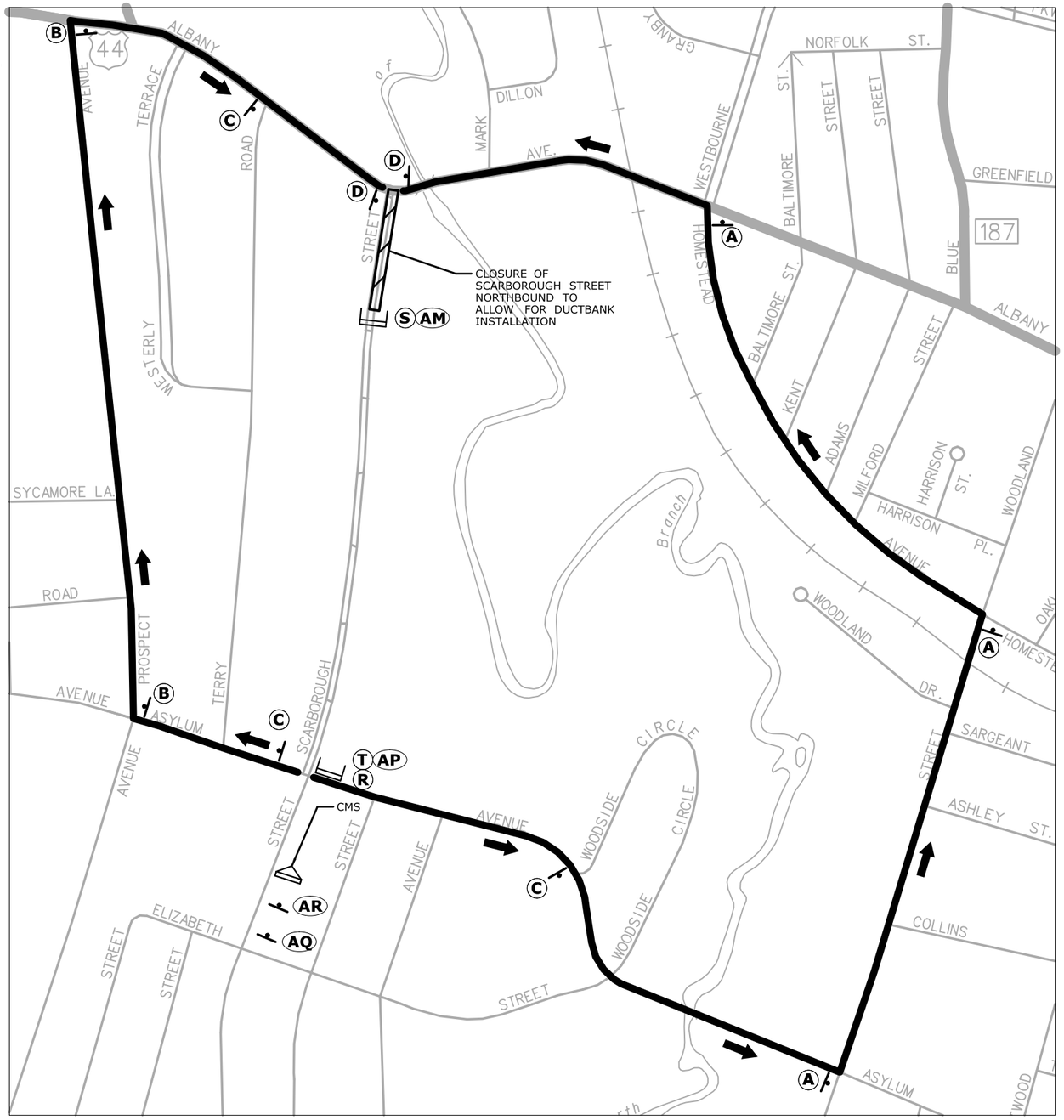
CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN BULKELEY AVENUE

PROJECT NO. 1722
DRAWING NO. DTR-01
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 SCARBOROUGH ST DETOUR ←	30" X 10" / 30" X 24"	
B	80-9919 / 80-9710 SCARBOROUGH ST DETOUR →	30" X 10" / 30" X 24"	
C	80-9919 / 80-9710 SCARBOROUGH ST DETOUR ↑	30" X 10" / 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
R	80-9701 DETOUR →	48" X 18"	
S	80-9080 ROAD CLOSED	48" X 30"	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC	60" X 30"	
AM	31-1119 DO NOT ENTER	30" X 30"	
AP	31-1772 LOCAL TRAFFIC ONLY	30" X 24"	
AQ	80-3014 ROAD CLOSED AHEAD	36" X 36"	
AR	W20-2 DETOUR AHEAD	36" X 36"	



DUCT BANK 1722 (SCARBOROUGH STREET NORTHBOUND) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

SCARBORO STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

SCARBORO STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-02_2D

SIGNATURE/BLOCK:

benesch

Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE:

EVERSOURCE TRANSMISSION LINE 1722

CITY: **HARTFORD**

DRAWING TITLE: **DETOUR PLAN SCARBOROUGH STREET**

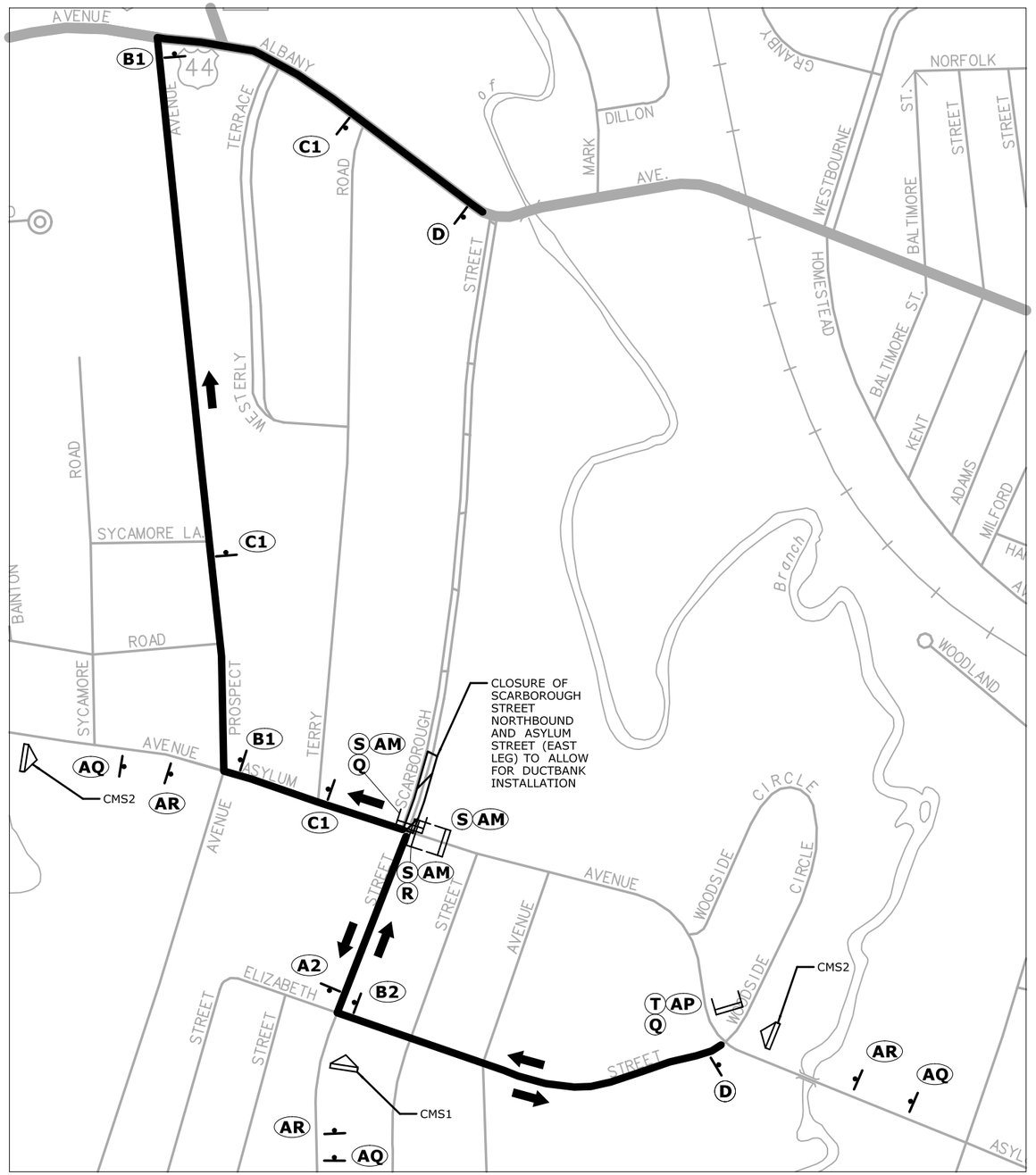
PROJECT NO. **1722**

DRAWING NO. **DTR-02**

SHEET NO.

SIGN SUMMARY

B1	80-9919 / 80-9710 — SCARBOROUGH ST — DETOUR →	30" X 10" / 30" X 24"
A2	80-9919 / 80-9710 — ASYLUM AVENUE — DETOUR ←	30" X 10" / 30" X 24"
C1	80-9919 / 80-9710 — SCARBOROUGH ST — DETOUR ↑	30" X 10" / 30" X 24"
B2	80-9919 / 80-9710 — ASYLUM AVENUE — DETOUR →	30" X 10" / 30" X 24"
D	80-9708 — END DETOUR	24" X 18"
AQ	80-3014 — ROAD CLOSED AHEAD *	36" X 36"
Q	80-9702 — DETOUR ←	48" X 18"
AR	W20-2 — DETOUR AHEAD *	36" X 36"
R	80-9701 — DETOUR →	48" X 18"
S	80-9080 — ROAD CLOSED *	48" X 30"
T	80-9081 — ROAD CLOSED TO THRU TRAFFIC *	60" X 30"
AM	31-1119 — DO NOT ENTER *	30" X 30"
AP	31-1772 — LOCAL TRAFFIC ONLY *	30" X 24"



DUCT BANK 1722 (SCARBOROUGH STREET NORTHBOUND & ASYLUM STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. COORDINATE WITH CTtransit REGARDING TEMPORARY BUS STOP RELOCATIONS.
14. THIS PLAN TO BE RUN CONCURRENT WITH SHEET MDC-A5.

CHANGEABLE MESSAGE SIGN 1:

PRIOR TO CONSTRUCTION
MESSAGE 1

SCARBORO STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION
MESSAGE 2

SCARBORO STREET CLOSED	FOLLOW DETOUR

CHANGEABLE MESSAGE SIGN 2:

PRIOR TO CONSTRUCTION
MESSAGE 1

ASYLUM AVENUE TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION
MESSAGE 2

ASYLUM AVENUE CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-03_2D

SIGNATURE/BLOCK:
benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1722

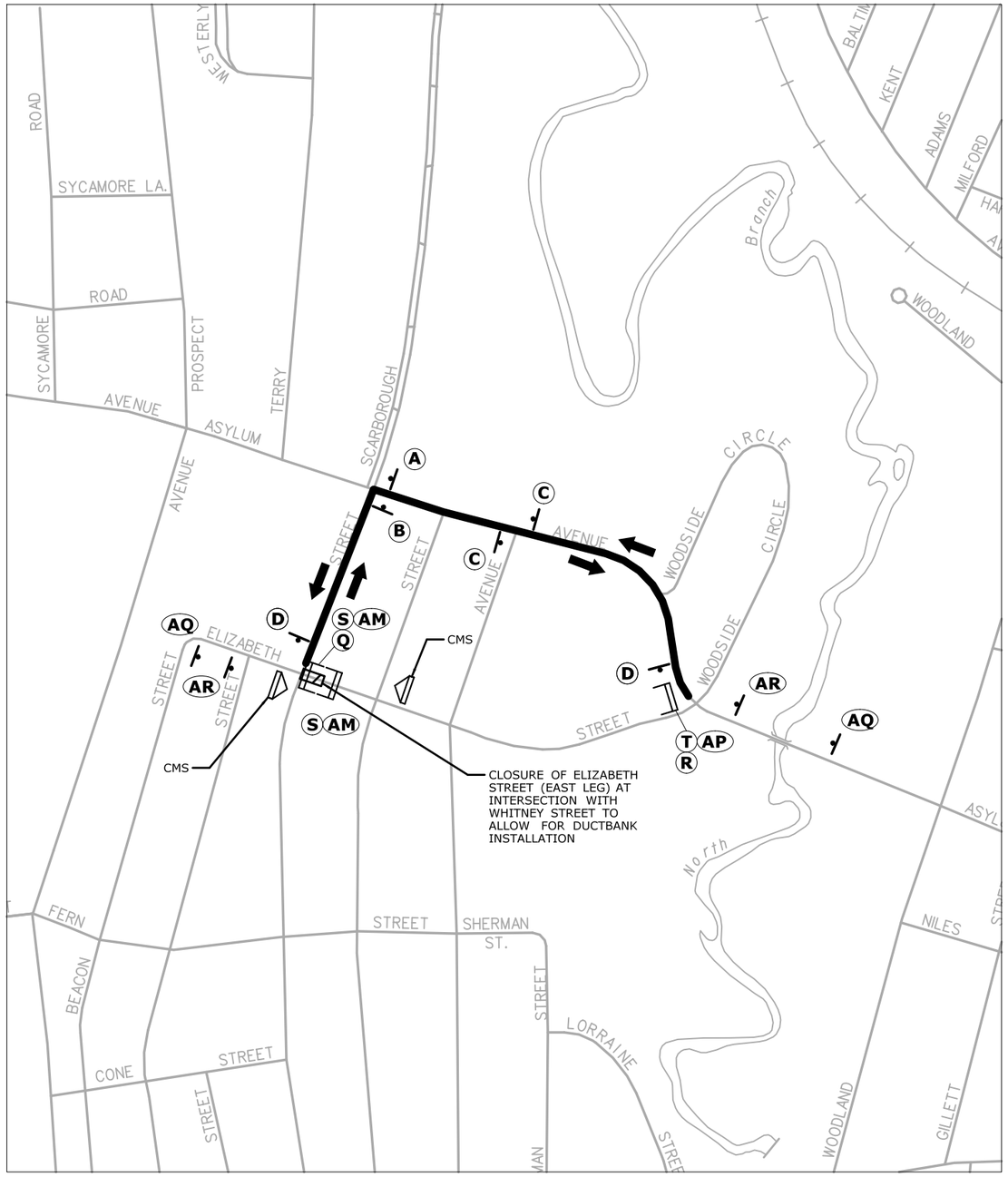
CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN SCARBOROUGH STREET

PROJECT NO. 1722
DRAWING NO. DTR-03
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 ELIZABETH STREET DETOUR ←	30" X 10" / 30" X 24"
B	80-9919 / 80-9710 ELIZABETH STREET DETOUR →	30" X 10" / 30" X 24"
C	80-9919 / 80-9710 ELIZABETH STREET DETOUR ↑	30" X 10" / 30" X 24"
D	80-9708 END DETOUR	24" X 18"
Q	80-9702 ← DETOUR	48" X 18"
R	80-9701 DETOUR →	48" X 18"
S	80-9080 ROAD CLOSED *	48" X 30"
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"
AM	31-1119 DO NOT ENTER *	30" X 30"
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"
AR	W20-2 DETOUR AHEAD *	36" X 36"



DUCT BANK 1722 (ELIZABETH STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. COORDINATE WITH CTtransit REGARDING TEMPORARY BUS STOP RELOCATIONS.
14. THIS PLAN TO BE RUN CONCURRENT WITH SHEET MDC-A5.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

ELIZABET STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

ELIZABET STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-04_2D

SIGNATURE/BLOCK:

benesch

Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1722

CITY: HARTFORD

PROJECT NO. 1722

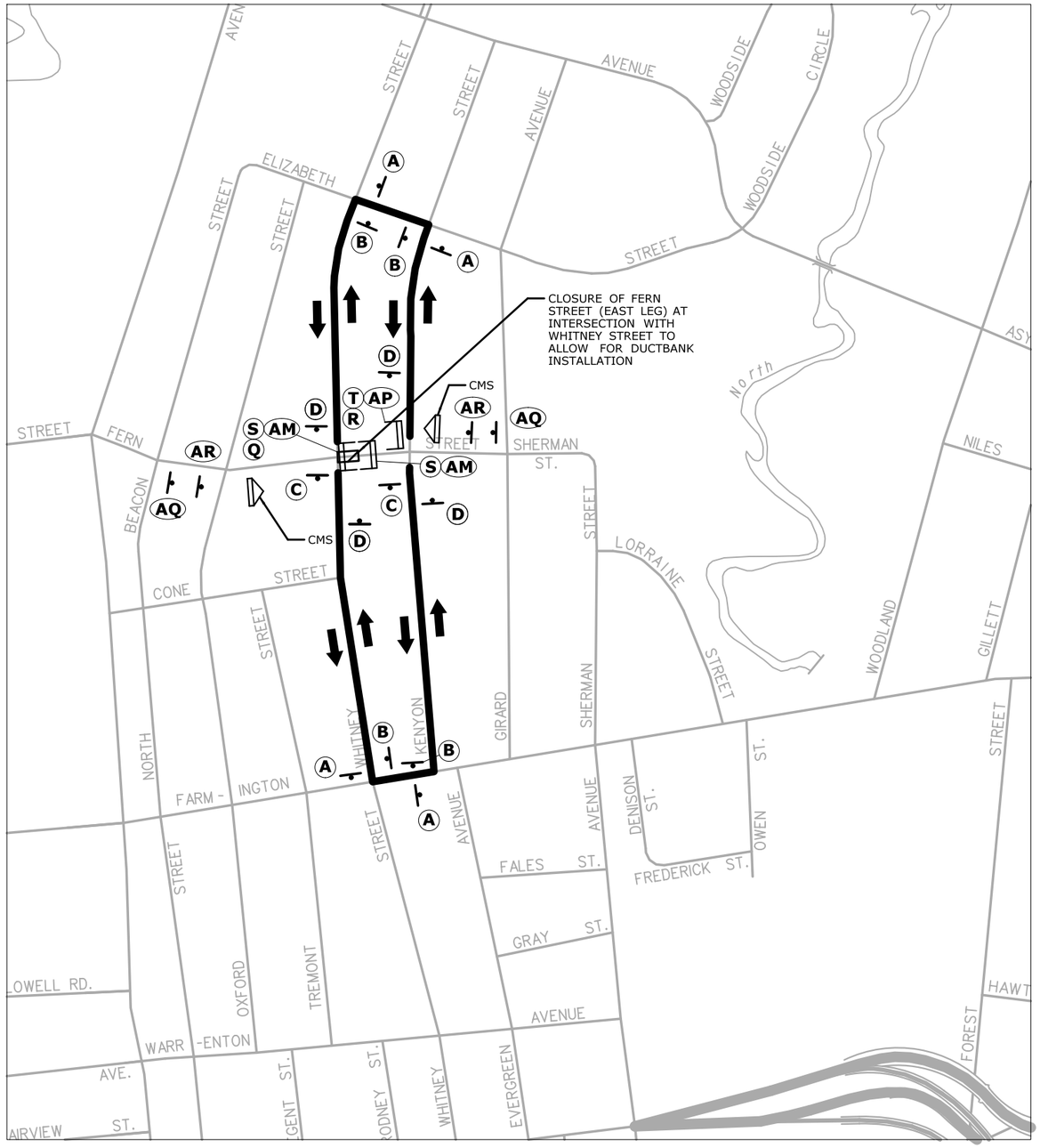
DRAWING NO. DTR-04

DRAWING TITLE: DETOUR PLAN ELIZABETH STREET

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 FERN STREET DETOUR	30" X 10" 30" X 24"	
B	80-9919 / 80-9710 FERN STREET DETOUR	30" X 10" 30" X 24"	
C	80-9919 / 80-9710 FERN STREET DETOUR	30" X 10" 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
Q	80-9702 DETOUR	48" X 18"	
R	80-9701 DETOUR	48" X 18"	
S	80-9080 ROAD CLOSED *	48" X 30"	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
AM	31-1119 DO NOT ENTER *	30" X 30"	
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"	
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"	
AR	W20-2 DETOUR AHEAD *	36" X 36"	



DUCT BANK 1722 (FERN STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEET MDC-A5.
14. CONTRACTOR TO COORDINATE WITH THE CITY OF HARTFORD DPW FARMINGTON AVENUE STREETSCAPE IMPROVEMENTS PROJECT PRIOR TO IMPLEMENTATION OF THIS DETOUR.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

FERN ST TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

FERN ST CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

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Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-05_2D

SIGNATURE/BLOCK:

benesch

Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1722

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN FERN STREET

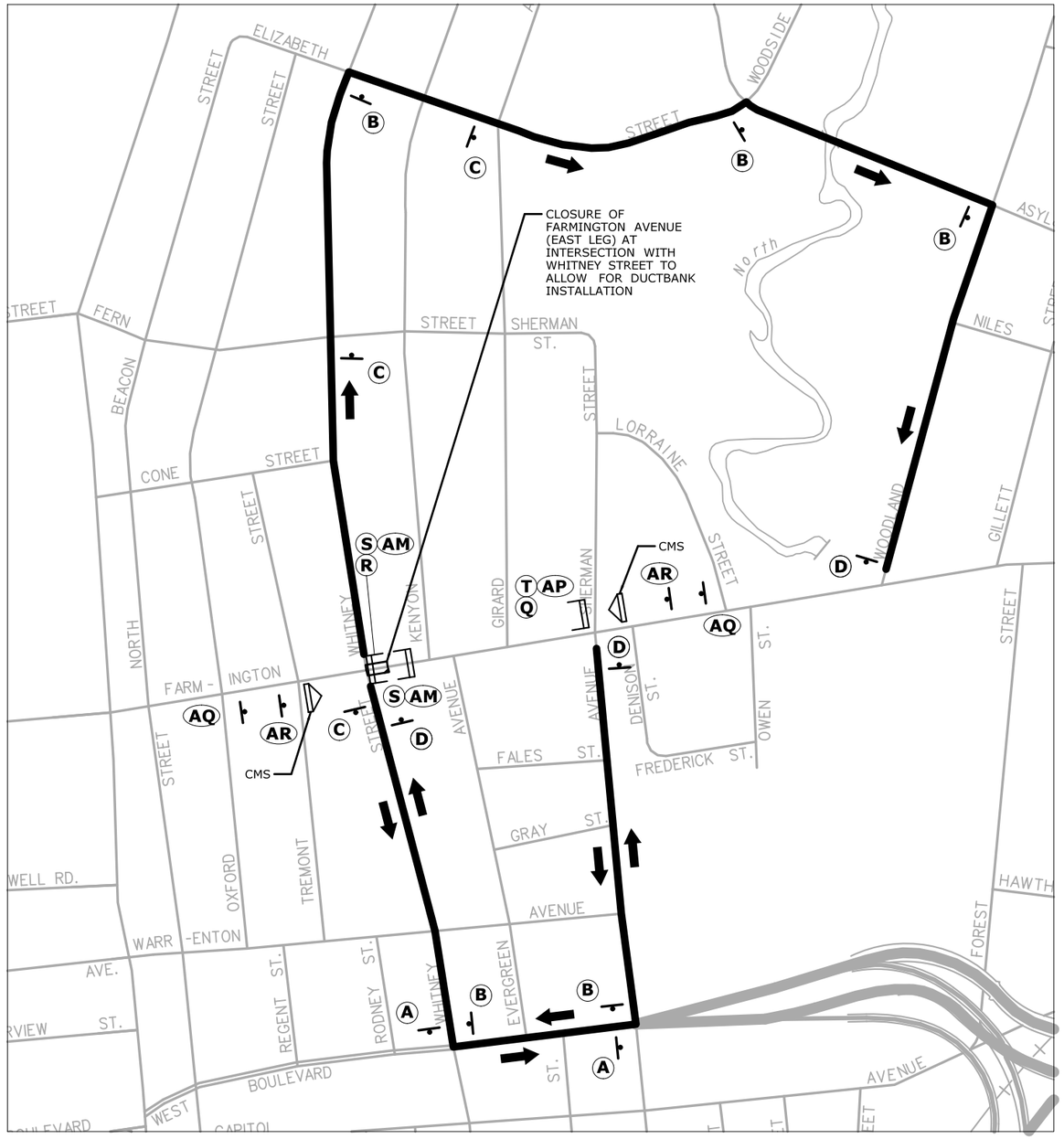
PROJECT NO. 1722

DRAWING NO. DTR-05

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 FARMINGTON AVE DETOUR ←	30" X 10" / 30" X 24"
B	80-9919 / 80-9710 FARMINGTON AVE DETOUR →	30" X 10" / 30" X 24"
C	80-9919 / 80-9710 FARMINGTON AVE DETOUR ↑	30" X 10" / 30" X 24"
D	80-9708 END DETOUR	24" X 18"
Q	80-9702 ← DETOUR	48" X 18"
R	80-9701 DETOUR →	48" X 18"
S	80-9080 ROAD CLOSED *	48" X 30"
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"
AM	31-1119 DO NOT ENTER *	30" X 30"
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"
AR	W20-2 DETOUR AHEAD *	36" X 36"



DUCT BANK 1722 (FARMINGTON AVENUE) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
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7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
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12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. COORDINATE WITH CTtransit REGARDING TEMPORARY BUS STOP RELOCATIONS.
14. THIS PLAN TO BE RUN CONCURRENT WITH SHEET MDC-A5.
15. CONTRACTOR TO COORDINATE WITH THE CITY OF HARTFORD DPW FARMINGTON AVENUE STREETSCAPE IMPROVEMENTS PROJECT PRIOR TO IMPLEMENTATION OF THIS DETOUR.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

FARMING-TON AVE TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

FARMING-TON AVE CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-06.2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1722

CITY: HARTFORD

PROJECT NO. 1722

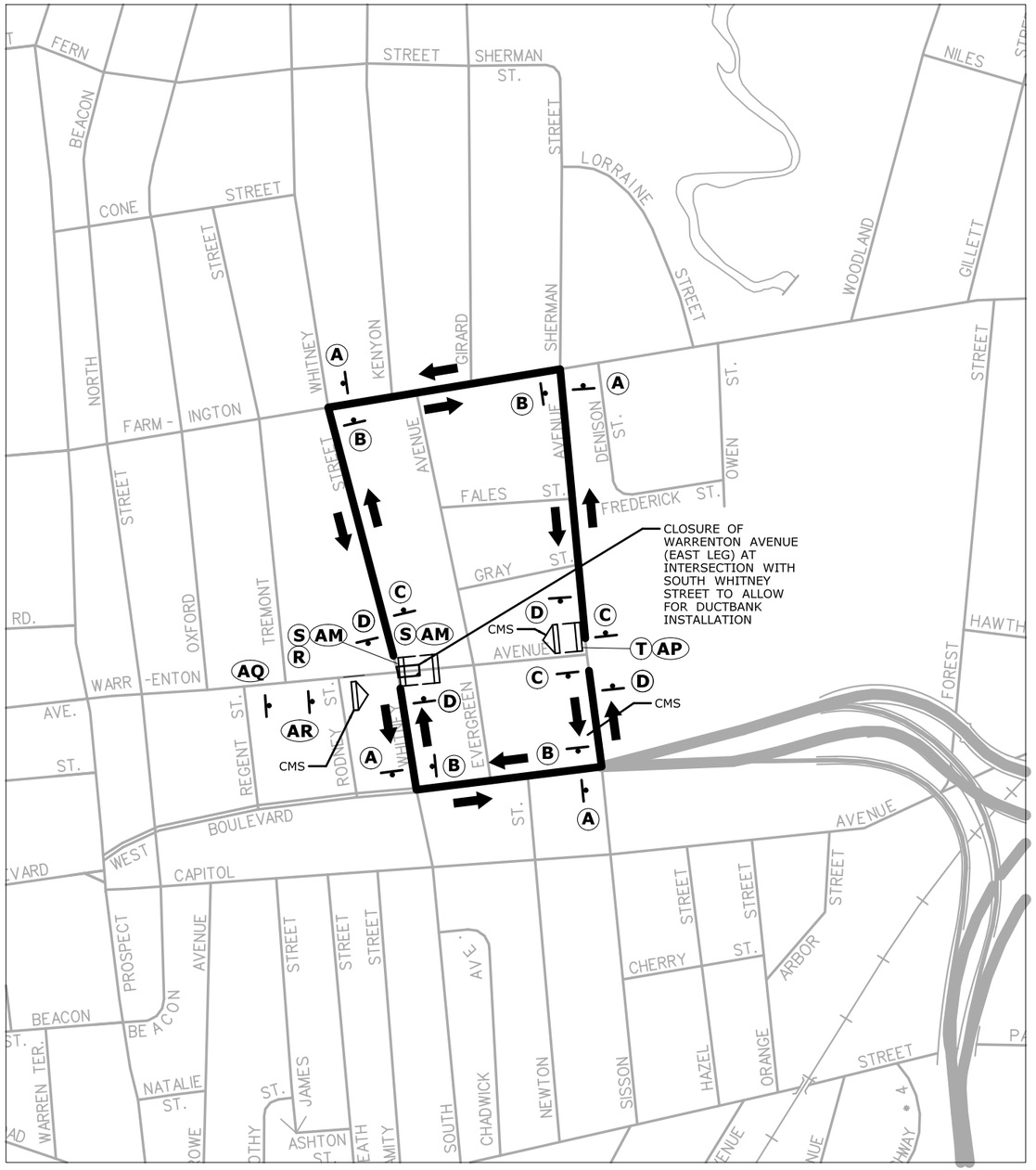
DRAWING NO. DTR-06

DRAWING TITLE: DETOUR PLAN FARMINGTON AVENUE

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 WARRENTON AVE DETOUR ←	30" X 10" / 30" X 24"	
B	80-9919 / 80-9710 WARRENTON AVE DETOUR →	30" X 10" / 30" X 24"	
C	80-9919 / 80-9710 WARRENTON AVE DETOUR ↑	30" X 10" / 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
R	80-9701 DETOUR →	48" X 18"	
S	80-9080 ROAD CLOSED	48" X 30"	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
AM	31-1119 DO NOT ENTER *	30" X 30"	
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"	
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"	
AR	W20-2 DETOUR AHEAD *	36" X 36"	



DUCT BANK 1722 (WARRENTON AVENUE) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
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7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
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13. THIS PLAN TO BE RUN CONCURRENT WITH SHEET MDC-A5.
14. CONTRACTOR TO COORDINATE WITH THE CITY OF HARTFORD DPW FARMINGTON AVENUE STREETSCAPE IMPROVEMENTS PROJECT PRIOR TO IMPLEMENTATION OF THIS DETOUR.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

WARREN-TON AVE TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

WARREN-TON AVE CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-07.2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1722

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN WARRENTON AVENUE

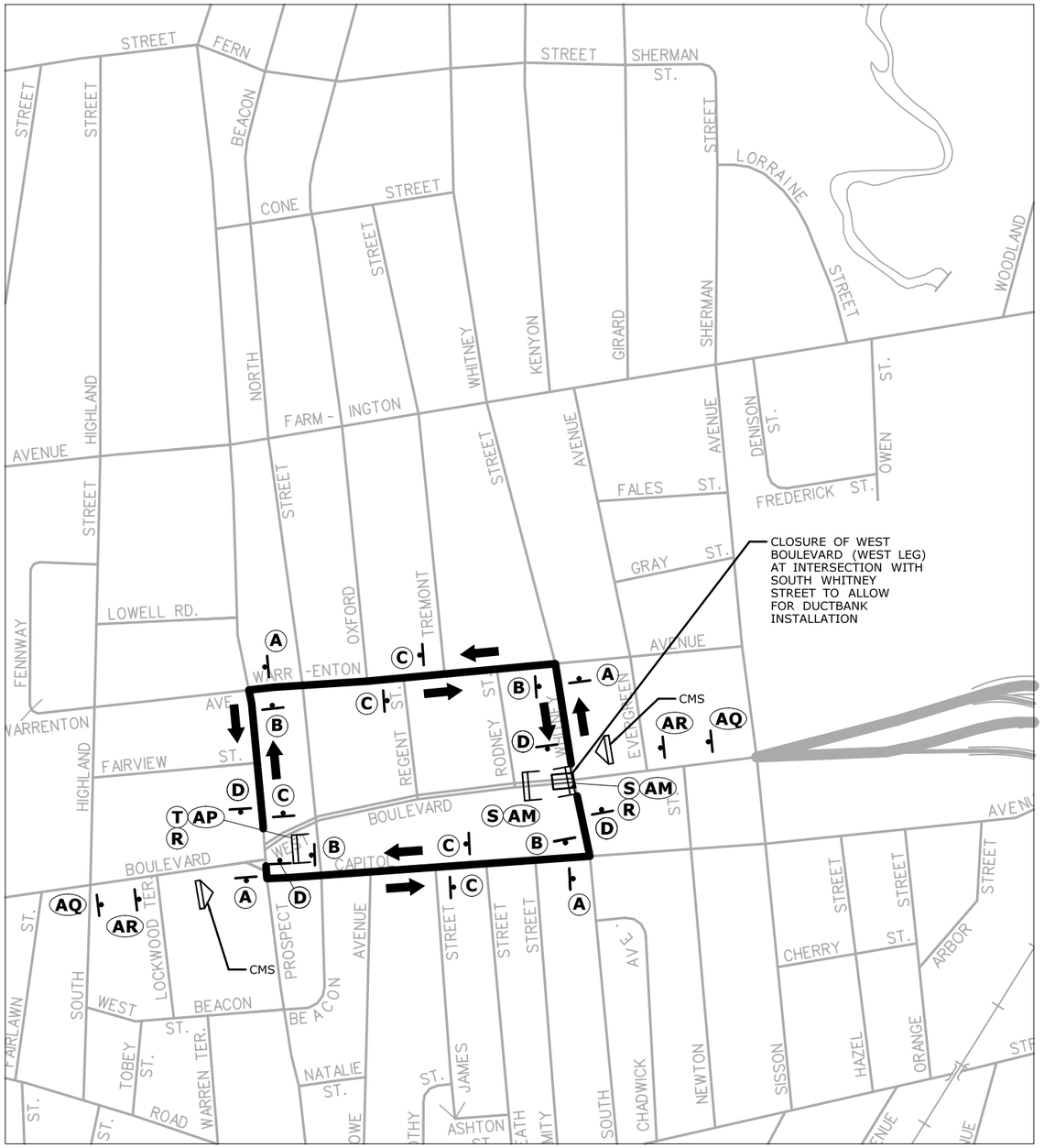
PROJECT NO. 1722

DRAWING NO. DTR-07

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 — WEST BOULEVARD / DETOUR ←	30" X 10" / 30" X 24"
B	80-9919 / 80-9710 — WEST BOULEVARD / DETOUR →	30" X 10" / 30" X 24"
C	80-9919 / 80-9710 — WEST BOULEVARD / DETOUR ↑	30" X 10" / 30" X 24"
D	80-9708 — END DETOUR	24" X 18"
R	80-9701 — DETOUR →	48" X 18"
S	80-9080 — ROAD CLOSED	48" X 30" *
T	80-9081 — ROAD CLOSED TO THRU TRAFFIC *	60" X 30"
AM	31-1119 — DO NOT ENTER *	30" X 30"
AP	31-1772 — LOCAL TRAFFIC ONLY *	30" X 24"
AQ	80-3014 — ROAD CLOSED AHEAD *	36" X 36"
AR	W20-2 — DETOUR AHEAD *	36" X 36"



DUCT BANK 1722 (WEST BOULEVARD) DETOUR PLAN
N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
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6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEET MDC-A5.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

WEST BLVD TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

WEST BLVD CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-08_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1722

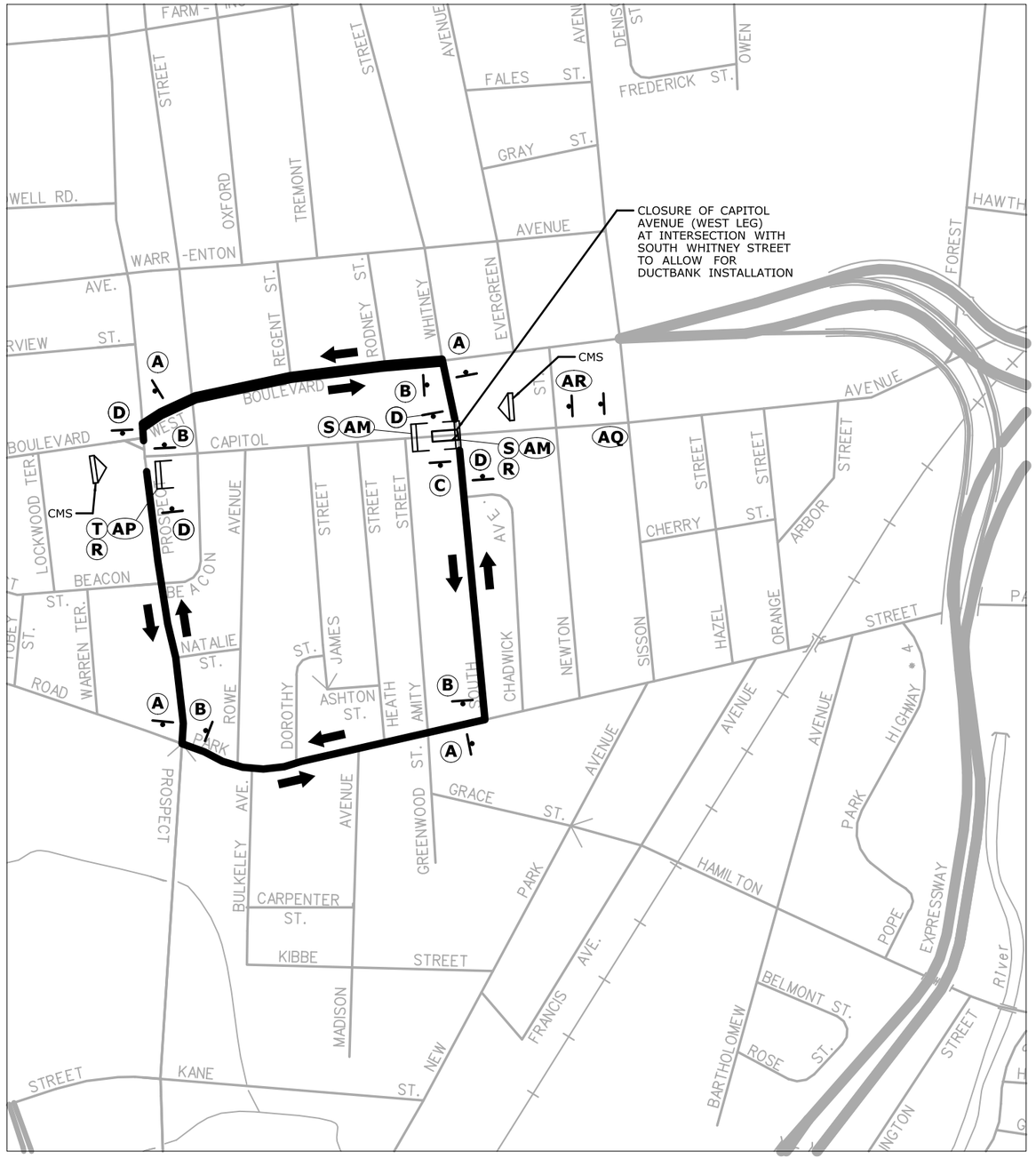
CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN WEST BOULEVARD

PROJECT NO. 1722
DRAWING NO. DTR-08
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 CAPITOL AVE DETOUR ←	30" X 10" 30" X 24"	
B	80-9919 / 80-9710 CAPITOL AVE DETOUR →	30" X 10" 30" X 24"	
C	80-9919 / 80-9710 CAPITOL AVE DETOUR ↑	30" X 10" 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
R	80-9701 DETOUR →	48" X 18"	
S	80-9080 ROAD CLOSED *	48" X 30"	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
AM	31-1119 DO NOT ENTER *	30" X 30"	
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"	
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"	
AR	W20-2 DETOUR AHEAD *	36" X 36"	



DUCT BANK 1722 (CAPITOL AVENUE) DETOUR PLAN
N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. COORDINATE WITH CTtransit REGARDING TEMPORARY BUS STOP RELOCATIONS.
14. THIS PLAN TO BE RUN CONCURRENT WITH SHEET MDC-A5.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION
MESSAGE 1

CAPITOL AVENUE TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION
MESSAGE 2

CAPITOL AVENUE CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-09_2D

SIGNATURE/BLOCK:
benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

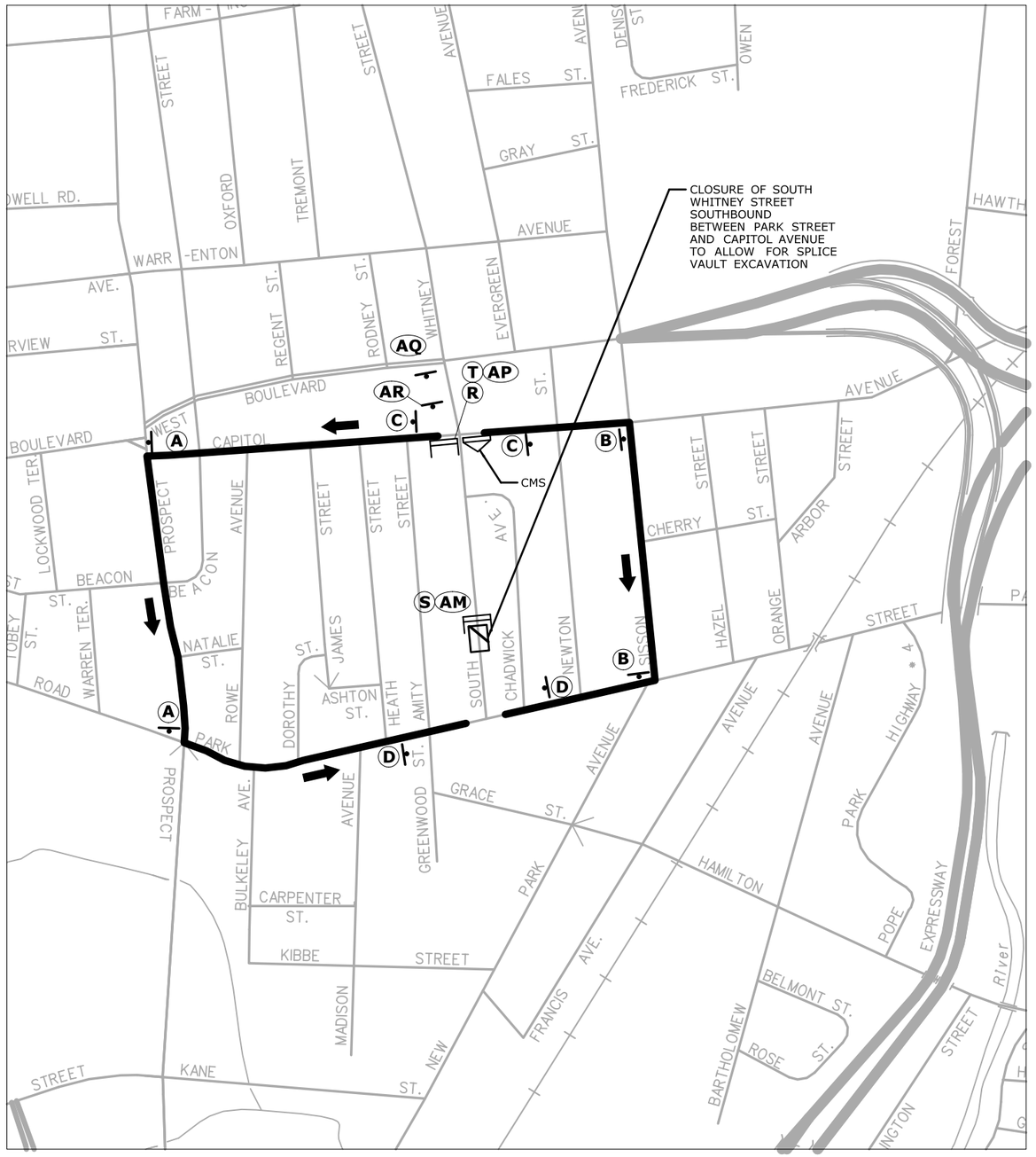
PROJECT TITLE:
EVERSOURCE TRANSMISSION LINE 1722

CITY: **HARTFORD**
DRAWING TITLE: **DETOUR PLAN CAPITOL AVENUE**

PROJECT NO. **1722**
DRAWING NO. **DTR-09**
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 — S. WHITNEY STREET / DETOUR ←	30" X 10" 30" X 24"	
B	80-9919 / 80-9710 — S. WHITNEY STREET / DETOUR →	30" X 10" 30" X 24"	
C	80-9919 / 80-9710 — S. WHITNEY STREET / DETOUR ↑	30" X 10" 30" X 24"	
D	80-9708 — END DETOUR	24" X 18"	
R	80-9701 — DETOUR →	48" X 18"	
S	80-9080 — ROAD CLOSED	48" X 30" *	
T	80-9081 — ROAD CLOSED TO THRU TRAFFIC	60" X 30" *	
AM	31-1119 — DO NOT ENTER	30" X 30" *	
AP	31-1772 — LOCAL TRAFFIC ONLY	30" X 24" *	
AQ	80-3014 — ROAD CLOSED AHEAD	36" X 36" *	
AR	W20-2 — DETOUR AHEAD	36" X 36" *	



SPLICE VAULT 1722-02 EXCAVATION (SOUTH WHITNEY STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEET 1722-TMP-V02.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

WHITNEY STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

WHITNEY STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: NCH

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-10_2D

SIGNATURE/BLOCK:

benesch

Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1722

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN S WHITNEY STREET

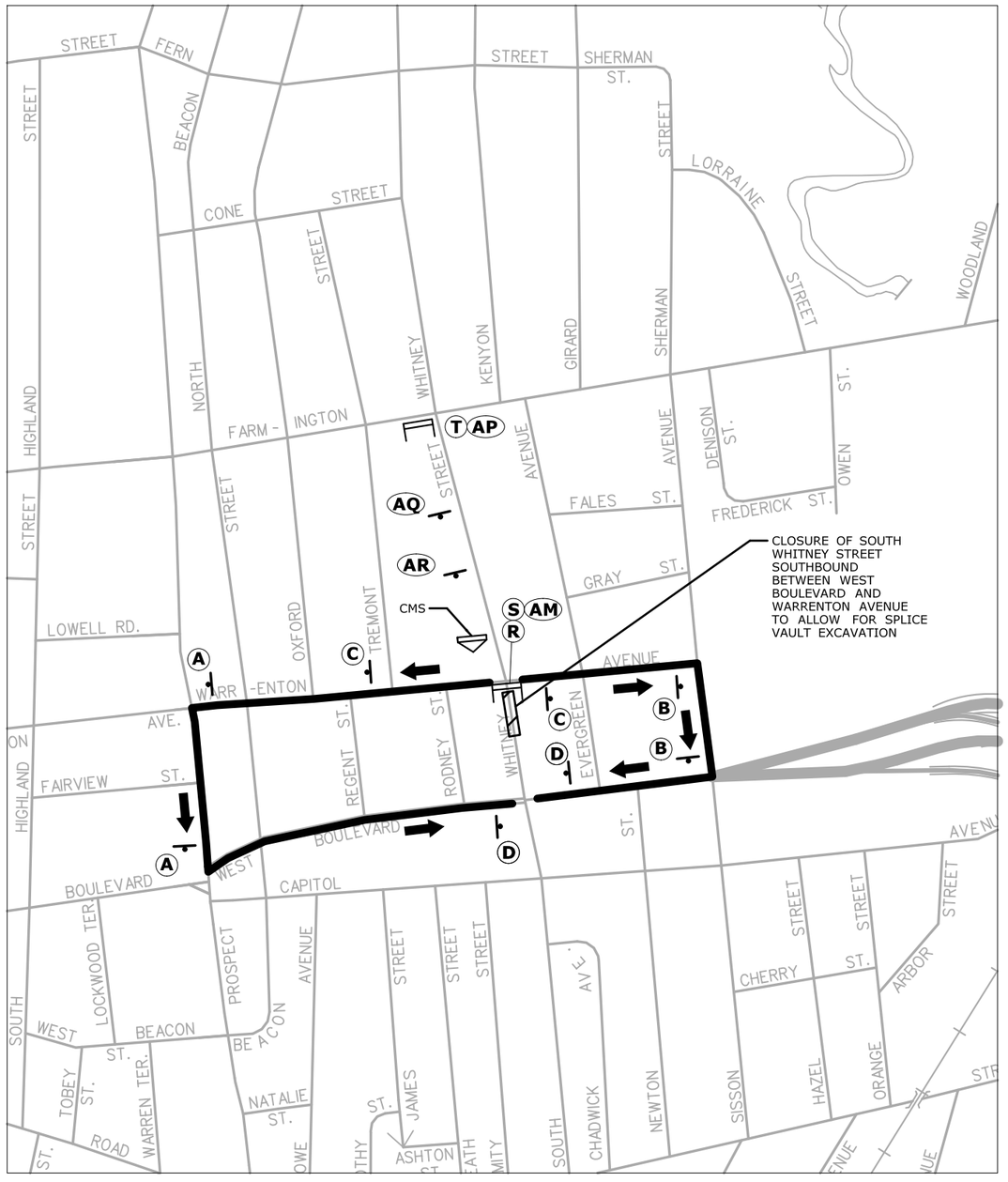
PROJECT NO. 1722

DRAWING NO. DTR-10

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 — S. WHITNEY STREET / DETOUR ←	30" X 10" 30" X 24"	
B	80-9919 / 80-9710 — S. WHITNEY STREET / DETOUR →	30" X 10" 30" X 24"	
C	80-9919 / 80-9710 — S. WHITNEY STREET / DETOUR ↑	30" X 10" 30" X 24"	
D	80-9708 — END DETOUR	24" X 18"	
R	80-9701 — DETOUR →	48" X 18"	
S	80-9080 — ROAD CLOSED *	48" X 30"	
T	80-9081 — ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
AM	31-1119 — DO NOT ENTER *	30" X 30"	
AP	31-1772 — LOCAL TRAFFIC ONLY *	30" X 24"	
AQ	80-3014 — ROAD CLOSED AHEAD *	36" X 36"	
AR	W20-2 — DETOUR AHEAD *	36" X 36"	



SPLICE VAULT 1722-03 EXCAVATION (SOUTH WHITNEY STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEET 1722-TMP-V03.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

WHITNEY STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

WHITNEY STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-11_2D

SIGNATURE/ BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1722

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN S WHITNEY STREET

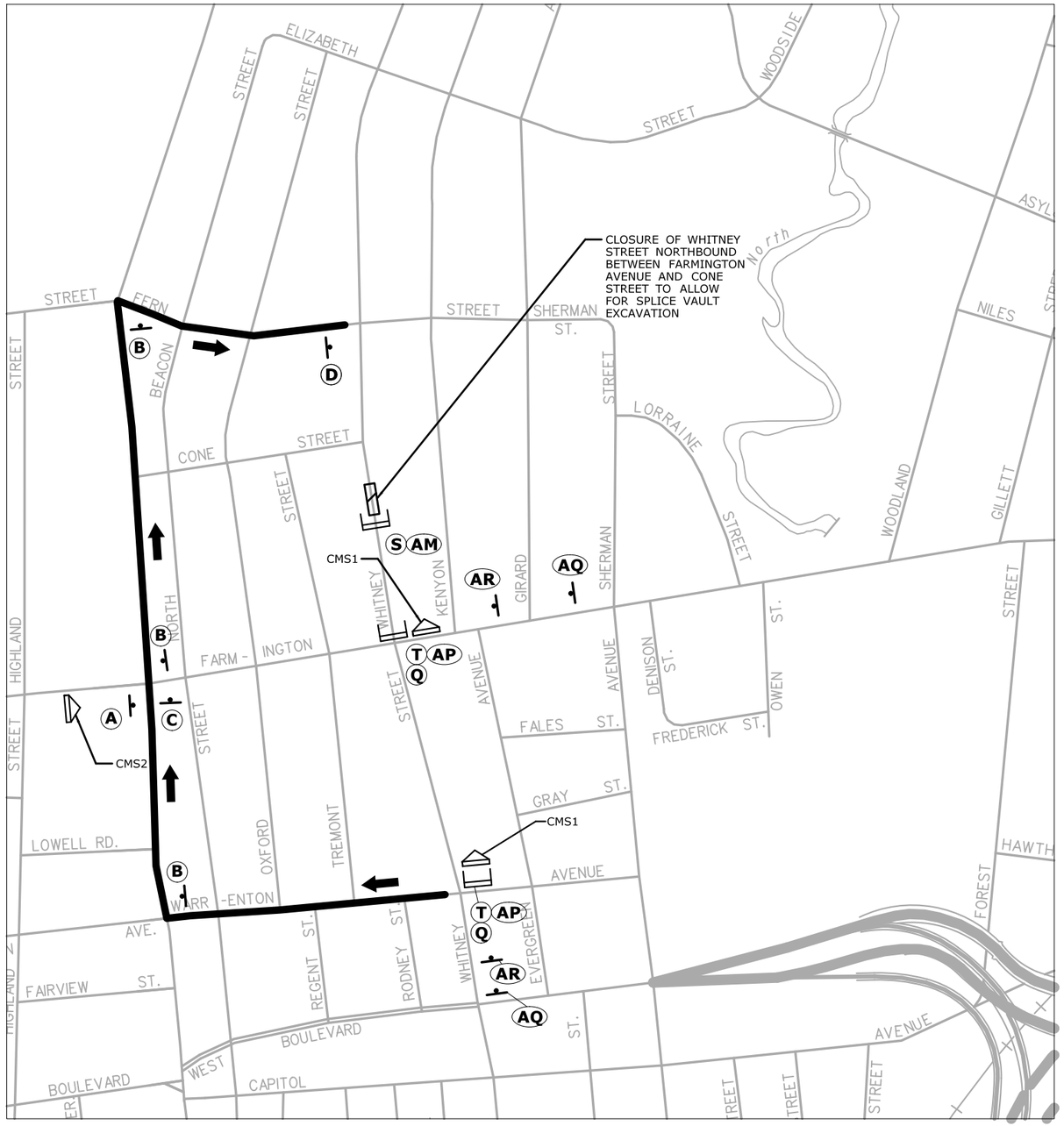
PROJECT NO. 1722

DRAWING NO. DTR-11

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 WHITNEY STREET DETOUR ←	30" X 10" 30" X 24"	
B	80-9919 / 80-9710 WHITNEY STREET DETOUR →	30" X 10" 30" X 24"	
C	80-9919 / 80-9710 WHITNEY STREET DETOUR ↑	30" X 10" 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
Q	80-9702 DETOUR	48" X 18"	
S	80-9080 ROAD CLOSED *	48" X 30"	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
AM	31-1119 DO NOT ENTER *	30" X 30"	
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"	
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"	
AR	W20-2 DETOUR AHEAD *	36" X 36"	



SPLICE VAULT 1722-04 EXCAVATION (WHITNEY STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEET 1722-TMP-V04.
14. CONTRACTOR TO COORDINATE WITH THE CITY OF HARTFORD DPW FARMINGTON AVENUE STREETSCAPE IMPROVEMENTS PROJECT PRIOR TO IMPLEMENTATION OF THIS DETOUR.

CHANGEABLE MESSAGE SIGN 1:

PRIOR TO CONSTRUCTION

MESSAGE 1

WHITNEY STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

WHITNEY STREET CLOSED	FOLLOW DETOUR

CHANGEABLE MESSAGE SIGN 2:

PRIOR TO CONSTRUCTION

MESSAGE 1

WHITNEY ST NORTH TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

WHITNEY ST NORTH CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-12_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE:
EVERSOURCE TRANSMISSION LINE 1722

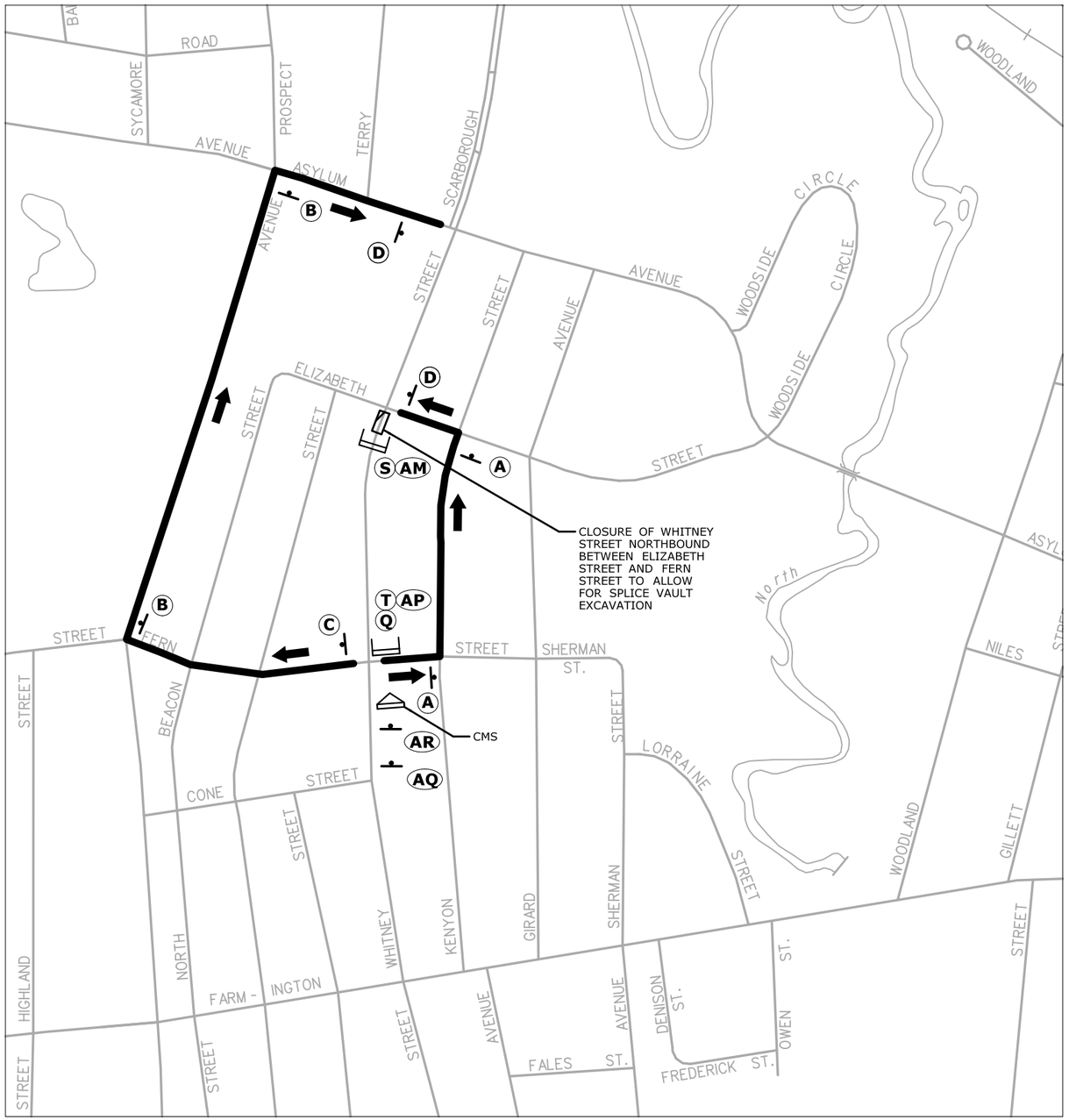
CITY: **HARTFORD**

DRAWING TITLE: **DETOUR PLAN WHITNEY STREET**

PROJECT NO. **1722**
DRAWING NO. **DTR-12**
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 WHITNEY STREET DETOUR ←	30" X 10" / 30" X 24"	
B	80-9919 / 80-9710 WHITNEY STREET DETOUR →	30" X 10" / 30" X 24"	
C	80-9919 / 80-9710 WHITNEY STREET DETOUR ↑	30" X 10" / 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
Q	80-9702 DETOUR	48" X 18"	
S	80-9080 ROAD CLOSED	48" X 30" *	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC	60" X 30" *	
AM	31-1119 DO NOT ENTER	30" X 30" *	
AP	31-1772 LOCAL TRAFFIC ONLY	30" X 24" *	
AQ	80-3014 ROAD CLOSED AHEAD	36" X 36" *	
AR	W20-2 DETOUR AHEAD	36" X 36" *	



SPLICE VAULT 1722-05 EXCAVATION (WHITNEY STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEET 1722-TMP-V05.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

WHITNEY STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

WHITNEY STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-13_2D

SIGNATURE/ BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1722

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN WHITNEY STREET

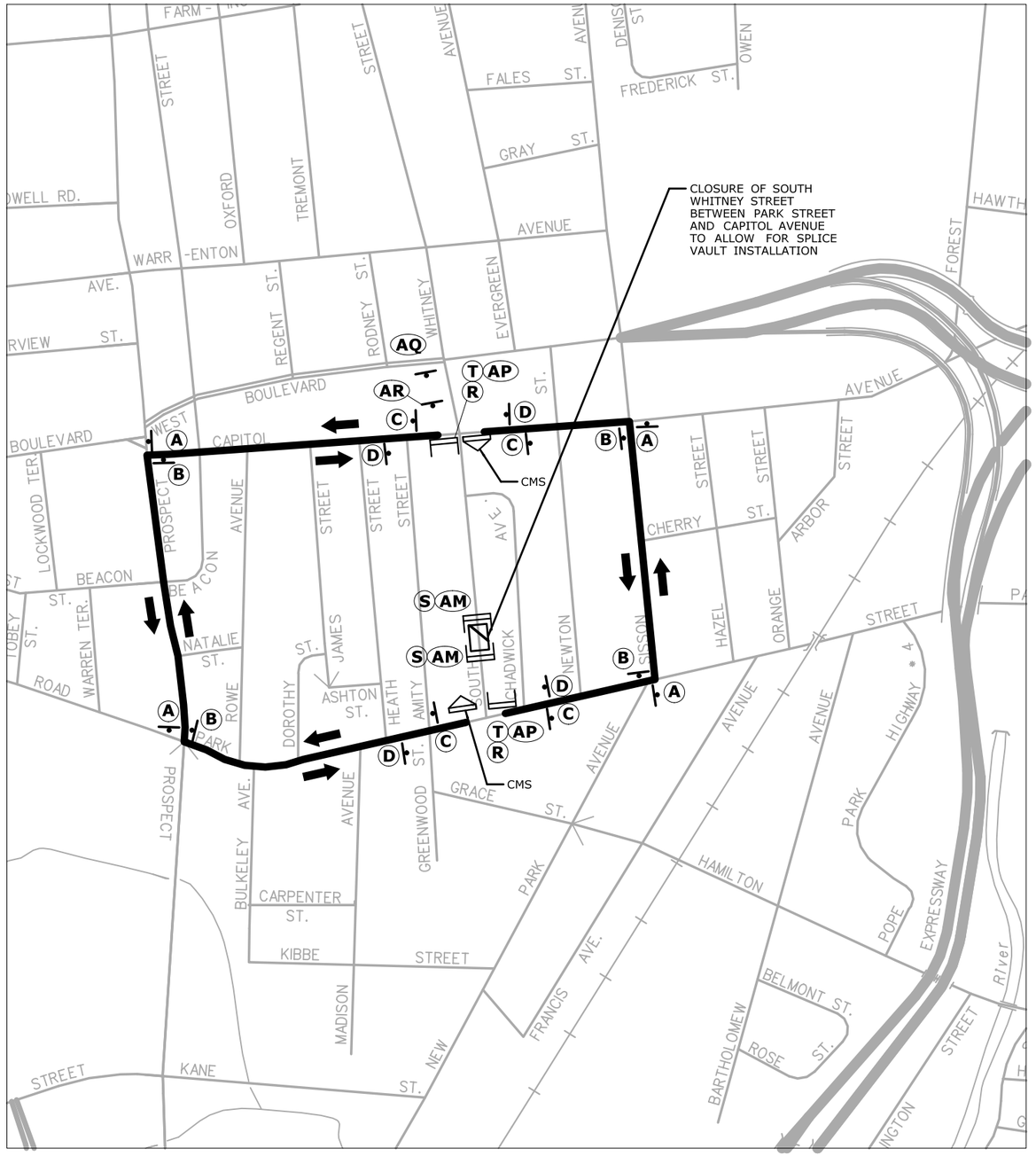
PROJECT NO. 1722

DRAWING NO. DTR-13

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 S. WHITNEY STREET DETOUR ←	30" X 10" 30" X 24"	
B	80-9919 / 80-9710 S. WHITNEY STREET DETOUR →	30" X 10" 30" X 24"	
C	80-9919 / 80-9710 S. WHITNEY STREET DETOUR ↑	30" X 10" 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
R	80-9701 DETOUR →	48" X 18"	
S	80-9080 ROAD CLOSED *	48" X 30"	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
AM	31-1119 DO NOT ENTER *	30" X 30"	
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"	
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"	
AR	W20-2 DETOUR AHEAD *	36" X 36"	



SPLICE VAULT 1722-02 (SOUTH WHITNEY STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEET 1722-TMP-V02.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

WHITNEY STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

WHITNEY STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: NCH

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-V02_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1722

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN SPLICE VAULT 1722-02

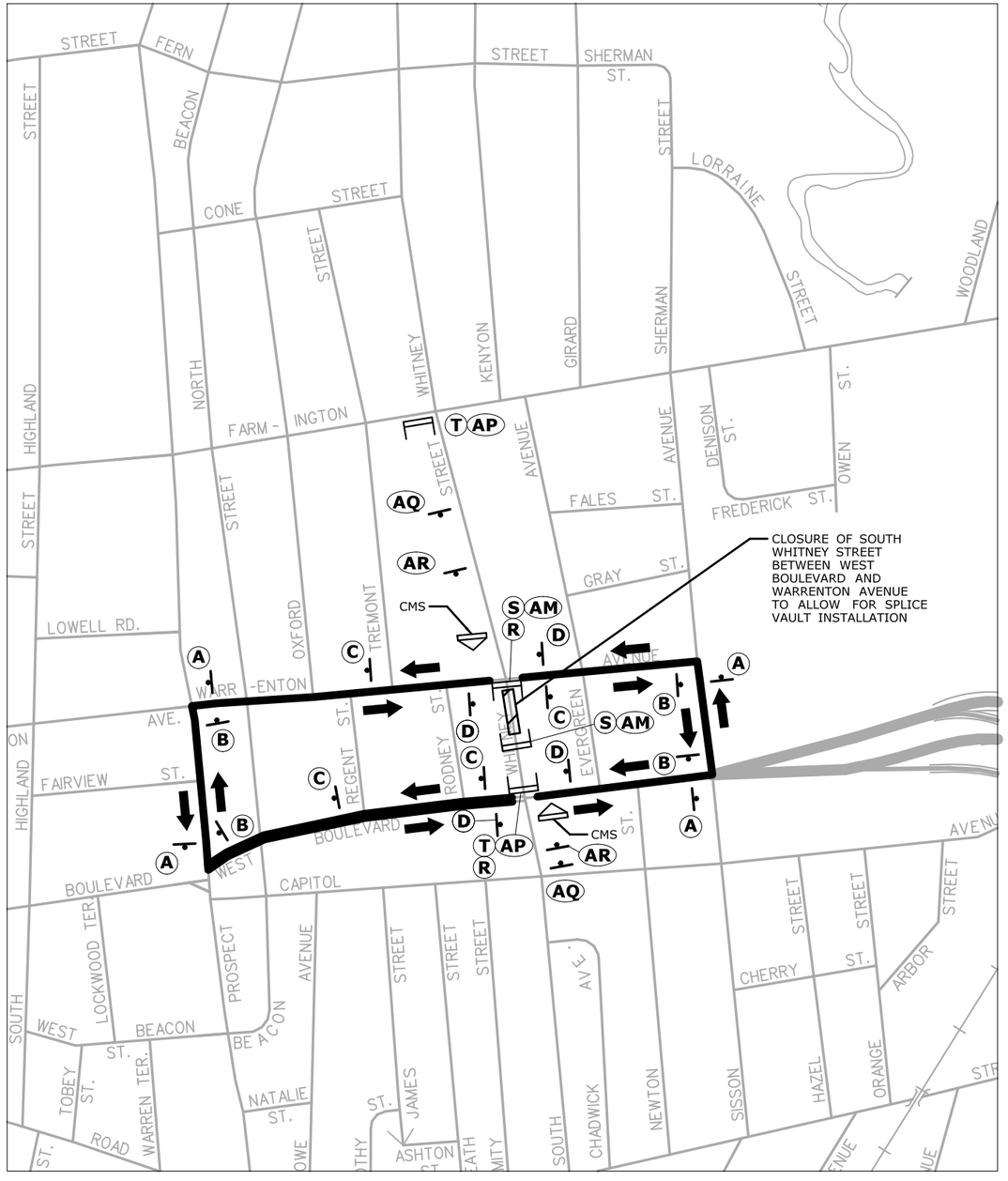
PROJECT NO. 1722

DRAWING NO. DTR-V02

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 — S. WHITNEY STREET / DETOUR ←	30" X 10" 30" X 24"	
B	80-9919 / 80-9710 — S. WHITNEY STREET / DETOUR →	30" X 10" 30" X 24"	
C	80-9919 / 80-9710 — S. WHITNEY STREET / DETOUR ↑	30" X 10" 30" X 24"	
D	80-9708 — END DETOUR	24" X 18"	
R	80-9701 — DETOUR →	48" X 18"	
S	80-9080 — ROAD CLOSED	48" X 30"	
T	80-9081 — ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
AM	31-1119 — DO NOT ENTER *	30" X 30"	
AP	31-1772 — LOCAL TRAFFIC ONLY *	30" X 24"	
AQ	80-3014 — ROAD CLOSED AHEAD *	36" X 36"	
AR	W20-2 — DETOUR AHEAD *	36" X 36"	



SPLICE VAULT 1722-03 (SOUTH WHITNEY STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEET 1722-TMP-V03.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

WHITNEY STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

WHITNEY STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG

CHECKED BY: CVZ

SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-V03_2D

SIGNATURE/BLOCK:

benesch

Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE:

EVERSOURCE TRANSMISSION LINE 1722

CITY: **HARTFORD**

PROJECT NO. **1722**

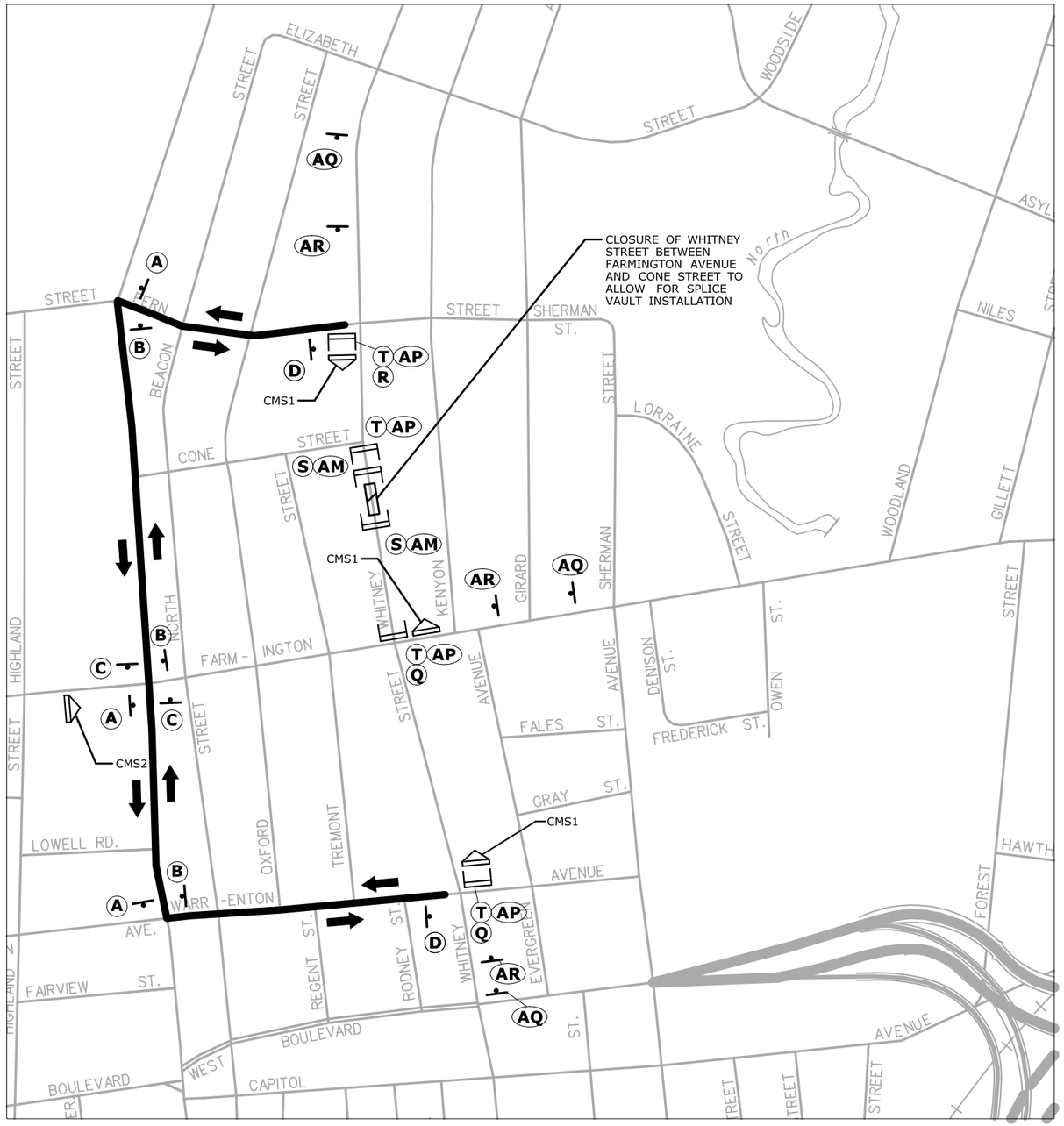
DRAWING NO. **DTR-V03**

DRAWING TITLE: **DETOUR PLAN SPLICE VAULT 1722-03**

SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 WHITNEY STREET DETOUR ←	30" X 10" / 30" X 24"	
B	80-9919 / 80-9710 WHITNEY STREET DETOUR →	30" X 10" / 30" X 24"	
C	80-9919 / 80-9710 WHITNEY STREET DETOUR ↑	30" X 10" / 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
Q	80-9702 DETOUR ←	48" X 18"	
R	80-9701 DETOUR →	48" X 18"	
S	80-9080 ROAD CLOSED *	48" X 30"	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
AM	31-1119 DO NOT ENTER *	30" X 30"	
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"	
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"	
AR	W20-2 DETOUR AHEAD *	36" X 36"	



SPLICE VAULT 1722-04 (WHITNEY STREET) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEET 1722-TMP-V04.
14. CONTRACTOR TO COORDINATE WITH THE CITY OF HARTFORD DPW FARMINGTON AVENUE STREETSCAPE IMPROVEMENTS PROJECT PRIOR TO IMPLEMENTATION OF THIS DETOUR.

CHANGEABLE MESSAGE SIGN 1:

PRIOR TO CONSTRUCTION

MESSAGE 1

WHITNEY STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

WHITNEY STREET CLOSED	FOLLOW DETOUR

CHANGEABLE MESSAGE SIGN 2:

PRIOR TO CONSTRUCTION

MESSAGE 1

WHITNEY ST NORTH TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

WHITNEY ST NORTH CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-V04_2D

SIGNATURE/BLOCK:
benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE:
EVERSOURCE TRANSMISSION LINE 1722

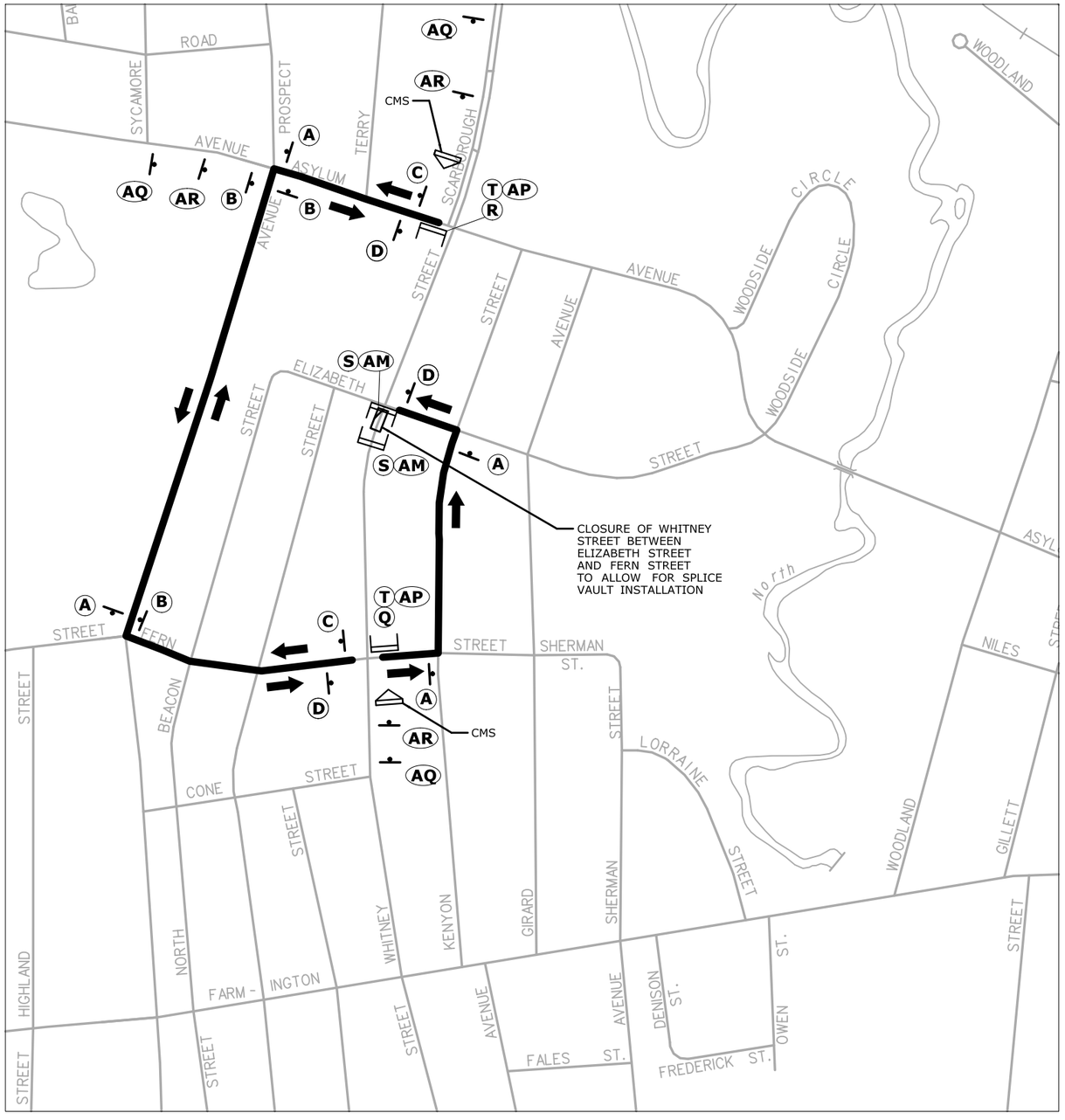
CITY: **HARTFORD**

DRAWING TITLE:
DETOUR PLAN SPLICE VAULT 1722-04

PROJECT NO. **1722**
DRAWING NO. **DTR-V04**
SHEET NO.

SIGN SUMMARY

A	80-9919 / 80-9710 WHITNEY STREET DETOUR ←	30" X 10" 30" X 24"	
B	80-9919 / 80-9710 WHITNEY STREET DETOUR →	30" X 10" 30" X 24"	
C	80-9919 / 80-9710 WHITNEY STREET DETOUR ↑	30" X 10" 30" X 24"	
D	80-9708 END DETOUR	24" X 18"	
Q	80-9702 DETOUR ←	48" X 18"	
R	80-9701 DETOUR →	48" X 18"	
S	80-9080 ROAD CLOSED *	48" X 30"	
T	80-9081 ROAD CLOSED TO THRU TRAFFIC *	60" X 30"	
AM	31-1119 DO NOT ENTER *	30" X 30"	
AP	31-1772 LOCAL TRAFFIC ONLY *	30" X 24"	
AQ	80-3014 ROAD CLOSED AHEAD *	36" X 36"	
AR	W20-2 DETOUR AHEAD *	36" X 36"	



SPLICE VAULT 1722-05 (WHITNEY STREET) DETOUR PLAN
N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEET 1722-TMP-V05.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

WHITNEY STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

WHITNEY STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 29-Mar-24

DESIGNER/DRAFTER: CWG
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-V05_2D

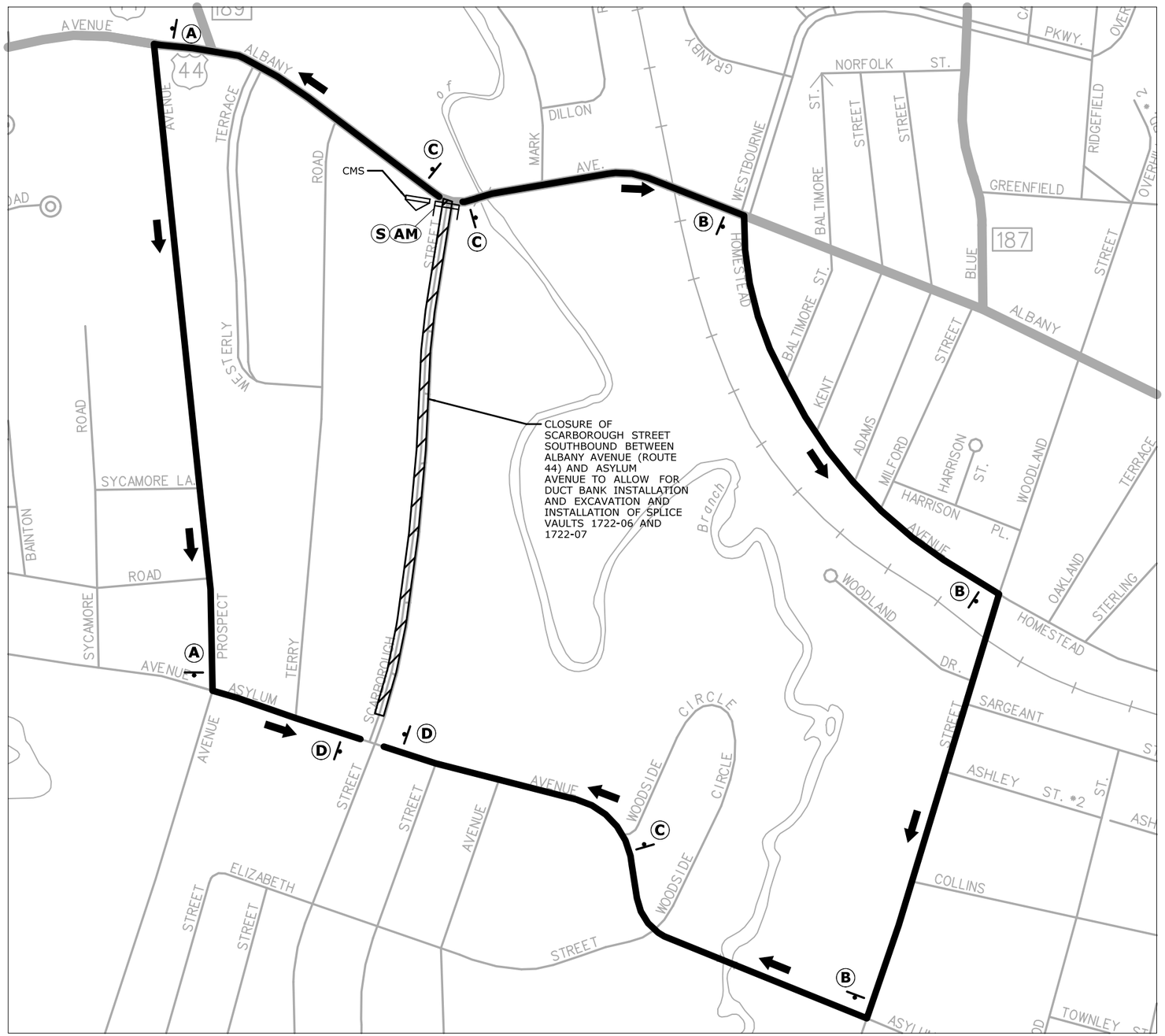
SIGNATURE/BLOCK:
benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1722

CITY: HARTFORD
PROJECT NO. 1722
DRAWING NO. DTR-V05
SHEET NO.
DRAWING TITLE: DETOUR PLAN SPLICE VAULT 1722-05

SIGN SUMMARY

A	80-9919 / 80-9710 SCARBOROUGH ST DETOUR ←	30" X 10" / 30" X 24"
B	80-9919 / 80-9710 SCARBOROUGH ST DETOUR →	30" X 10" / 30" X 24"
C	80-9919 / 80-9710 SCARBOROUGH ST DETOUR ↑	30" X 10" / 30" X 24"
D	80-9708 END DETOUR	24" X 18"
S	80-9080 ROAD CLOSED *	48" X 30"
AM	31-1119 DO NOT ENTER *	30" X 30"



SPLICE VAULT 1722-06 AND 1722-07 (SCARBOROUGH STREET SOUTHBOUND) DETOUR PLAN

N.T.S.

DETOUR NOTES

1. ALL SIGN LOCATIONS INDICATED ON THE PLAN ARE APPROXIMATE; EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. DETOUR SIGNS SHALL BE COVERED WHEN THE DETOUR IS NOT IN OPERATION.
3. DETOUR SIGNS SHALL BE REMOVED WHEN THE DETOUR IS NO LONGER REQUIRED.
4. CONSTRUCTION/DETOUR SIGNS ARE TO BE INSTALLED SO THAT THEY DO NOT BLOCK OR ARE NOT BLOCKED BY EXISTING SIGNS.
5. EXISTING SIGNS WHICH CONFLICT WITH THE DETOUR ROUTE SHALL BE COVERED, OR REVISED AS DIRECTED BY THE ENGINEER.
6. INSTALL POST-MOUNTED SIGNS IN ACCORDANCE WITH CTDOT STANDARD SHEETS TR_1208-01 AND TR_1208-02.
7. ACCESS AND EGRESS TO ALL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL NOTIFY THE CITY OF HARTFORD DPW, EMERGENCY SERVICES, COMMUNITY LIASON, PARKING AUTHORITY, BOARD OF EDUCATION, CTtransit, AND OTHER MUNICIPAL SERVICES AT LEAST 14 DAYS IN ADVANCE OF THE ROAD CLOSURE AND IMPLEMENTATION OF THE DETOUR.
9. BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS AND ALL SIGNS MOUNTED TO TYPE III BARRICADES THAT WILL REMAIN IN PLACE AT NIGHT.
10. FOURTEEN (14) DAYS PRIOR TO INITIATING THE DETOUR, INSTALL REMOTE CONTROL CHANGEABLE MESSAGE SIGN AT LOCATIONS NOTED.
11. ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CITY OR EVERSOURCE.
12. REMOVE THE ROAD CLOSURE WHEN WORK IS NOT BEING PERFORMED AND TRAFFIC CAN SAFELY TRAVERSE THE LOCATION.
13. THIS PLAN TO BE RUN CONCURRENT WITH SHEETS 1722-TMP-V06A THROUGH 1722-TMP-V06D.

CHANGEABLE MESSAGE SIGN:

PRIOR TO CONSTRUCTION

MESSAGE 1

SCARBORO STREET TO CLOSE	MM/DD TO MM/DD

DURING CONSTRUCTION

MESSAGE 2

SCARBORO STREET CLOSED	FOLLOW DETOUR

LEGEND

- WORK AREA
- DETOUR ROUTE
- CONSTRUCTION BARRICADES TYPE III
- SINGLE POST MOUNTED SIGN
- DOUBLE POST MOUNTED SIGN
- CHANGEABLE MESSAGE SIGN (CMS)
- * BARRICADE WARNING LIGHTS HIGH INTENSITY
- DETOURED TRAFFIC FLOW

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 03-Apr-24

DESIGNER/DRAFTER: CWG
CHECKED BY: CVZ
SCALE AS NOTED

EVERSOURCE

Filename: ...\Contract_Plans\1722-DTR-V06_2D

SIGNATURE/BLOCK:

benesch
Alfred Benesch & Company
120 Hebron Avenue, Floor 2
Glastonbury, CT 06033
860-633-8341

PROJECT TITLE: EVERSOURCE TRANSMISSION LINE 1722

CITY: HARTFORD

DRAWING TITLE: DETOUR PLAN SPLICE VAULT 1722-06/07

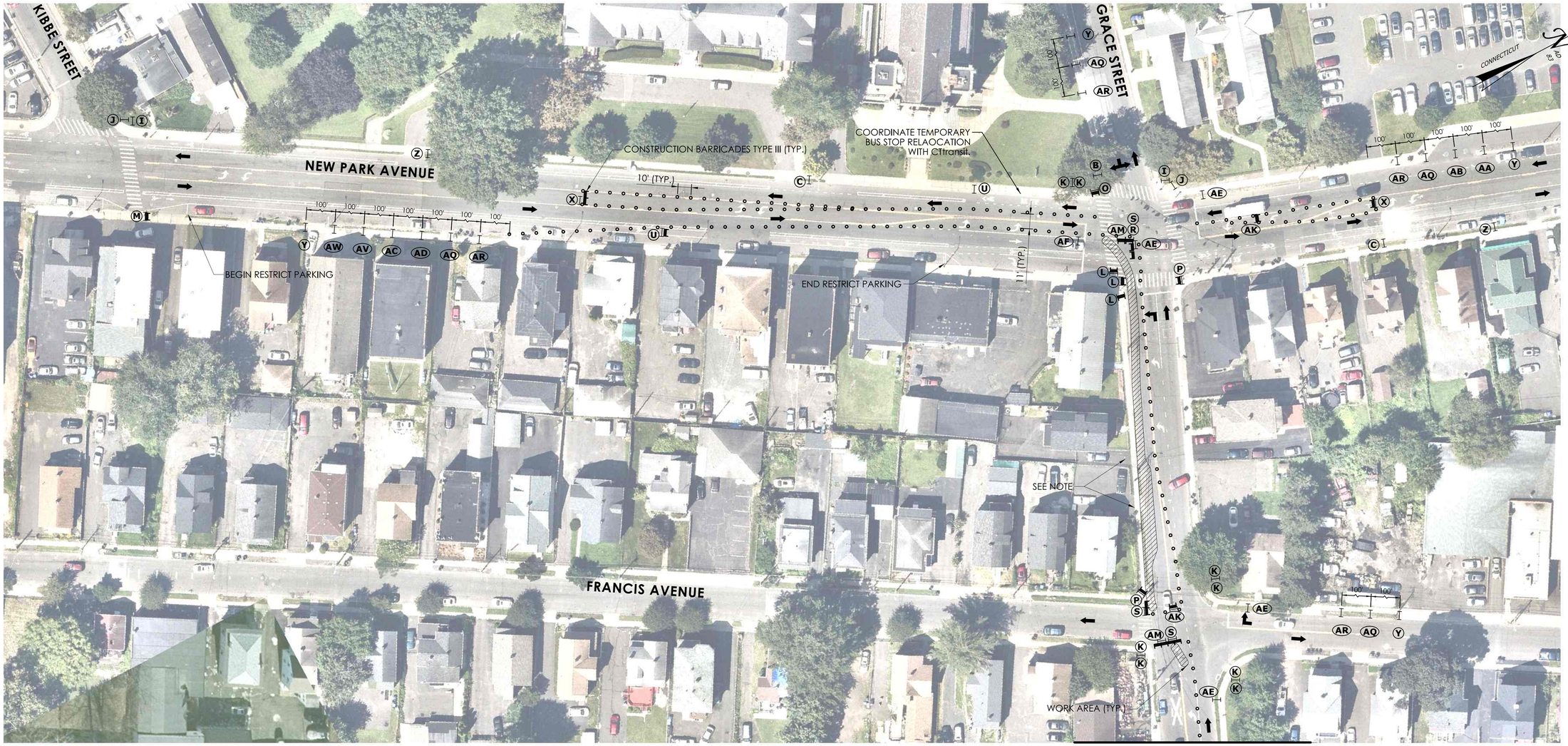
PROJECT NO. 1722

DRAWING NO. DTR-V06

SHEET NO.

TRAFFIC MANAGEMENT PLANS

LINE 1704



LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

B — R10-9(CT) / R10-9(CT) — HARLOW STREET / DETOUR — 30" X 10" / 30" X 24"

C — R10-9(CT) / R10-9(CT) — HARLOW STREET / DETOUR — 30" X 10" / 30" X 24"

I — R10-9(CT) — DETOUR — 30" X 24"

J — R10-9(CT) — DETOUR — 30" X 24"

K — R10-9(CT) — DETOUR — 30" X 30"

L — R10-9(CT) — SIDEWALK CLOSED — 30" X 18"

M — R10-9(CT) — SIDEWALK CLOSED AHEAD / CROSS HERE — 24" X 18"

O — R10-9(CT) — SIDEWALK CLOSED / CROSS HERE — 24" X 12"

P — R10-9(CT) — SIDEWALK CLOSED / CROSS HERE — 24" X 12"

R — R10-9(CT) — DETOUR — 48" X 18"

S — R10-9(CT) — ROAD CLOSED — 48" X 30"

U — R10-9(CT) — 36" X 36"

X — R10-9(CT) — 48" X 24"

Y — R10-9(CT) — ROAD WORK AHEAD — 36" X 36"

Z — R10-9(CT) — END ROAD WORK — 36" X 18"

AA — R10-9(CT) — LEFT LANE CLOSED AHEAD — 36" X 36"

AB — R10-9(CT) — LEFT LANE CLOSED — 36" X 36"

AC — R10-9(CT) — RIGHT LANE CLOSED AHEAD — 36" X 36"

AD — R10-9(CT) — RIGHT LANE CLOSED — 36" X 36"

AE — R11-1(CT) — RED — 24" X 24"

AF — R11-1(CT) — RED — 24" X 24"

AK — R11-1(CT) — 24" X 30"

AM — R11-1(CT) — DO NOT ENTER — 30" X 30"

AQ — R10-3(CT) — ROAD CLOSED AHEAD — 36" X 36"

AR — W20-2 — DETOUR AHEAD — 36" X 36"

AV — R10-9(CT) — SHARE THE ROAD — 36" X 36"

AW — R10-9(CT) — CONSTRUCTION IN BIKE LANE / PROCEED WITH CAUTION — 60" X 30"

NOTES

1. MAINTAIN DRIVEWAYS WHILE NOT ACTIVELY WORKING. COORDINATE WITH PROPERTY OWNER/TENNANT REGARDING ACCESS.

REV. | DATE | REVISION DESCRIPTION

DESIGNER/DRAFTER: N HARMON — CHECKED BY: C VAN ZANTEN

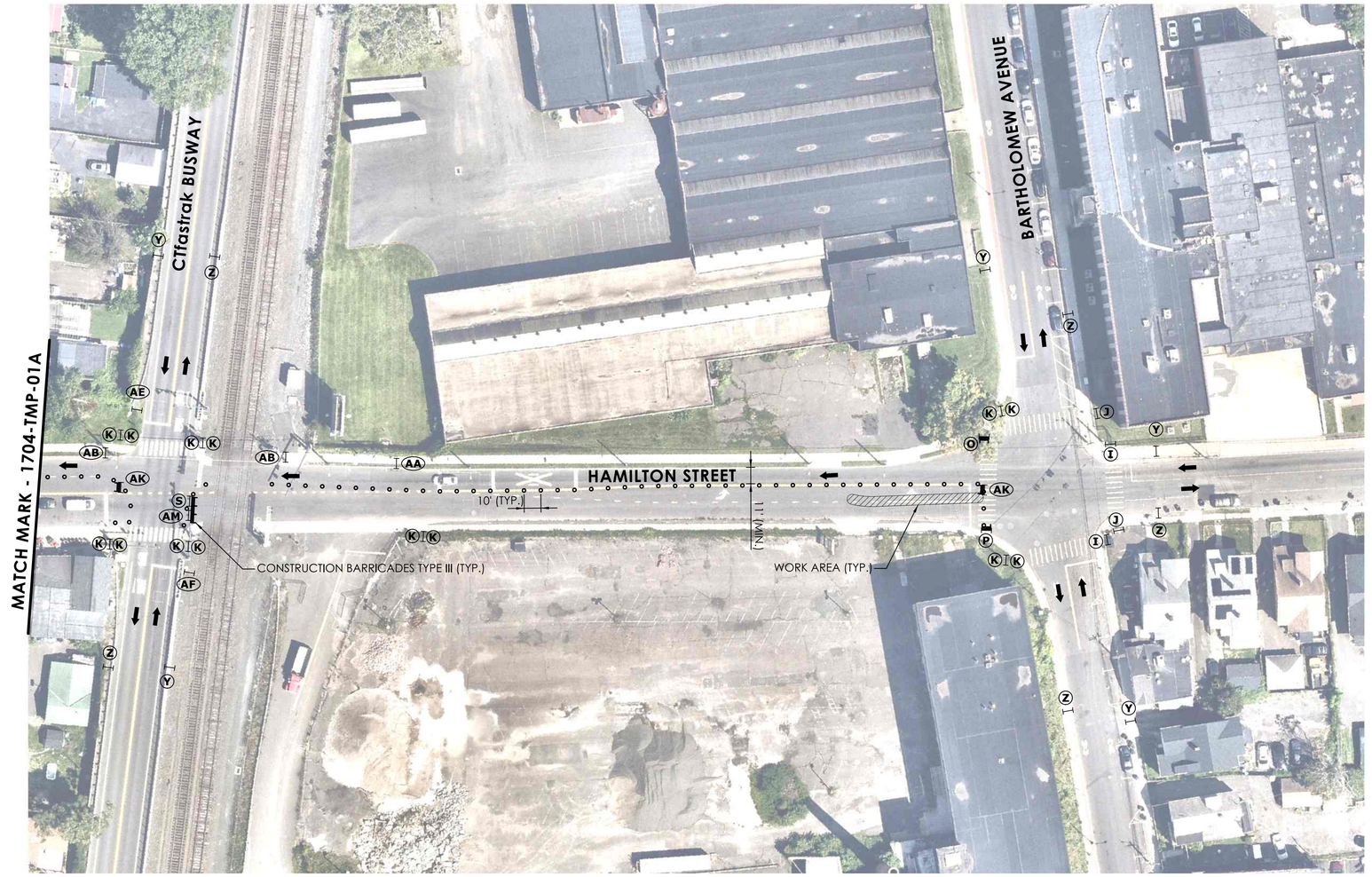
0 40 80
HORIZONTAL SCALE
1" = 40'

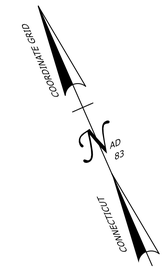
SIGNATURE/ BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 35+00 TO 38+25 AND 43+75 TO 44+50)

DRAWING NO. 1704-TMP-01A
SHEET NO.

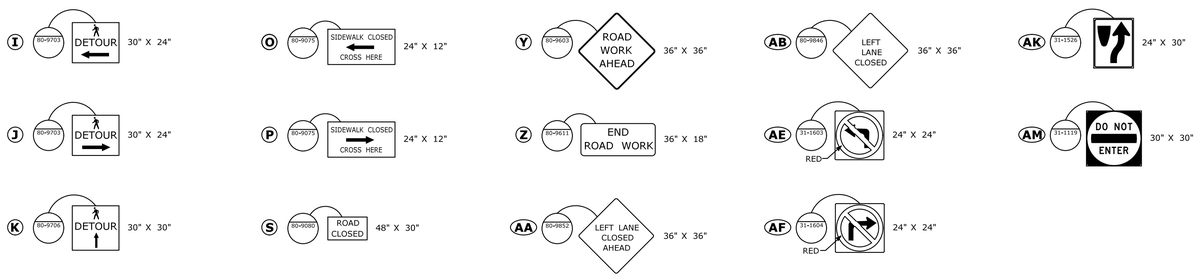
LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-01A.dgn
PLOTTED DATE: 3/29/2024





LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT



NOTES

1. COORDINATE TURN MOVEMENT RESTRICTIONS AT CTfastrak BUSWAY WITH CTtransit.

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: N HARMON CHECKED BY: C VAN ZANTEN

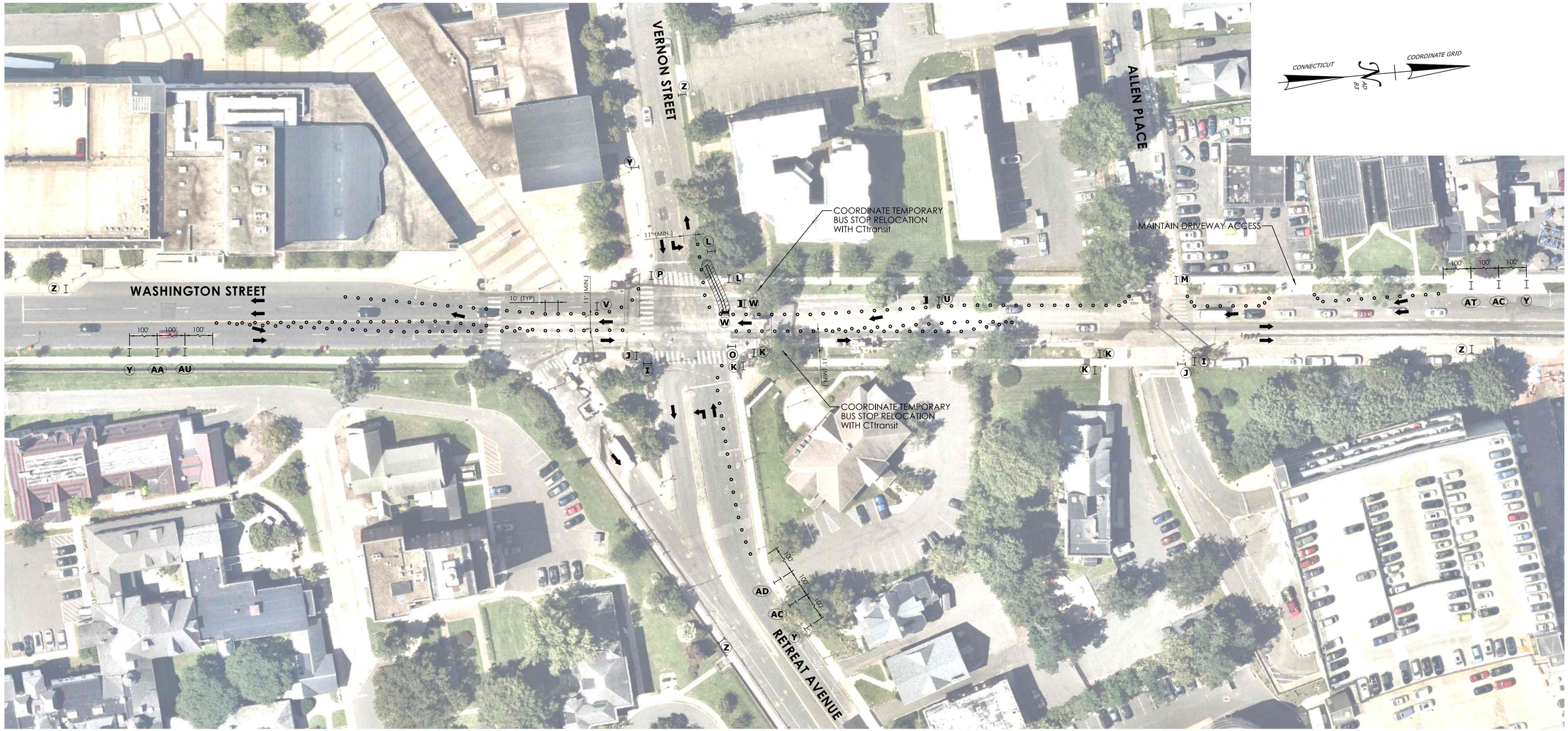
0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/ BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 35+00 TO 38+25 AND 43+75 TO 44+50)

DRAWING NO. 1704-TMP-01B
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-01B.dgn
PLOTTED DATE: 3/26/2024



LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

I — 80-9703 — DETOUR — 30" X 24"	L — 80-9076 — SIDEWALK CLOSED — 30" X 18"	P — 80-9075 — SIDEWALK CLOSED CROSS HERE — 24" X 12"	W — 80-9424 — 48" X 24"	AA — 80-9852 — LEFT LANE CLOSED AHEAD — 36" X 36"	AT — 80-9921 — 36" X 36"	
J — 80-9703 — DETOUR — 30" X 24"	M — 80-9074 — SIDEWALK CLOSED AHEAD CROSS HERE — 24" X 18"	U — 80-9432 — 36" X 36"	Y — 80-9603 — ROAD WORK AHEAD — 36" X 36"	AC — 80-9851 — RIGHT LANE CLOSED AHEAD — 36" X 36"	AU — 80-9922 — 36" X 36"	
K — 80-9706 — DETOUR — 30" X 30"	O — 80-9075 — SIDEWALK CLOSED CROSS HERE — 24" X 12"	V — 80-9431 — 36" X 36"	Z — 80-9611 — END ROAD WORK — 36" X 18"	AD — 80-9849 — RIGHT LANE CLOSED — 36" X 36"		

REVISION DESCRIPTION | DATE | REV.

DESIGNER/DRAFTER: S COX CHECKED BY: C VAN ZANTEN

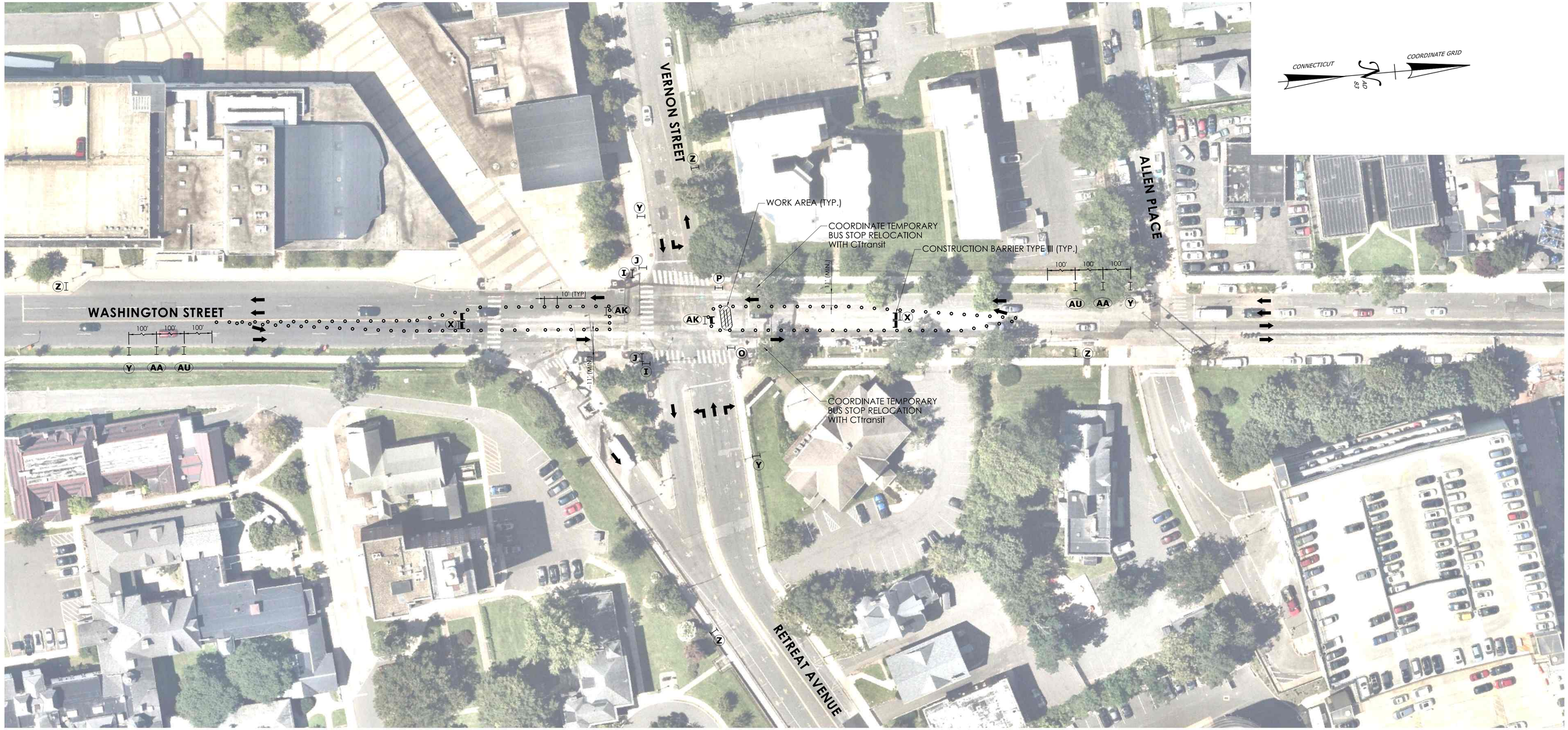
0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/
BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 111+00 to 111+75)

DRAWING NO. 1704-TMP-05A
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-05A.dgn
PLOTTED DATE: 3/29/2024



LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

I — R0-9703 — DETOUR — 30" X 24"

J — R0-9703 — DETOUR — 30" X 24"

O — R0-9075 — SIDEWALK CLOSED CROSS HERE — 24" X 12"

P — R0-9075 — SIDEWALK CLOSED CROSS HERE — 24" X 12"

X — R0-9424 — 48" X 24"

Y — R0-9603 — ROAD WORK AHEAD — 36" X 36"

Z — R0-9611 — END ROAD WORK — 36" X 18"

AA — R0-9852 — LEFT LANE CLOSED AHEAD — 36" X 36"

AK — 31-1526 — 24" X 30"

AU — R0-9922 — 36" X 36"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: S COX CHECKED BY: C VAN ZANTEN

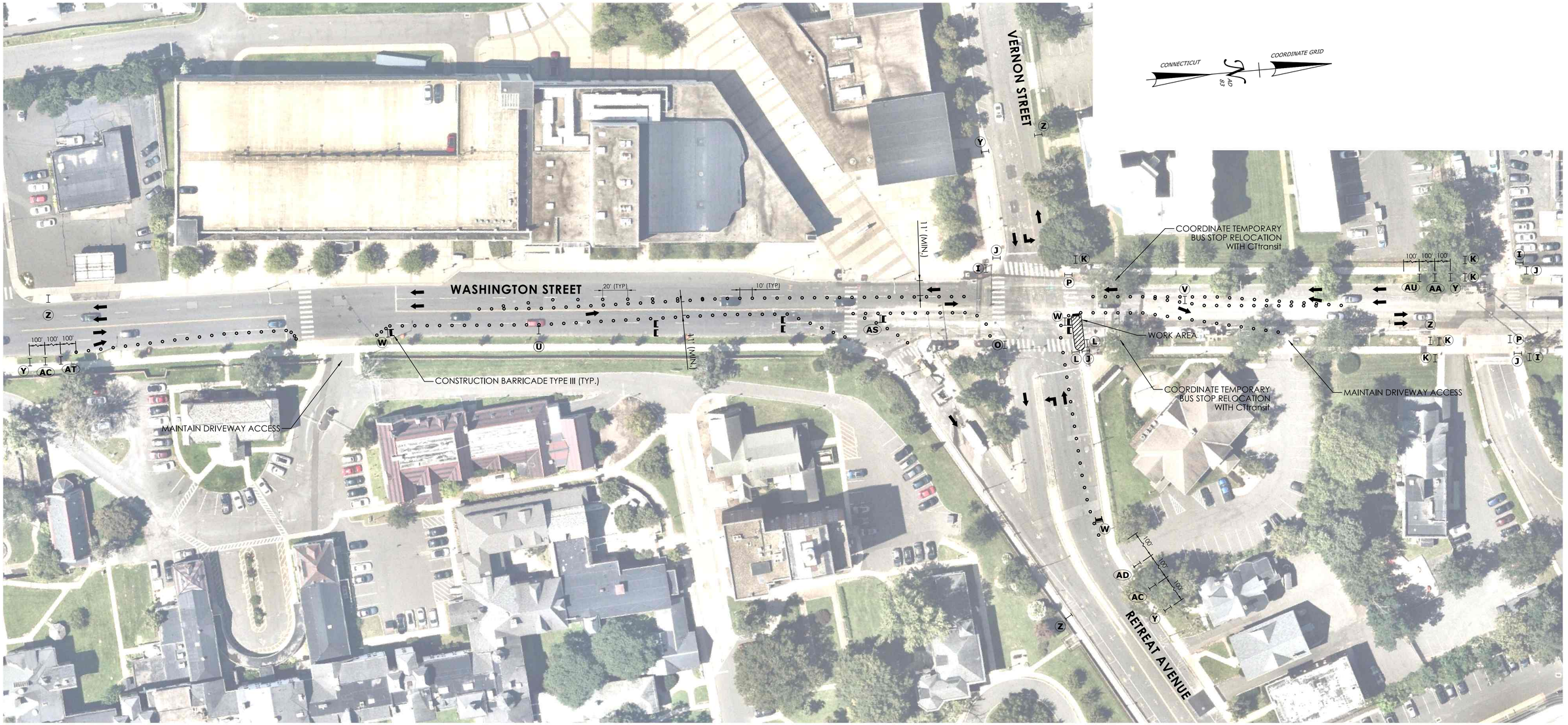
0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/
BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 111+00 TO 111+75)

DRAWING NO. 1704-TMP-05B
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-05B.dgn
PLOTTED DATE: 3/29/2024



LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

I	80-9703	DETOUR	30" X 24"	K	80-9706	DETOUR	30" X 30"	O	80-9075	SIDEWALK CLOSED CROSS HERE	24" X 12"	U	80-9432		36" X 36"	W	80-9424		48" X 24"	Z	80-9611	END ROAD WORK	36" X 18"
AC	80-9851	RIGHT LANE CLOSED AHEAD	36" X 36"	AS	41-4215		36" X 36"	AU	80-9922		36" X 36"												
J	80-9703	DETOUR	30" X 24"	L	80-9076	SIDEWALK CLOSED	30" X 18"	P	80-9075	SIDEWALK CLOSED CROSS HERE	24" X 12"	V	80-9431		36" X 36"	Y	80-9603	ROAD WORK AHEAD	36" X 36"	AA	80-9852	LEFT LANE CLOSED AHEAD	36" X 36"
AD	80-9849	RIGHT LANE CLOSED	36" X 36"	AT	80-9921		36" X 36"																

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: S COX CHECKED BY: C VAN ZANTEN

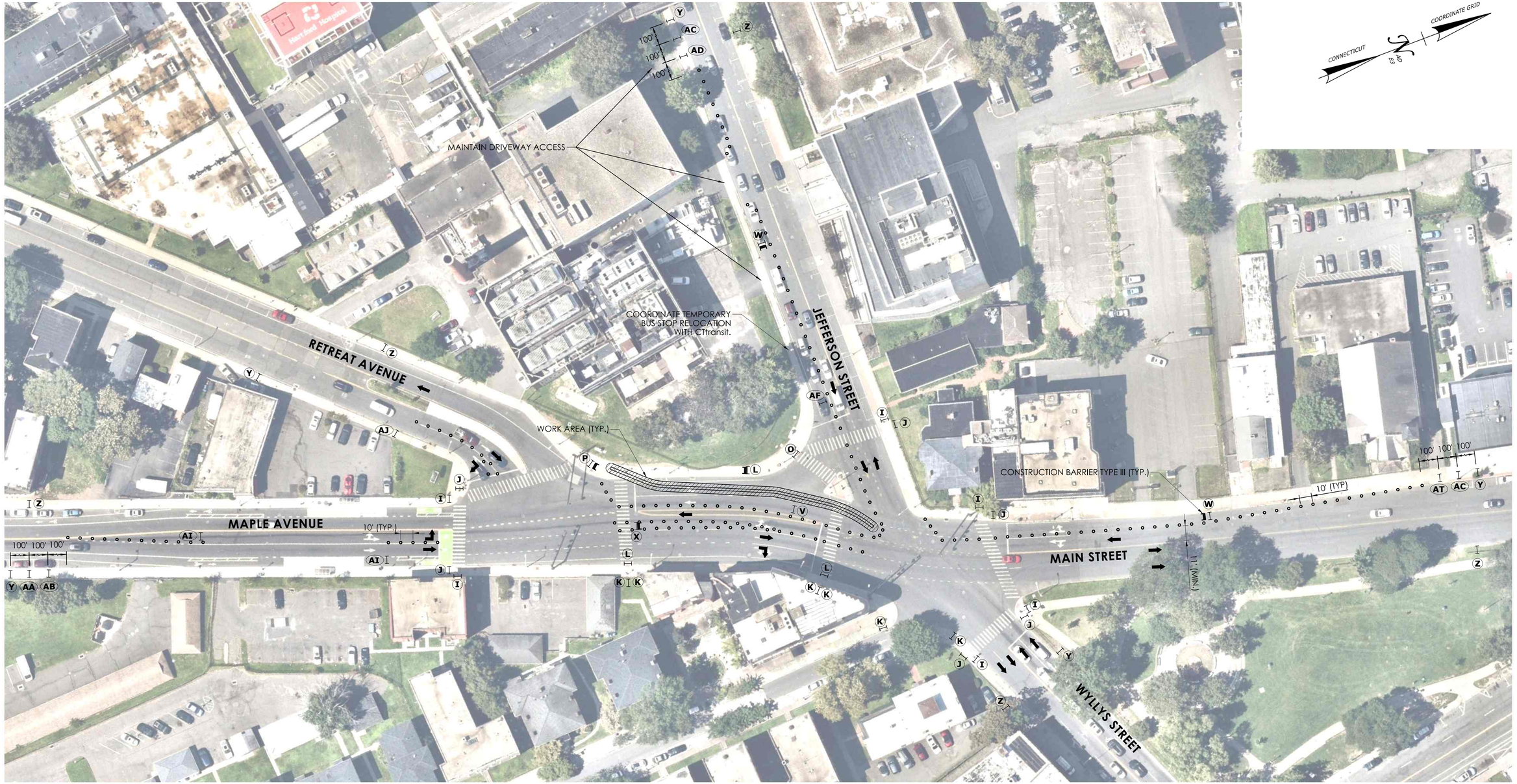
0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/ BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 111+00 TO 111+75)

DRAWING NO. 1704-TMP-05C
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-05C.dgn
PLOTTED DATE: 3/29/2024



LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

I — 80-9703 — DETOUR — 30" X 24"
K — 80-9706 — DETOUR — 30" X 30"
O — 80-9075 — SIDEWALK CLOSED / CROSS HERE — 24" X 12"
V — 80-9431 — 36" X 36"
X — 80-9424 — 48" X 24"
Z — 80-9611 — END ROAD WORK — 36" X 18"
AB — 80-9846 — LEFT LANE CLOSED — 36" X 36"
AD — 80-9849 — RIGHT LANE CLOSED — 36" X 36"
AI — 31-0117 — LEFT LANE MUST TURN LEFT — 30" X 30"
AT — 80-9921 — 36" X 36"

J — 80-9703 — DETOUR — 30" X 24"
L — 80-9076 — SIDEWALK CLOSED — 30" X 18"
P — 80-9075 — SIDEWALK CLOSED / CROSS HERE — 24" X 12"
W — 80-9424 — 48" X 24"
Y — 80-9603 — ROAD WORK AHEAD — 36" X 36"
AA — 80-9852 — LEFT LANE CLOSED AHEAD — 36" X 36"
AC — 80-9851 — RIGHT LANE CLOSED AHEAD — 36" X 36"
AF — 31-1604 — RED — 24" X 24"
AJ — 31-0118 — RIGHT LANE MUST TURN RIGHT — 30" X 30"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: S COX CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/ BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 133+00 TO 135+60)

DRAWING NO. 1704-TMP-07A
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-07A.dgn
PLOTTED DATE: 3/29/2024

CONNECTICUT NAD 83 COORDINATE GRID

MATCH MARK - 1704-TMP-07C

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

W	80-9424	48" X 24"	Y	80-9603	ROAD WORK AHEAD	36" X 36"	AA	80-9852	LEFT LANE CLOSED AHEAD	36" X 36"
AI	31-0117	LEFT LANE MUST TURN LEFT	30" X 30"	AS	41-4215	36" X 36"				
X	80-9424	48" X 24"	Z	80-9611	END ROAD WORK	36" X 18"	AB	80-9846	LEFT LANE CLOSED	36" X 36"
AJ	31-0118	RIGHT LANE MUST TURN RIGHT	30" X 30"	AU	80-9922	36" X 36"				

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: S COX CHECKED BY: C VAN ZANTEN

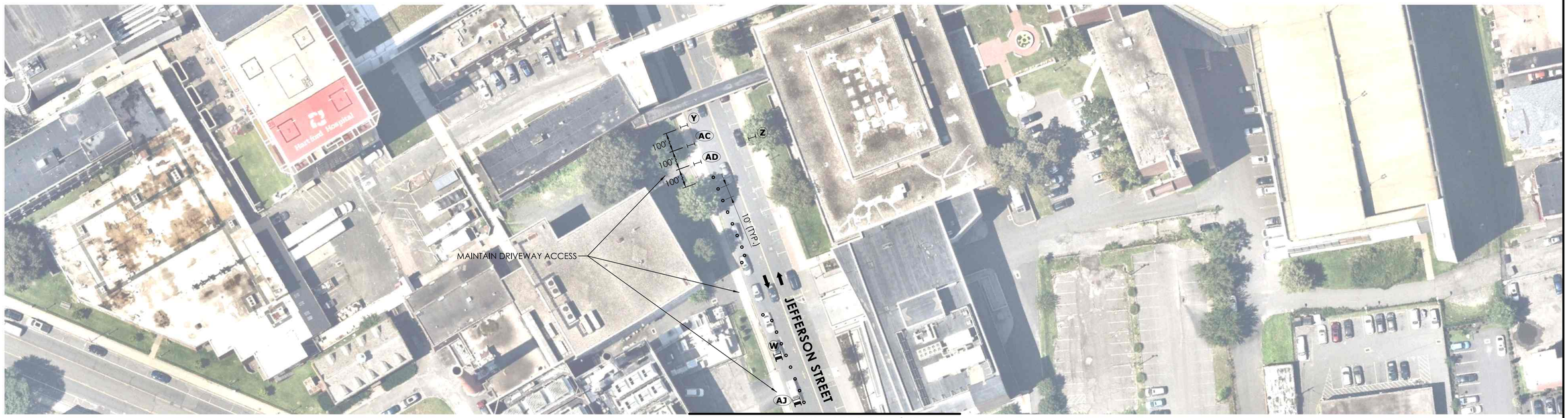
0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/
BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 133+00 to 135+60)

DRAWING NO. 1704-TMP-07B
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-07B.dgn
PLOTTED DATE: 3/20/2024



MATCH MARK - 1704-TMP-07B

CONNECTICUT
NAD 83
COORDINATE GRID

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

W 80-9424 — 48" X 24"

Z 80-9611 — END ROAD WORK — 36" X 18"

AD 80-9849 — RIGHT LANE CLOSED — 36" X 36"

Y 80-9603 — ROAD WORK AHEAD — 36" X 36"

AC 80-9851 — RIGHT LANE CLOSED AHEAD — 36" X 36"

AJ 31-0118 — RIGHT LANE MUST TURN RIGHT — 30" X 30"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: S COX
CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/
BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 133+00 to 135+60)

DRAWING NO.
1704-TMP-07C
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-07C.dgn
PLOTTED DATE: 3/20/2024

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

A	80-9910 80-9710	RETREAT AVENUE DETOUR	30" X 10" 30" X 24"	I	80-9703	DETOUR	30" X 24"	O	80-9075	SIDEWALK CLOSED CROSS HERE	24" X 12"	S	80-9080	ROAD CLOSED	48" X 30"	Y	80-9603	ROAD WORK AHEAD	36" X 36"	AC	80-9851	RIGHT LANE CLOSED AHEAD	36" X 36"
AE	31-1603	RED	24" X 24"	AM	31-1119	DO NOT ENTER	30" X 30"	AR	W20-2	DETOUR AHEAD	36" X 36"	C	80-9910 80-9710	RETREAT AVENUE DETOUR	30" X 10" 30" X 24"	J	80-9703	DETOUR	30" X 24"	P	80-9075	SIDEWALK CLOSED CROSS HERE	24" X 12"
W	80-9424		48" X 24"	Z	80-9611	END ROAD WORK	36" X 18"	AD	80-9849	RIGHT LANE CLOSED	36" X 36"	AF	31-1604	RED	24" X 24"	AQ	80-3014	ROAD CLOSED AHEAD	36" X 36"				

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: N BROWN CHECKED BY: C VAN ZANTEN

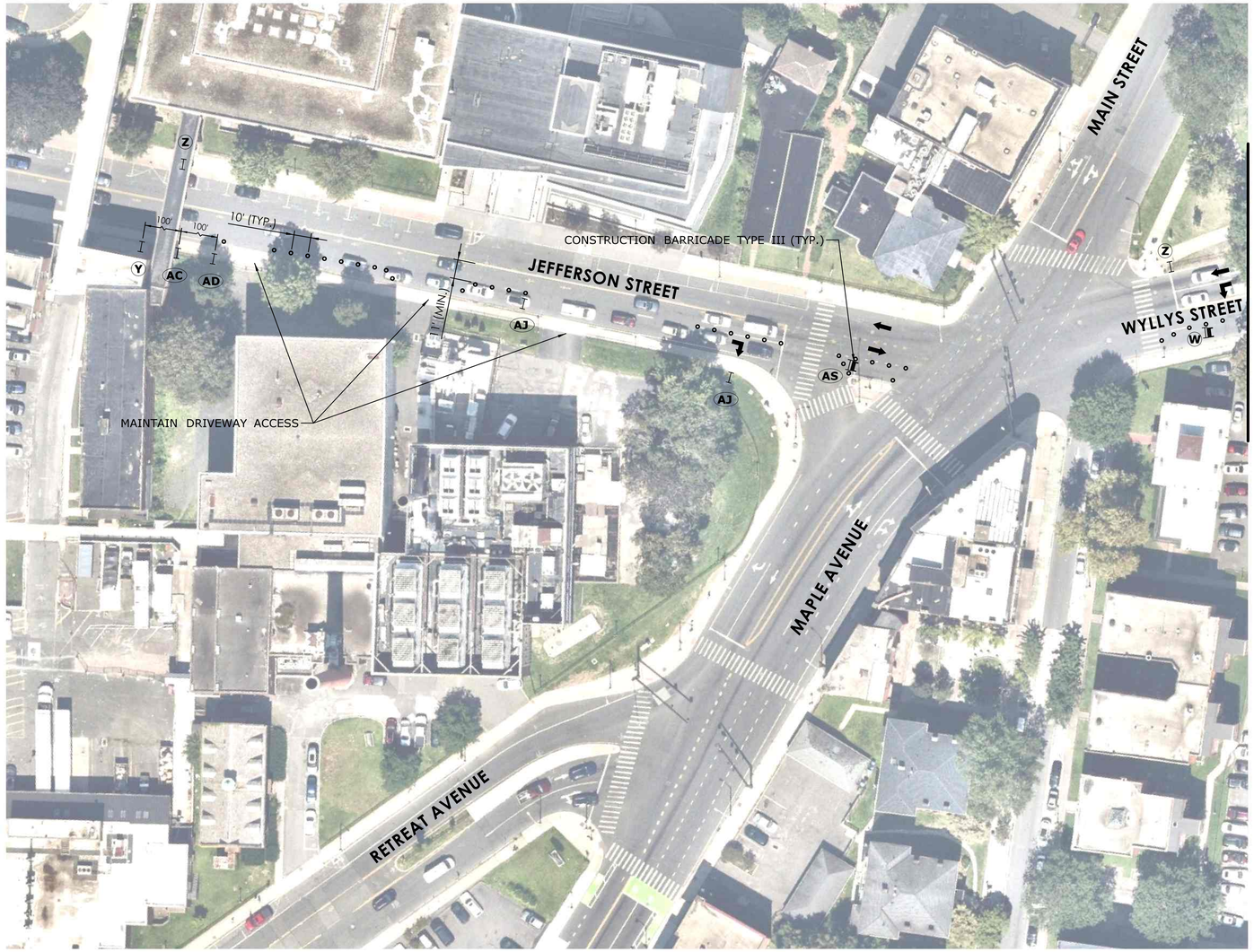
0 30 60
HORIZONTAL SCALE 1" = 30'

SIGNATURE/ BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - SPLICE VAULT
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 130+00 TO 133+00)

DRAWING NO. 1704-TMP-09
SHEET NO.

LASTED SAVED BY: cgrissom **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-09.dgn
PLOTTED DATE: 21-Mar-24



W 80-9424 — 48" X 24"

Z 80-9611 — END ROAD WORK — 36" X 18"

AD 80-9849 — RIGHT LANE CLOSED — 36" X 36"

AS 41-4215 — 36" X 36"

Y 80-9603 — ROAD WORK AHEAD — 36" X 36"

AC 80-9851 — RIGHT LANE CLOSED AHEAD — 36" X 36"

AJ 31-0118 — RIGHT LANE MUST TURN RIGHT — 30" X 30"

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: S COX — CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE
1" = 40'

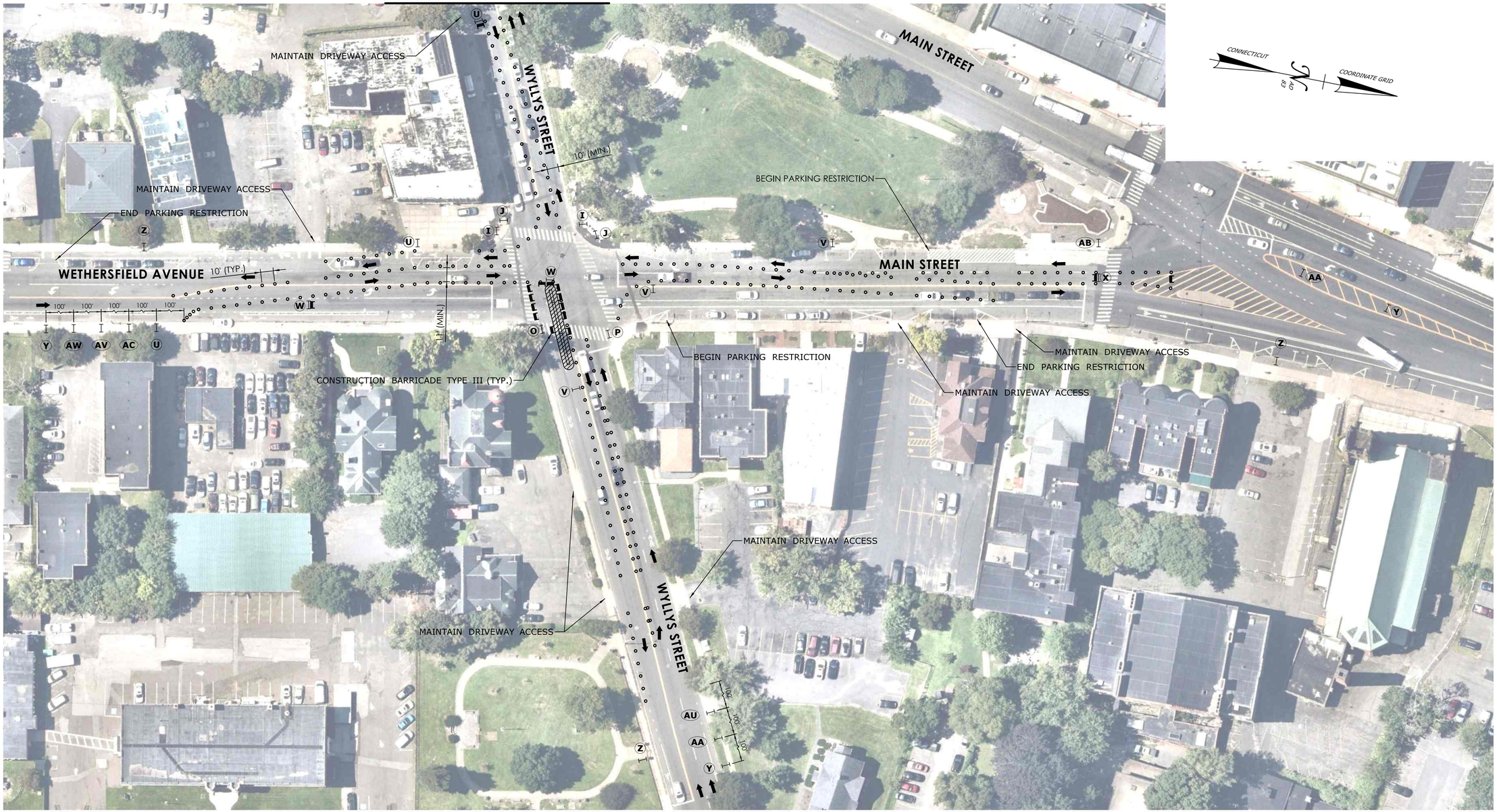
SIGNATURE/
BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 135+35 TO 139+75)

DRAWING NO. 1704-TMP-15A
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-15A.dgn
PLOTTED DATE: 3/19/2024

MATCH MARK - 1704-TMP-09A



LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

I	R9-9703	DETOUR	30" X 24"	O	R9-9075	SIDEWALK CLOSED CROSS HERE	24" X 12"	U	R9-9432		36" X 36"	W	R9-9424		48" X 24"	Y	R9-9603	ROAD WORK AHEAD	36" X 36"	AA	R9-9852	LEFT LANE CLOSED AHEAD	36" X 36"	AC	R9-9851	RIGHT LANE CLOSED AHEAD	36" X 36"	AV	R9-9933	SHARE THE ROAD	36" X 36"
J	R9-9703	DETOUR	30" X 24"	P	R9-9075	SIDEWALK CLOSED CROSS HERE	24" X 12"	V	R9-9431		36" X 36"	X	R9-9424		48" X 24"	Z	R9-9611	END ROAD WORK	36" X 18"	AB	R9-9846	LEFT LANE CLOSED	36" X 36"	AU	R9-9922		36" X 36"	AW	R9-9928	CONSTRUCTION IN BIKE LANE PROCEED WITH CAUTION	60" X 30"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: N BROWN CHECKED BY: C VAN ZANTEN

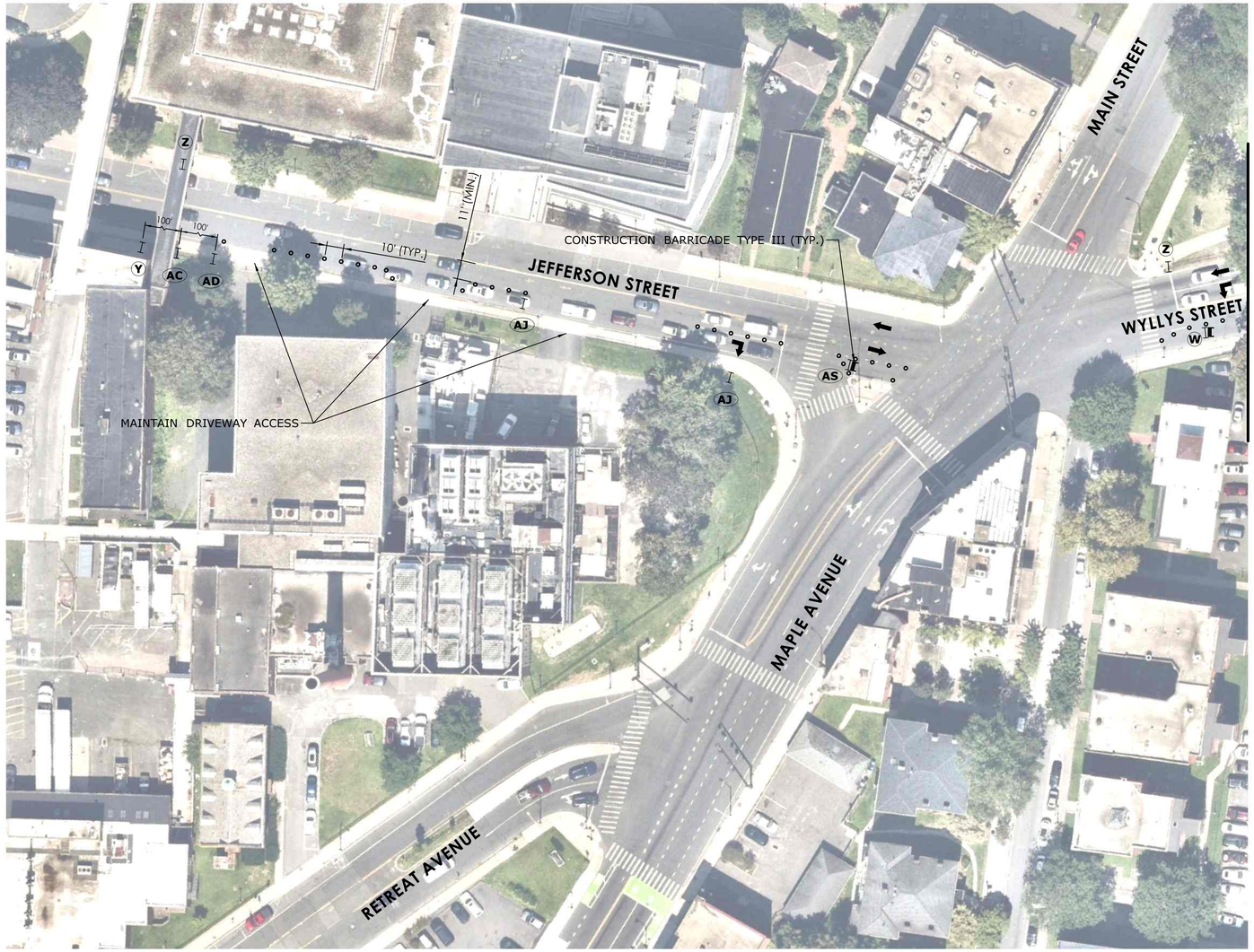
0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/
BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 135+35 TO 135+75)

DRAWING NO.
1704-TMP-15B
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-15B.dgn
PLOTTED DATE: 3/19/2024



MATCH MARK - 1704-TMP-15D

COORDINATE GRID
CONNECTICUT
NAD 83

W 80-9424 — 48" X 24"

Z 80-9611 — END ROAD WORK — 36" X 18"

AD 80-9849 — RIGHT LANE CLOSED — 36" X 36"

AS 41-4215 — 36" X 36"

Y 80-9603 — ROAD WORK AHEAD — 36" X 36"

AC 80-9851 — RIGHT LANE CLOSED AHEAD — 36" X 36"

AJ 31-0118 — RIGHT LANE MUST TURN RIGHT — 30" X 30"

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: S COX — CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE
1" = 40'

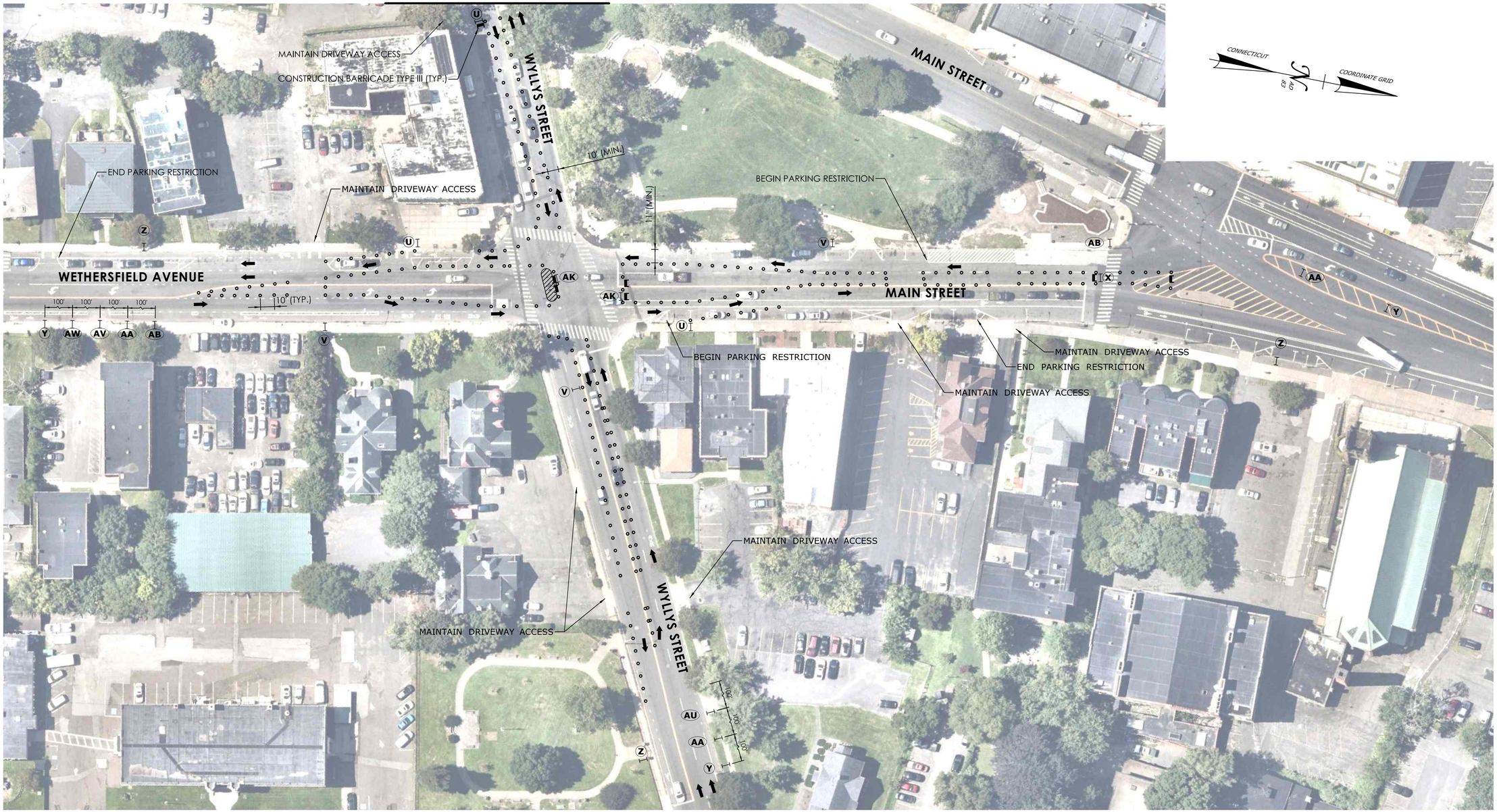
SIGNATURE/ BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 135+35 TO 135+75)

DRAWING NO. 1704-TMP-15C
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-15C.dgn
PLOTTED DATE: 3/19/2024

MATCH MARK - 1704-TMP-15C



LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

U 80-9432 — 36" X 36"

X 80-9424 — 48" X 24"

Z 80-9611 — END ROAD WORK — 36" X 18"

AB 80-9846 — LEFT LANE CLOSED — 36" X 36"

AU 80-9922 — 36" X 36"

AW 80-9928 — CONSTRUCTION IN BIKE LANE PROCEED WITH CAUTION — 60" X 30"

V 80-9431 — 36" X 36"

Y 80-9603 — ROAD WORK AHEAD — 36" X 36"

AA 80-9852 — LEFT LANE CLOSED AHEAD — 36" X 36"

AK 31-1526 — 24" X 30"

AV 80-9933 — SHARE THE ROAD — 36" X 36"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: S COX — CHECKED BY: C VAN ZANTEN

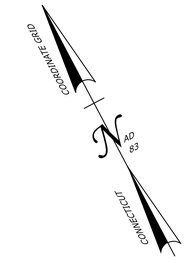
0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/
BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 135+35 TO 139+75)

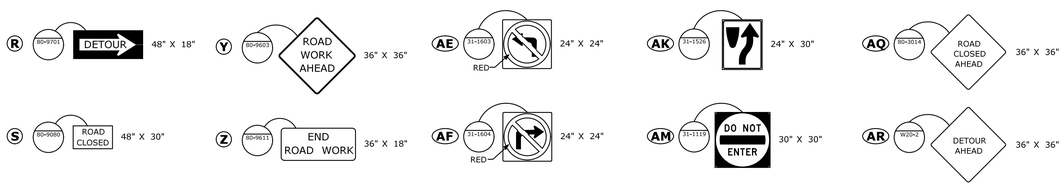
DRAWING NO.
1704-TMP-15D
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-15D.dgn
PLOTTED DATE: 3/19/2024



LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT



REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: N HARMON CHECKED BY: C VAN ZANTEN

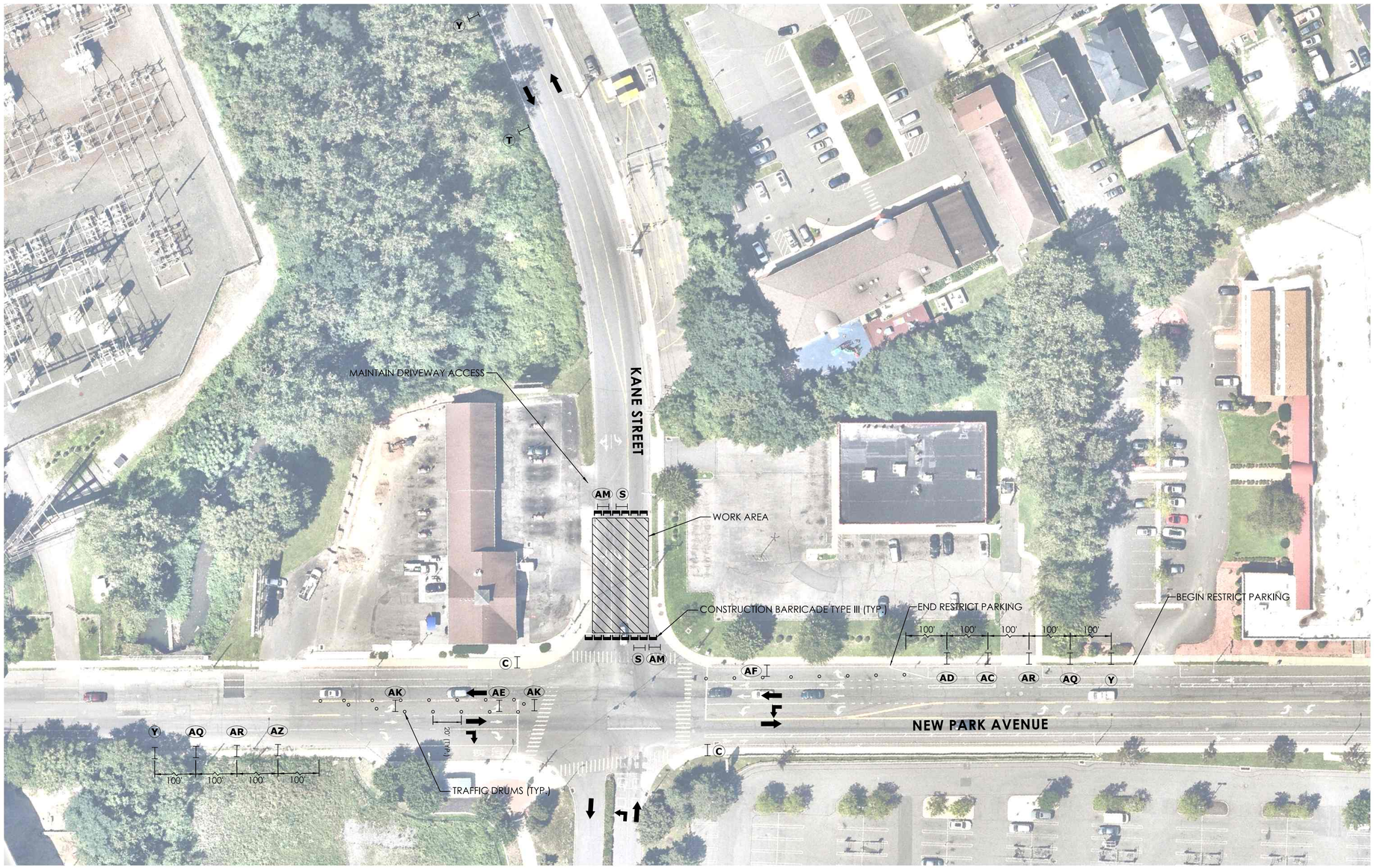
0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/
BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 38+25 TO 43+75)

DRAWING NO.
1704-TMP-17
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-17.dgn
PLOTTED DATE: 3/25/2024



LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

C — R2-9919 / R2-9710 — KANE STREET DETOUR — 30" X 10" / 30" X 24"

T — R2-9081 — ROAD CLOSED TO THRU TRAFFIC — 60" X 30"

AC — R2-9851 — RIGHT LANE CLOSED AHEAD — 36" X 36"

AE — 31-1603 — RED — 24" X 24"

AK — 31-1526 — 24" X 30"

AQ — R2-3014 — ROAD CLOSED AHEAD — 36" X 36"

AZ — W9-3 — CENTER LANE CLOSED AHEAD — 36" X 36"

S — R2-9080 — ROAD CLOSED — 48" X 30"

Y — R2-9603 — ROAD WORK AHEAD — 36" X 36"

AD — R2-9849 — RIGHT LANE CLOSED — 36" X 36"

AF — 31-1604 — RED — 24" X 24"

AM — 31-1119 — DO NOT ENTER — 30" X 30"

AR — W20-2 — DETOUR AHEAD — 36" X 36"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: N BROWN — CHECKED BY: C VAN ZANTEN

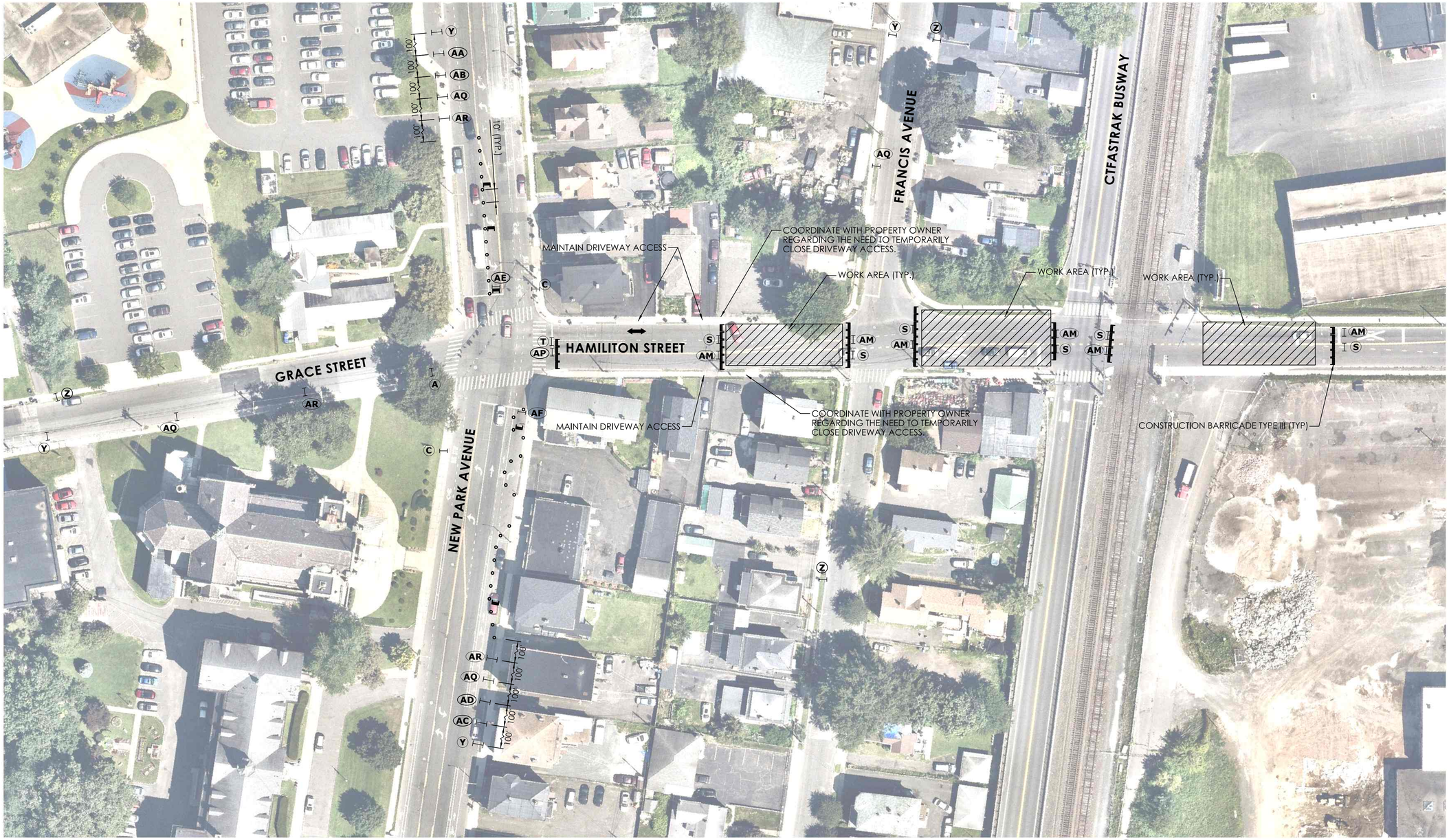
0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/ BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - SPLICE VAULT
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (SPLICE VAULT 1704-01)

DRAWING NO. 1704-TMP-V01
SHEET NO.

LASTED SAVED BY: cgrissom **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-V01.dgn
PLOTTED DATE: 3/29/2024



LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

A — M3-9512 / M3-9710 — DETOUR — 30" X 10" / 30" X 24"

S — R9-9080 — ROAD CLOSED — 48" X 30"

Y — R9-9603 — ROAD WORK AHEAD — 36" X 36"

AA — R9-9652 — LEFT LANE CLOSED AHEAD — 36" X 36"

AC — R9-9651 — RIGHT LANE CLOSED AHEAD — 36" X 36"

AE — 131-1603 — RED — 24" X 24"

AM — 131-1119 — DO NOT ENTER — 30" X 30"

AQ — R9-3014 — ROAD CLOSED AHEAD — 36" X 36"

C — M3-9512 / M3-9710 — DETOUR — 30" X 10" / 30" X 24"

T — R9-9081 — ROAD CLOSED TO THRU TRAFFIC — 60" X 30"

Z — R9-9611 — END ROAD WORK — 36" X 18"

AB — R9-9646 — LEFT LANE CLOSED — 36" X 36"

AD — R9-9649 — RIGHT LANE CLOSED — 36" X 36"

AF — 131-1604 — RED — 24" X 24"

AP — 131-1772 — LOCAL TRAFFIC ONLY — 30" X 24"

AR — W20-2 — DETOUR AHEAD — 36" X 36"

NOTES

1. COORDINATE TURN MOVEMENT RESTRICTIONS AT CTfastrak BUSWAY WITH CTtransit.

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: S COX — CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - SPLICE VALUT
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (SPLICE VAULT 1704-02)

DRAWING NO. 1704-TMP-V02
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-V02.dgn
PLOTTED DATE: 3/29/2024

CONNECTICUT COORDINATE GRID NAD 83

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

W R5-9424 — 48" X 24"

Y R5-9623 — ROAD WORK AHEAD — 36" X 36"

Z R5-9613 — END ROAD WORK — 36" X 18"

AC R5-9851 — RIGHT LANE CLOSED AHEAD — 36" X 36"

AD R5-9849 — RIGHT LANE CLOSED — 36" X 36"

AJ 31-0138 — RIGHT LANE MUST TURN RIGHT — 30" X 30"

AV R5-9933 — SHARE THE ROAD — 36" X 36"

AW R5-9928 — CONSTRUCTION IN BIKE LANE PROCEED WITH CAUTION — 60" X 30"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: N BROWN CHECKED BY: C VAN ZANTEN

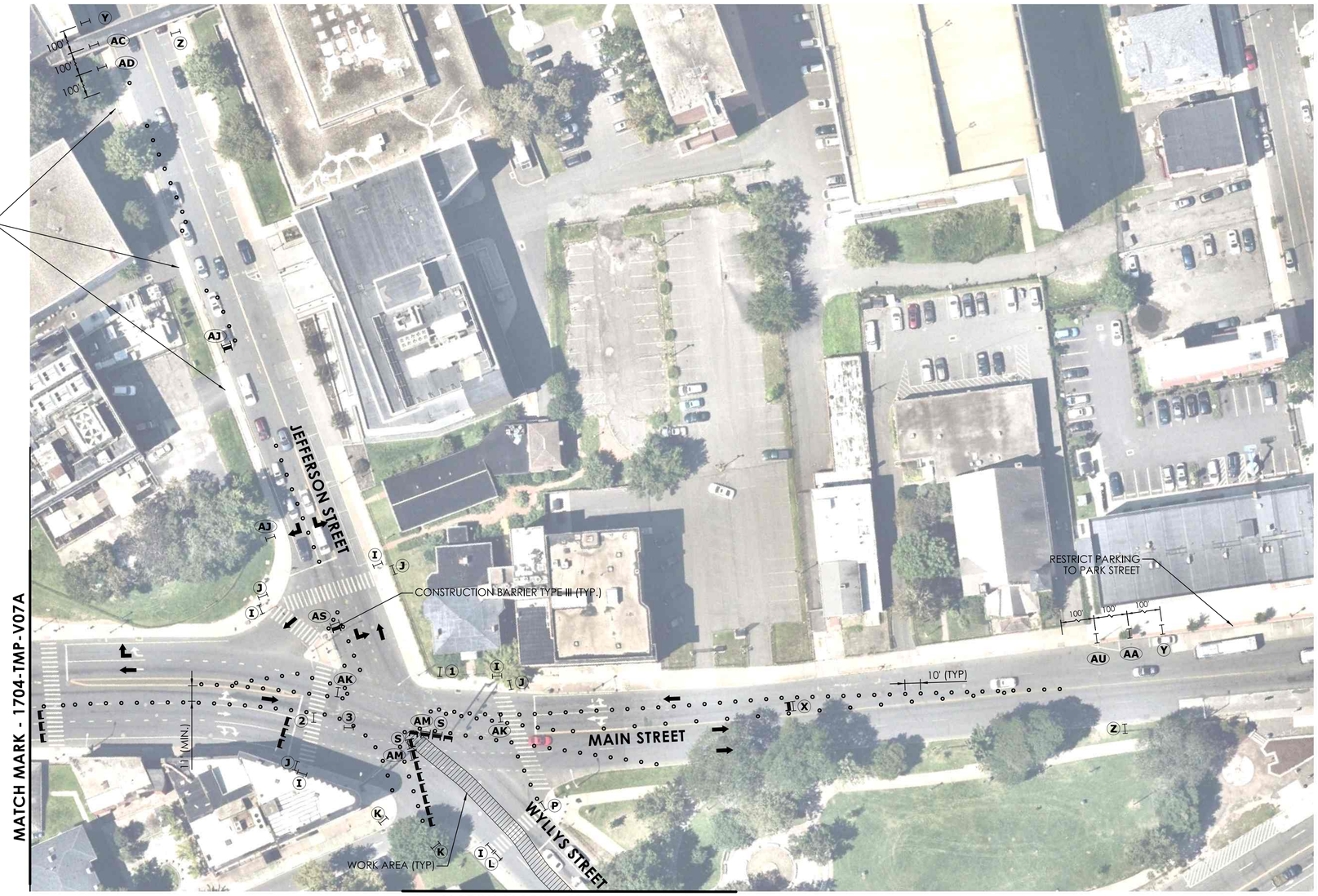
0 40 80
HORIZONTAL SCALE
1" = 40'

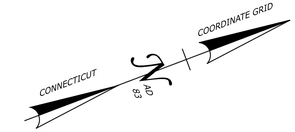
SIGNATURE/ BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - SPLICE VAULT AND DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 135+60 TO 139+35 AND SPLICE VAULT 1704-07)

DRAWING NO. 1704-TMP-V07A
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-V07A.dgn
PLOTTED DATE: 3/19/2024





CUSTOM SIGNS

1. 80-9928 — CONGRESS STREET TRAFFIC ONLY ← — 60" X 30"
2. 80-9928 — CONGRESS STREET TRAFFIC ONLY → — 60" X 30"
3. 80-9928 — CONGRESS STREET TRAFFIC ONLY ↑ — 60" X 30"

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

I — 80-9703 — DETOUR ← — 30" X 24"
J — 80-9703 — DETOUR → — 30" X 24"
K — 80-9706 — DETOUR ↑ — 30" X 30"
L — 80-9076 — SIDEWALK CLOSED — 30" X 18"
P — 80-9075 — SIDEWALK CLOSED CROSS HERE — 24" X 12"
S — 80-9080 — ROAD CLOSED — 48" X 30"
X — 80-9424 — → — 48" X 24"
Y — 80-9603 — ROAD WORK AHEAD — 36" X 36"
Z — 80-9611 — END ROAD WORK — 36" X 18"
AA — 80-9852 — LEFT LANE CLOSED AHEAD — 36" X 36"
AC — 80-9851 — RIGHT LANE CLOSED AHEAD — 36" X 36"
AD — 80-9849 — RIGHT LANE CLOSED — 36" X 36"
AJ — 31-0118 — RIGHT LANE MUST TURN RIGHT — 30" X 30"
AK — 31-1526 — 24" X 30"
AM — 31-1119 — DO NOT ENTER — 30" X 30"
AS — 41-4219 — 36" X 36"
AU — 80-9922 — 36" X 36"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: N BROWN — CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/ BLOCK:

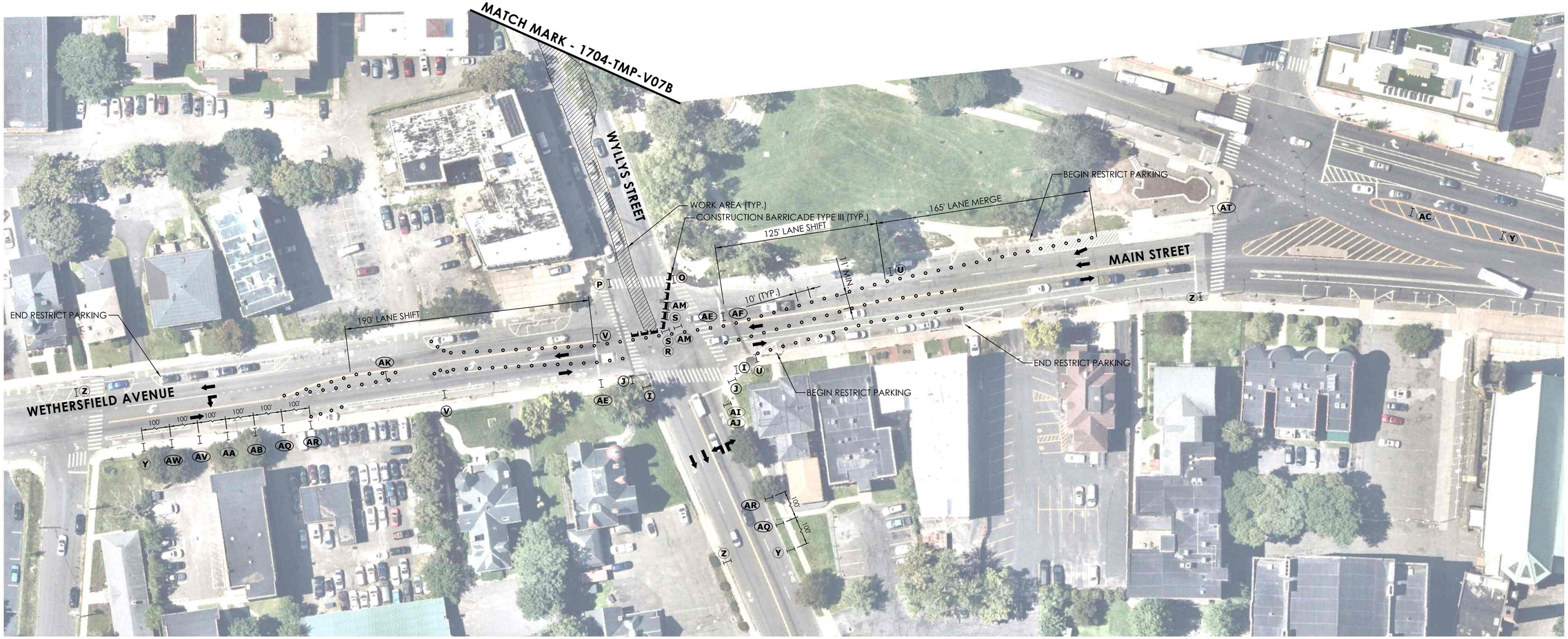
PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - SPLICE VAULT AND DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 135+60 TO 139+35 AND SPLICE VAULT 1704-07)

DRAWING NO. 1704-TMP-V07B
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-V07B.dgn
PLOTTED DATE: 3/21/2024

CONNECTICUT COORDINATE GRID

NAD 83



LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

I — 80-9703 — DETOUR — 30" X 24"

P — 80-9075 — SIDEWALK CLOSED CROSS HERE — 24" X 12"

U — 80-9432 — 36" X 36"

Z — 80-9611 — END ROAD WORK — 36" X 18"

AC — 80-9851 — RIGHT LANE CLOSED AHEAD — 36" X 36"

AI — 31-0117 — LEFT LANE MUST TURN LEFT — 30" X 30"

AM — 31-1119 — DO NOT ENTER — 30" X 30"

AT — 80-9921 — 36" X 36"

J — 80-9703 — DETOUR — 30" X 24"

R — 80-9701 — DETOUR — 48" X 18"

V — 80-9431 — 36" X 36"

AA — 80-9852 — LEFT LANE CLOSED AHEAD — 36" X 36"

AE — 31-1603 — RED — 24" X 24"

AJ — 31-0118 — RIGHT LANE MUST TURN RIGHT — 30" X 30"

AQ — 80-3014 — ROAD CLOSED AHEAD — 36" X 36"

AV — 80-9931 — SHARE THE ROAD — 36" X 36"

O — 80-9075 — SIDEWALK CLOSED CROSS HERE — 24" X 12"

S — 80-9080 — ROAD CLOSED — 48" X 30"

Y — 80-9023 — ROAD WORK AHEAD — 36" X 36"

AB — 80-9846 — LEFT LANE CLOSED — 36" X 36"

AF — 31-1604 — RED — 24" X 24"

AK — 31-1526 — 24" X 30"

AR — W20-2 — DETOUR AHEAD — 36" X 36"

AW — 80-9928 — CONSTRUCTION IN BIKE LANE PROCEED WITH CAUTION — 60" X 30"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: N BROWN CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/ BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1704 UG CABLE MODERNIZATION - SPLICE VAULT AND DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 135+60 TO 139+35 AND SPLICE VAULT 1704-07)

DRAWING NO. 1704-TMP-V07C
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184087\1704-TMP-V07C.dgn
PLOTTED DATE: 3/21/2024

LINE 1722

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

U R2-1(C) 36" X 36"

Y R2-1(C) ROAD WORK AHEAD 36" X 36"

Z R2-1(C) END ROAD WORK 36" X 18"

AC R2-1(C) RIGHT LANE CLOSED AHEAD 36" X 36"

AJ R1-1(C) RIGHT LANE MUST TURN RIGHT 30" X 30"

AS R1-4(C) 36" X 36"

AT R2-1(C) 36" X 36"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: J HOLMAN CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/
BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1722 UG CABLE MODERNIZATION - DUCT BANK INSTALLATION
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 148+50 TO 151+00)

DRAWING NO.
1722-TMP-01A
SHEET NO.

LASTED SAVED BY: cgrissom **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184267\1722-TMP-01A.dgn
PLOTTED DATE: 3/29/2024

MATCH MARK - 1722-TMP-01A

MAINTAIN DRIVEWAY ACCESS

ALBANY AVENUE (ROUTE 44)

12' MIN.

20' TYP.

TRAFFIC DRUM (TYP.)

WORK AREA (TYP.)

12' MIN.

SCARBOROUGH STREET

MAINTAIN DRIVEWAY ACCESS

MARK TWAIN DRIVE

300' MERGE TAPER

500' 500' 500'

COORDINATE GRID: NAD 83 CONNECTICUT

100' 100' 100' 100'

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

I DO-9705 DETOUR 30" X 24"

K DO-9706 DETOUR 30" X 30"

N DO-9715 SIDEWALK CLOSED AHEAD CROSS HERE 24" X 18"

W DO-9424 48" X 24"

Z DO-9611 END ROAD WORK 36" X 18"

AB DO-9604 LEFT LANE CLOSED 36" X 36"

AD DO-9605 RIGHT LANE CLOSED 36" X 36"

AJ D1-9118 RIGHT LANE MUST TURN RIGHT 30" X 30"

AV DO-9703 SHARE THE ROAD 36" X 36"

J DO-9707 DETOUR 30" X 24"

L DO-9716 SIDEWALK CLOSED 30" X 18"

O DO-9715 SIDEWALK CLOSED AHEAD CROSS HERE 24" X 12"

Y DO-9606 ROAD WORK AHEAD 36" X 36"

AA DO-9602 LEFT LANE CLOSED AHEAD 36" X 36"

AC DO-9601 RIGHT LANE CLOSED AHEAD 36" X 36"

AI D1-9117 LEFT LANE MUST TURN LEFT 30" X 30"

AU DO-9704 36" X 36"

AW DO-9625 CONSTRUCTION IN BIKE LANE PROCEED WITH CAUTION 60" X 30"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: J HOLMAN CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/ BLOCK:

PROJECT NUMBER:

PROJECT DESCRIPTION: EVERSOURCE - 1722 UG CABLE MODERNIZATION - DUCT BANK INSTALLATION

TOWN(S): HARTFORD, CONNECTICUT

DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 148+50 TO 151+00)

DRAWING NO. 1722-TMP-01B

SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184267\1722-TMP-01B.dgn
PLOTTED DATE: 3/29/2024

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

C — R9-9/10 (R9-9/10) DETOUR — 30" X 10" / 30" X 24"

S — R9-9080 ROAD CLOSED — 48" X 30"

T — R9-9081 ROAD CLOSED TO THRU TRAFFIC — 60" X 30"

Y — R9-9603 ROAD WORK AHEAD — 36" X 36"

AM — 31-1119 DO NOT ENTER — 30" X 30"

AQ — R9-3014 ROAD CLOSED AHEAD — 36" X 36"

AP — 31-1772 LOCAL TRAFFIC ONLY — 30" X 24"

AR — W20-2 DETOUR AHEAD — 36" X 36"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: C GRISSOM CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE 1" = 40'

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1722 UG CABLE MODERNIZATION - SPLICE VAULT
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (SPLICE VAULT 1722-02)

DRAWING NO. 1722-TMP-V02
SHEET NO.

LASTED SAVED BY: cgrissom **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184267\1722-TMP-V02.dgn
PLOTTED DATE: 3/29/2024

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

C — 80-9919 / 80-9710 — S WHITNEY STREET / DETOUR — 30" X 10" / 30" X 24"

S — 80-9082 — ROAD CLOSED — 48" X 30"

Y — 80-9603 — ROAD WORK AHEAD — 36" X 36"

AM — 31-1119 — DO NOT ENTER — 30" X 30"

AQ — 80-3014 — ROAD CLOSED AHEAD — 36" X 36"

R — 80-9701 — DETOUR — 48" X 18"

T — 80-9087 — ROAD CLOSED TO THRU TRAFFIC — 60" X 30"

Z — 80-9611 — END ROAD WORK — 36" X 18"

AP — 31-1772 — LOCAL TRAFFIC ONLY — 30" X 24"

AR — W20-2 — DETOUR AHEAD — 36" X 36"

NOTES

1. MAINTAIN DRIVEWAY ACCESS WHEN NOT ACTIVELY WORKING.

REV. | DATE | REVISION DESCRIPTION

DESIGNER/DRAFTER: C GRISSOM CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1722 UG CABLE MODERNIZATION - SPLICE VAULT
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (SPLICE VAULT 1722-03)

DRAWING NO. 1722-TMP-V03
SHEET NO.

LASTED SAVED BY: cgrissom **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184267\1722-TMP-V03.dgn
PLOTTED DATE: 3/29/2024

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

S — R80-9080 — ROAD CLOSED — 48" X 30"

Q — R80-9702 — DETOUR — 48" X 18"

Z — R80-9611 — END ROAD WORK — 36" X 18"

AP — I1-1772 — LOCAL TRAFFIC ONLY — 30" X 24"

AR — W20-2 — DETOUR AHEAD — 36" X 36"

T — R80-9081 — ROAD CLOSED TO THRU TRAFFIC — 60" X 30"

Y — R80-9623 — ROAD WORK AHEAD — 36" X 36"

AM — I1-1119 — DO NOT ENTER — 30" X 30"

AQ — R80-3034 — ROAD CLOSED AHEAD — 36" X 36"

NOTES

1. MAINTAIN DRIVEWAY ACCESS WHEN NOT ACTIVELY WORKING.

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: C GRISSOM CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1722 UG CABLE MODERNIZATION - SPLICE VAULT
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (SPLICE VAULT 1722-04)

DRAWING NO. 1722-TMP-V04
SHEET NO.

LASTED SAVED BY: cgrissom **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184267\1722-TMP-V04.dgn
PLOTTED DATE: 3/29/2024

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT

A — R5-9919 / R5-9710 — HISTORIC STREET — DETOUR — 30" X 10" / 30" X 24"

D — R5-9708 — END DETOUR — 24" X 18"

S — R5-9505 — ROAD CLOSED — 48" X 30"

Y — R5-9603 — ROAD WORK AHEAD — 36" X 36"

AM — 31-1119 — DO NOT ENTER — 30" X 30"

AQ — R5-3014 — ROAD CLOSED AHEAD — 36" X 36"

NOTES

1. COORDINATE WITH PROPERTY OWNERS/TENANTS TO PROVIDE ALTERNATE PARKING LOCATIONS.

REV. | DATE | REVISION DESCRIPTION

DESIGNER/DRAFTER: C GRISSOM | CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1722 UG CABLE MODERNIZATION - SPLICE VAULT
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (SPLICE VAULT 1722-05)

DRAWING NO. 1722-TMP-V05
SHEET NO.

LASTED SAVED BY: cgrissom **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184267\1722-TMP-V05.dgn
PLOTTED DATE: 3/29/2024

CONNECTICUT

COORDINATE GRID

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT
- UNIFORMED FLAGGER

S — 80-9080 — ROAD CLOSED — 48" X 30"

V — 80-9431 — 36" X 36"

W — 80-9424 — 48" X 24"

Y — 80-9603 — ROAD WORK AHEAD — 36" X 36"

AP — 31-1772 — LOCAL TRAFFIC ONLY — 30" X 24"

AW — 80-9928 — CONSTRUCTION IN BIKE LANE PROCEED WITH CAUTION — 60" X 30"

T — 80-9081 — ROAD CLOSED TO THRU TRAFFIC — 60" X 30"

U — 80-9432 — 36" X 36"

X — 80-9424 — 48" X 24"

AM — 31-1119 — DO NOT ENTER — 30" X 30"

AV — 80-9933 — SHARE THE ROAD — 36" X 36"

NOTES

1. POSITION FLAGGERS AT LOCATIONS SHOWN TO PROVIDE GUIDANCE AND RELOCATE BARRICADES FOR RESIDENTS OF SCARBOROUGH STREET TO BE ABLE TO ACCESS THEIR DRIVEWAYS. DRIVEWAY ACCESS MUST BE MAINTAINED TO ALL PROPERTIES VIA A MINIMUM 11' WIDE PAVED PATH AT ALL TIMES FROM EITHER THE NORTH OR SOUTH ON THE SOUTHBOUND SIDE OF SCARBOROUGH STREET BY STAGING THE SPLICE VAULT AND DUCTBANK INSTALLATION WORK AND USING THE MEDIAN OPENINGS ON THE NORTHBOUND SIDE OF SCARBOROUGH STREET.

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: N HARMON CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/
BLOCK:

PROJECT NUMBER:

PROJECT DESCRIPTION: EVERSOURCE - 1722 UG CABLE MODERNIZATION - SPLICE VAULT AND DUCT BANK INSTALL

TOWN(S): HARTFORD, CONNECTICUT

DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 120+50 TO 148+00 AND SPLICE VAULTS 1722-06 AND 1722-07)

DRAWING NO. 1722-TMP-V06A

SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184267\1722-TMP-V06A.dgn
PLOTTED DATE: 3/29/2024

CONNECTICUT NAD 83 COORDINATE GRID

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT
- UNIFORMED FLAGGER

T 80-9081 ROAD CLOSED TO THRU TRAFFIC 60" X 30"

AP 31-1772 LOCAL TRAFFIC ONLY 30" X 24"

NOTES

1. POSITION FLAGGERS AT LOCATIONS SHOWN TO PROVIDE GUIDANCE AND RELOCATE BARRICADES FOR RESIDENTS OF SCARBOROUGH STREET TO BE ABLE TO ACCESS THEIR DRIVEWAYS. DRIVEWAY ACCESS MUST BE MAINTAINED TO ALL PROPERTIES VIA A MINIMUM 11' WIDE PAVED PATH AT ALL TIMES FROM EITHER THE NORTH OR SOUTH ON THE SOUTHBOUND SIDE OF SCARBOROUGH STREET BY STAGING THE SPLICE VAULT AND DUCTBANK INSTALLATION WORK AND USING THE MEDIAN OPENINGS ON THE NORTHBOUND SIDE OF SCARBOROUGH STREET.

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: N HARMON CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/
BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1722 UG CABLE MODERNIZATION - SPLICE VAULT AND DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCTBANK 120+50 TO 148+00 AND SPLICE VAULTS 1722-06 AND 1722-07)

DRAWING NO.
1722-TMP-V06B
SHEET NO.

LASTED SAVED BY: nharmon **FILE NAME:** c:\pwwordir\benesch projects\projects\d0184267\1722-TMP-V06B.dgn
PLOTTED DATE: 21-Mar-24

CONNECTICUT NAD 83 COORDINATE GRID

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT
- UNIFORMED FLAGGER

T 80-9081 ROAD CLOSED TO THRU TRAFFIC 60" X 30"

AP 31-1772 LOCAL TRAFFIC ONLY 30" X 24"

NOTES

1. POSITION FLAGGERS AT LOCATIONS SHOWN TO PROVIDE GUIDANCE AND RELOCATE BARRICADES FOR RESIDENTS OF SCARBOROUGH STREET TO BE ABLE TO ACCESS THEIR DRIVEWAYS. DRIVEWAY ACCESS MUST BE MAINTAINED TO ALL PROPERTIES VIA A MINIMUM 11' WIDE PAVED PATH AT ALL TIMES FROM EITHER THE NORTH OR SOUTH ON THE SOUTHBOUND SIDE OF SCARBOROUGH STREET BY STAGING THE SPLICE VAULT AND DUCTBANK INSTALLATION WORK AND USING THE MEDIAN OPENINGS ON THE NORTHBOUND SIDE OF SCARBOROUGH STREET.

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: N HARMON CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE 1" = 40'

SIGNATURE/ BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1722 UG CABLE MODERNIZATION - SPLICE VAULT AND DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCTBANK 120+50 TO 148+00 AND SPLICE VAULTS 1722-06 AND 1722-07)

DRAWING NO. 1722-TMP-V06C
SHEET NO.

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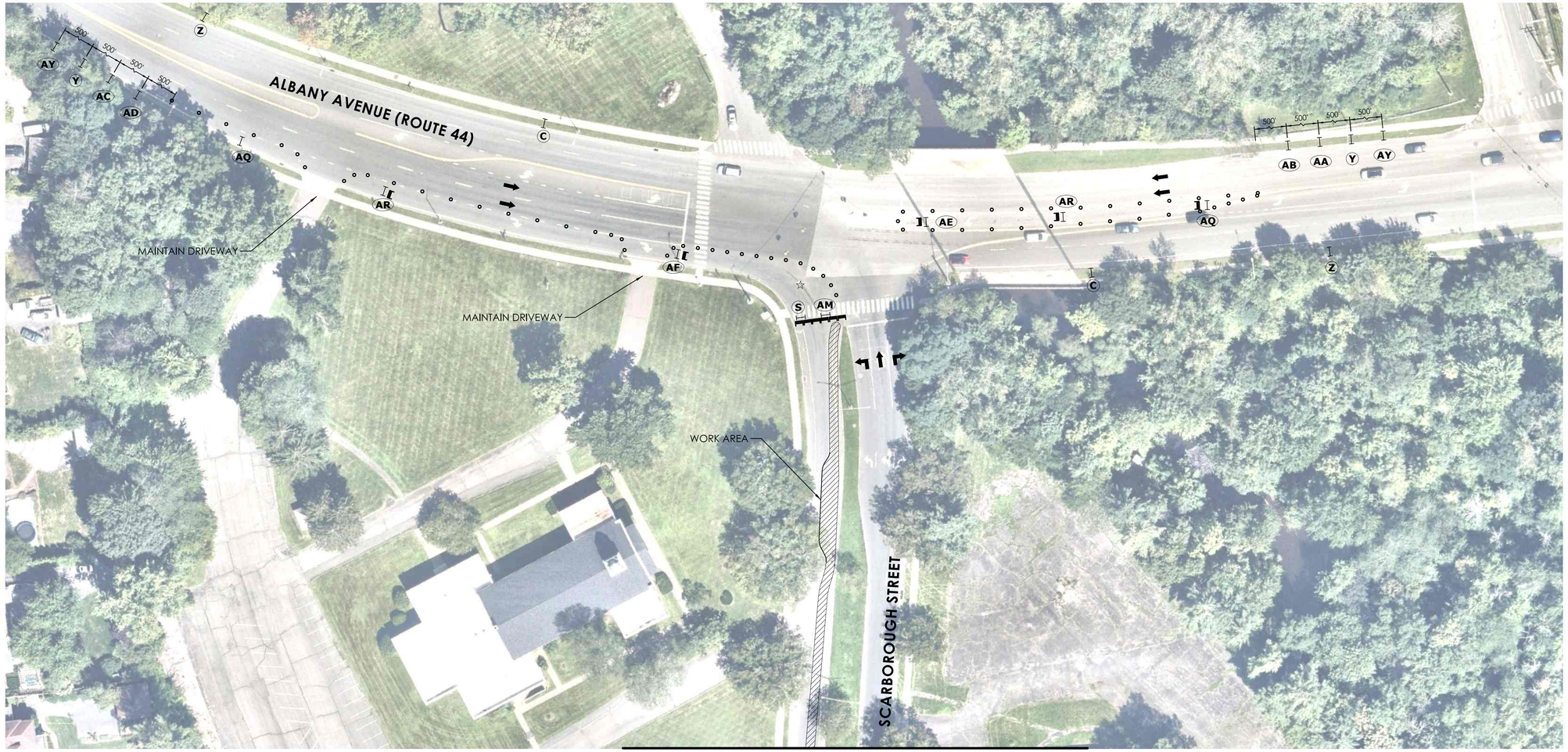

MATCH MARK - 1722-TMP-V06C

COORDINATE GRID
NAD 83
CONNECTICUT

LEGEND

- WORK AREA
- TRAFFIC DRUM
- TRAFFIC FLOW
- CONSTRUCTION BARRICADE TYPE III
- PORTABLE SIGN SUPPORT
- UNIFORMED FLAGGER

C — 80-9919 / 80-9710 — SCARBOROUGH ST / DETOUR — 30" X 10" / 30" X 24"
Y — 80-9603 — ROAD WORK AHEAD — 36" X 36"
AA — 80-9852 — LEFT LANE CLOSED AHEAD — 36" X 36"
AC — 80-9851 — RIGHT LANE CLOSED AHEAD — 36" X 36"
AE — 31-1603 — RED — 24" X 24"
AM — 31-1119 — DO NOT ENTER — 30" X 30"
AQ — 80-3014 — ROAD CLOSED AHEAD — 36" X 36"
S — 80-9080 — ROAD CLOSED — 48" X 30"
Z — 80-9611 — END ROAD WORK — 36" X 18"
AB — 80-9846 — LEFT LANE CLOSED — 36" X 36"
AD — 80-9849 — RIGHT LANE CLOSED — 36" X 36"
AF — 31-1604 — RED — 24" X 24"
AR — W20-2 — DETOUR AHEAD — 36" X 36"
AY — 31-1906 — ROAD WORK AHEAD FINES DOUBLED — 48" X 42"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: N BROWN — CHECKED BY: C VAN ZANTEN

0 40 80
HORIZONTAL SCALE
1" = 40'

SIGNATURE/ BLOCK:

PROJECT NUMBER:
PROJECT DESCRIPTION: EVERSOURCE - 1722 UG CABLE MODERNIZATION - SPLICE VAULT AND DUCT BANK INSTALL
TOWN(S): HARTFORD, CONNECTICUT
DRAWING TITLE: TEMPORARY TRAFFIC CONTROL (DUCT BANK 120+50 TO 148+00 AND SPLICE VAULT 1722-06 AND 1722-07)

DRAWING NO. 1722-TMP-V06D
SHEET NO.

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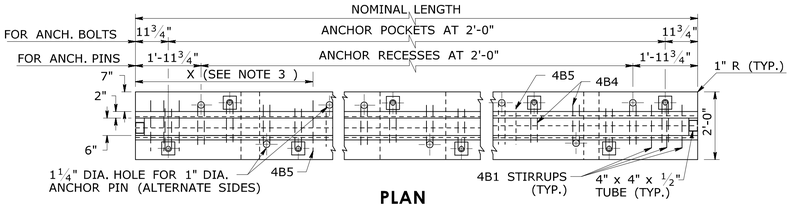
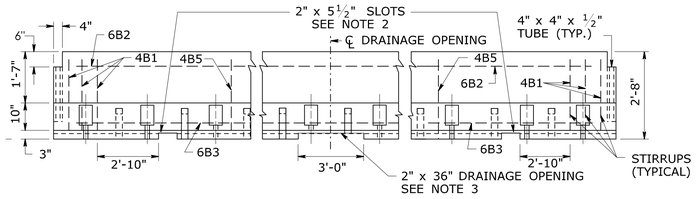
CTDOT STANDARD DETAILS



PLAN



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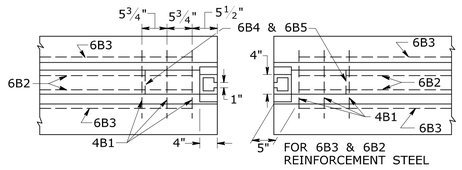
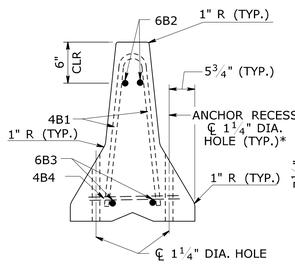
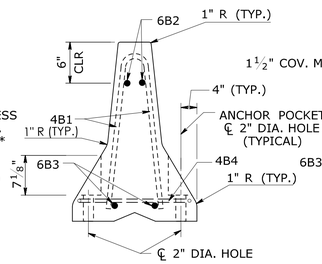


PLAN - BARRIER END



SECTION A-A



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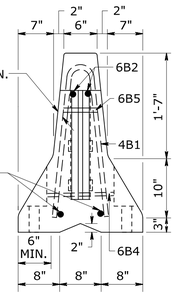

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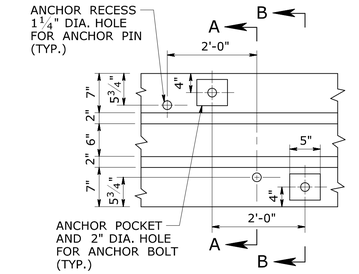
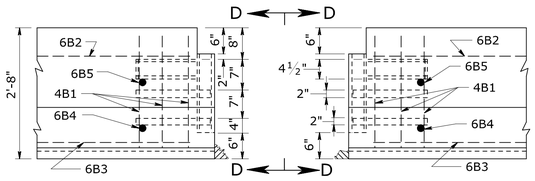


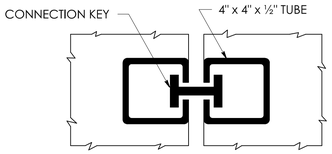
PLAN - ANCHOR RECESS/POCKET
SEE NOTE 5



ELEVATION

GENERAL NOTES:

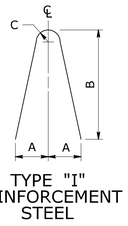
1. CONCRETE CLEAR COVER FOR REINFORCEMENT STEEL IS 1½" (MIN.).
2. 2" x 5½" SLOTS - TWO REQUIRED IN SECTIONS 12 FEET AND GREATER. ONE REQUIRED IN 8 FOOT AND 10 FOOT SECTIONS.
3. 2" x 36" DRAINAGE OPENING IS ONLY REQUIRED FOR TEMPORARY TRAFFIC BARRIER UNITS OF 20 FEET IN LENGTH, LOCATED IN MIDDLE OF THE BARRIER UNIT.
4. A TEMPORARY TRAFFIC BARRIER UNIT IS 20 FEET IN LENGTH; HOWEVER OTHER LENGTHS MAY BE USED TO MEET FIELD CONDITIONS. THE NUMBER AND PLACEMENT OF THE 4B4 AND 4B5 REINFORCEMENT STEEL WILL VARY WITH THE LENGTH OF THE BARRIER UNIT AS SHOWN ON THE TABLE OF VARIABLE REINFORCEMENT STEEL. THE 6B2 AND 6B3 REINFORCEMENT STEEL TO BE PLACED 10 INCHES SHORTER THAN THE NOMINAL LENGTH OF THE BARRIER UNITS.
5. ANCHOR RECESS HOLES OR ANCHOR POCKETS WITH ASSOCIATED REINFORCEMENT STEEL ARE ONLY REQUIRED FOR THE ASSOCIATED TEMPORARY TRAFFIC BARRIER (PINNED) OR TEMPORARY TRAFFIC BARRIER (BOLTED).



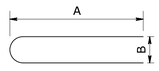
KEY IN PLACE

TABLE OF VARIABLE REINFORCEMENT STEEL			
NOMINAL LENGTH OF BARRIER UNIT	MARK	"X"	NO. EACH SECTION
20'	4B4	N.A.	19
20'	4B5	6'-11"	2
18'	4B4	N.A.	17
18'	4B5	6'-5"	2
16'	4B4	N.A.	15
16'	4B5	5'-11"	2
14'	4B4	N.A.	13
14'	4B5	7'-0"	1
12'	4B4	N.A.	11
12'	4B5	6'-0"	1
10'	4B4	N.A.	9
10'	4B5	5'-0"	1
8'	4B4	N.A.	7
8'	4B5	-	0
"X" DISTANCE FROM END OF BARRIER TO 4B5 REINFORCEMENT STEEL			

TEMPORARY TRAFFIC BARRIER

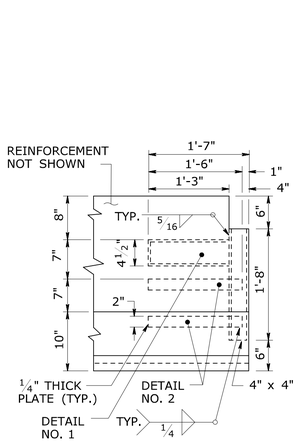


TYPE "I" REINFORCEMENT STEEL

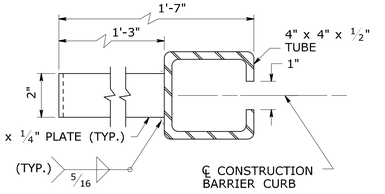


TYPE "II" REINFORCEMENT STEEL

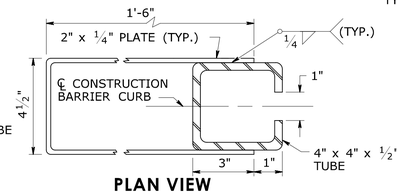
REINFORCEMENT STEEL LIST (EACH BARRIER SECTION)								
MARK	SIZE	NUMBER IN EACH SECTION	LENGTH	TYPE	A	B	C	LOCATION
4B1	#4	6	4'-11"	I	5"	26"	2"	STIRRUPS
4B4	#4	SEE NOTE 4	3'-1"	II	15½"	4"		STIRRUPS
4B5	#4	SEE NOTE 4	4'-11"	I	5"	26"	2"	STIRRUPS
6B2	#6	2	SEE NOTE 4	STR.				LONGITUDINAL (TOP) NORMAL SECTION
6B3	#6	2	SEE NOTE 4	STR.				LONGITUDINAL (BOTTOM) NORMAL SECTION
6B4	#6	2	1'-2"	STR.				TRANSVERSE (BOTTOM) NORMAL SECTION
6B5	#6	2	0'-6"	STR.				TRANSVERSE (TOP) NORMAL SECTION



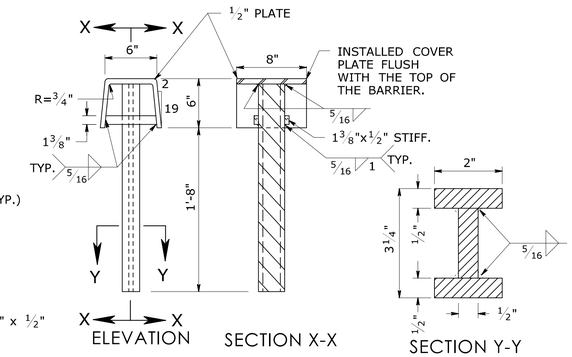
ELEVATION



PLAN VIEW
DETAIL NO. 1



PLAN VIEW
DETAIL NO. 2



ELEVATION SECTION X-X SECTION Y-Y

CONNECTION KEY

TEMPORARY TRAFFIC BARRIER CONNECTION DETAILS

MASH 2016 COMPLIANT
APPROVAL ID. 2021-01

NOT TO SCALE

SIGNATURE BLOCK:
OFFICE OF ENGINEERING
2800 BERLIN TURNPIKE
NEWINGTON, CT 06111

SUBMITTED BY: Digitally signed by Leo Fontaine, P.E. Date: 2022.09.27 15:00:31-04'00'

APPROVED BY: Digitally signed by Calabrese, Michael Date: 2022.11.08 10:22:10-05'00'

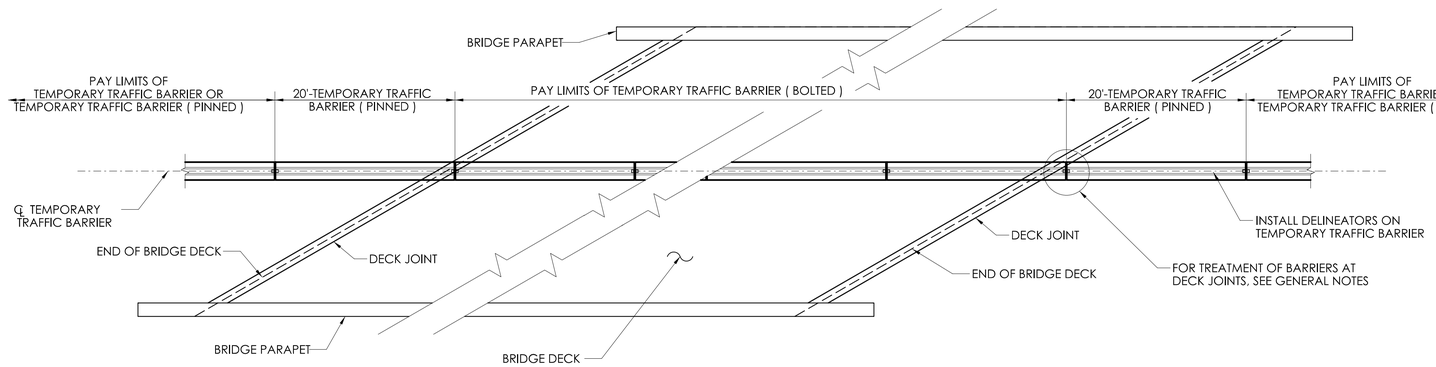
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

CTDOT STANDARD SHEET

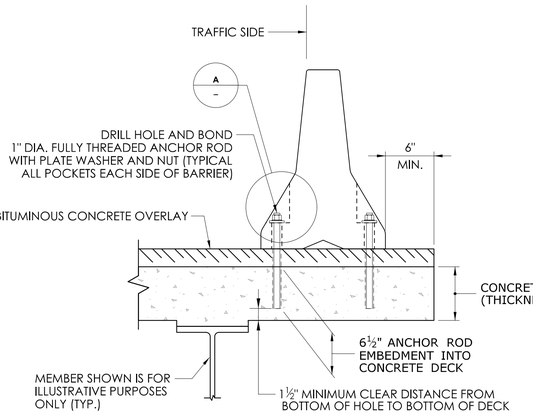
STANDARD SHEET TITLE:
TEMPORARY TRAFFIC BARRIER - DETAILS

STANDARD SHEET NO.:
HW- 822_02a

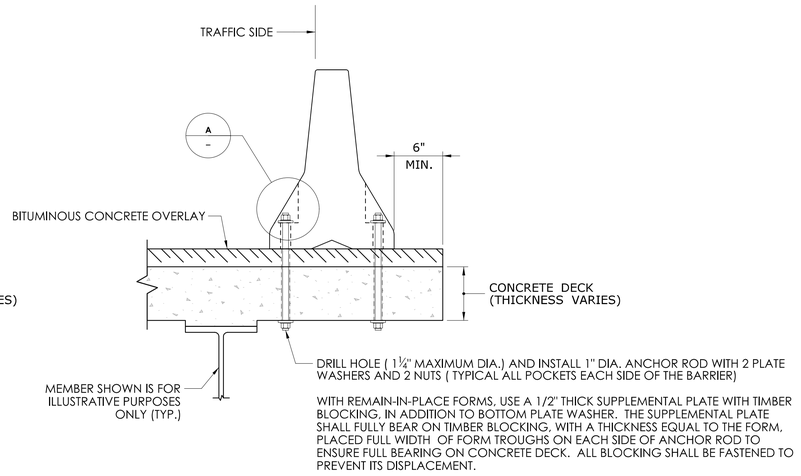
PLOTTED DATE: 9/21/2022



LAYOUT PLAN

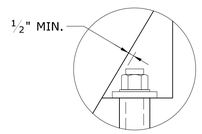


ADHESIVE BONDED ANCHORAGE OPTION



THRU-BOLTED ANCHORAGE OPTION

TEMPORARY TRAFFIC BARRIER (BOLTED)



ANCHOR ROD CLEARANCE A –

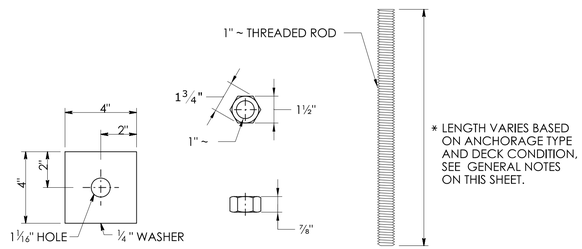


PLATE WASHER **HEX NUT** **THREADED ROD**

ANCHOR ROD DETAILS

GENERAL NOTES:

THE TEMPORARY TRAFFIC BARRIER (BOLTED) DEPICTED ON THIS SHEET SHALL BE A PRECAST CONCRETE BARRIER CONFORMING TO THE DETAILS SHOWN ON STANDARD SHEET HW-822.02A AND BE ANCHORED TO A CONCRETE DECK, WITH OR WITHOUT A BITUMINOUS CONCRETE OVERLAY. NO BARRIER SECTION SHALL BE LESS THAN 10 FT. LONG. ANCHORAGES SHALL BE INSTALLED IN ALL ANCHOR POCKETS ON EACH SIDE OF THE BARRIER. DELINEATORS SHALL BE INSTALLED ON THE TOP OF ALL BARRIERS AS REQUIRED BY SECTION 8.22. FOR ADDTIONAL INSTALLATION AND REMOVAL REQUIREMENTS, SEE SECTION 8.22.

THE TEMPORARY TRAFFIC BARRIER (BOLTED) IS MASH TL-3 COMPLIANT. THE CTDOT MAXIMUM LATERAL DEFLECTION LIMIT, DUE TO THE PERMANENT SET DEFLECTION OR THE DYNAMIC DEFLECTION, FOR A BARRIER ANCHORED TO A CONCRETE SURFACE IMPACTED BY A VEHICLE MEETING THE REQUIREMENTS OF MASH TL-3 IS 6 IN.

THREE TYPES OF BOLTED ANCHORAGES ARE ALLOWED: ADHESIVE BONDED ANCHORAGES, THRU-BOLTED ANCHORAGES, AND DOWEL BAR ANCHORAGES. THE FOLLOWING ARE THE LIMITATIONS AND CONDITIONS FOR USE OF EACH TYPE OF ANCHORAGE:

ADHESIVE BONDED ANCHORAGES ARE PERMITTED TO BE USED UNDER THE FOLLOWING CONDITIONS:
- IN NEW DECKS, WITH A MINIMUM 8.5 IN. THICKNESS AND 2 MATS OF REINFORCEMENT, SUPPORTED BY DISCRETE MEMBERS
- IN NEW DECKS, WITH A MINIMUM 7 IN. THICKNESS AT THE ANCHORAGE, SUPPORTED BY BUTTED PRECAST CONCRETE DECK UNITS
- IN EXISTING DECKS, WITH A MINIMUM 8.00 IN. THICKNESS, 2 MATS OF REINFORCEMENT, AND A CONDITION RATING OF NO LESS THAN 5
- IN EXISTING DECKS, WITH A MINIMUM 7.25 IN. THICKNESS AND 2 MATS OF REINFORCEMENT, ONLY OVER FLANGES OF THE SUPPORTING DISCRETE MEMBERS

ADHESIVE BONDED ANCHORAGES ARE NOT PERMITTED TO BE USED IN ANY PORTION OF A PRETENSIONED CONCRETE MEMBER.

THRU-BOLTED ANCHORAGES ARE PERMITTED TO BE USED IN EXISTING DECKS SUPPORTED BY A DISCRETE MEMBERS, EXCEPT WHERE THE ANCHORAGE WILL CONFLICT WITH A COMPONENT OF THE MEMBER (SUCH AS THE TOP FLANGE), REGARDLESS OF THE DECK THICKNESS OR CONDITION RATING.

THRU-BOLTED ANCHORAGES ARE NOT PERMITTED TO BE USED IN ANY PORTION OF A NEW DECK OR ANY COMPONENT OF THE MEMBER SUPPORTING THE DECK, SUCH AS A STRUCTURAL STEEL OR PRETENSIONED MEMBER.

DOWEL BAR ANCHORAGES ARE PERMITTED TO BE USED ONLY IN NEW PRESTRESSED DECK UNITS JOINED WITH A PARTIAL OR FULL DEPTH CLOSURE POUR WITHOUT A DECK.

ADHESIVE BONDED ANCHORAGE REQUIREMENTS:

THE ADHESIVE BONDING MATERIAL SHALL HAVE A MINIMUM CHARACTERISTIC BOND STRESS OF 1,550 PSI OR GREATER IN DRY, UNCRACKED CONCRETE AT TEMPERATURE RANGE A IN A HAMMER DRILLED OR CORE DRILLED HOLE. THE CONCRETE DECK SHALL BE ASSUMED TO HAVE A MINIMUM CONCRETE STRENGTH OF 3,000 PSI.

THE MINIMUM CONCRETE EMBEDMENT DEPTH OF THE ANCHOR ROD SHALL BE NO LESS THAN 6.50 IN. THE MINIMUM DISTANCE FROM THE BOTTOM OF THE DRILLED HOLE TO THE BOTTOM OF THE CONCRETE DECK SHALL BE 1.5 IN. TO PREVENT SPALLING OF CONCRETE.

IF REINFORCEMENT IS ENCOUNTERED AND CANNOT BE AVOIDED, THE REINFORCEMENT SHALL BE DRILLED THROUGH TO ACHIEVE THE REQUIRED EMBEDMENT.

IN EXISTING DECKS, IF THE BOTTOM OF THE DECK SPALLS AND THE DECK THICKNESS IS COMPLETELY PENETRATED BY DRILLING OPERATIONS, A THRU-BOLTED ANCHORAGE SHALL BE USED.

NO FIELD TESTING OF THE ADHESIVE BONDED ANCHORS IS REQUIRED.

THE ADHESIVE BONDING MATERIAL SHALL BE FULLY CURED PRIOR TO PUTTING THE TEMPORARY TRAFFIC BARRIER (BOLTED) INTO SERVICE. THE TIME TO FULL CURE SHALL BE BASED ON THE LOWEST TEMPERATURE DURING THE CURING TIME PERIOD.

THRU-BOLTED ANCHORAGE REQUIREMENTS:

ANCHOR HOLES IN THE CONCRETE DECK SHALL BE MADE WITH A CORE DRILL OR ANY OTHER APPROVED ROTARY DRILLING DEVICE THAT DOES NOT IMPART AN IMPACT FORCE.

IF REINFORCEMENT IS ENCOUNTERED AND CANNOT BE AVOIDED, THE REINFORCEMENT SHALL BE DRILLED THROUGH TO COMPLETE THE HOLE.

ANCHOR HOLES SHALL NOT EXTEND INTO OR DAMAGE MEMBERS SUPPORTING THE CONCRETE DECK.

FOR CONCRETE DECKS CONSTRUCTED WITH STAY IN PLACE FORMS, THE VALLEYS SHALL BE FILLED WITH A NON-COMPRESSIBLE MATERIAL TO ENSURE FULL BEARING OF THE PLATE WASHER.

DOWEL BAR ANCHORAGE REQUIREMENTS:

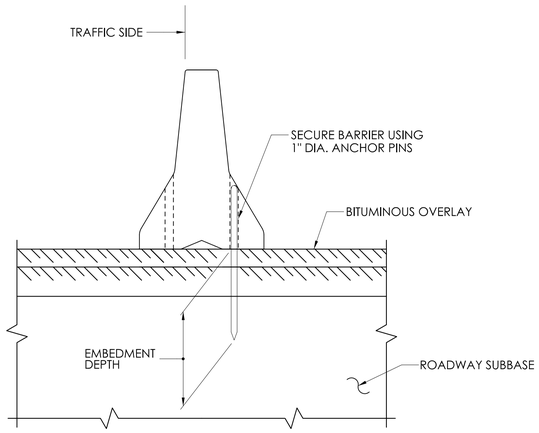
FOR DOWEL BAR ANCHORAGE REQUIREMENTS AND DETAILS, REFER TO THE STRUCTURE SUBSET(S).

TO ACCOMMODATE BRIDGE MOVEMENTS AT A DECK JOINT, THE ENDS OF THE ABUTTING BARRIER SECTIONS SHALL BE PLACED OVER AND ADJACENT TO THE DECK JOINT. VARYING BARRIER SECTION LENGTHS MAY BE REQUIRED TO MEET THIS REQUIREMENT ON A BRIDGE. ON BARRIER SECTIONS SPANNING A DECK JOINT, BOLTED ANCHORAGES SHALL ONLY BE INSTALLED ON ONE END OF A BARRIER SECTION TO ALLOW FOR BRIDGE MOVEMENTS. NO MORE THAN 1 BOLTED ANCHORAGE MAY BE OMITTED FROM A BOLTED BARRIER SECTION TO AVOID CONFLICT WITH THE DECK JOINT. BOLTED ANCHORAGES SHALL BE NO LESS THAN 9 IN. FROM THE END OF A DECK OR THE EDGE OF A DECK JOINT BLOCKOUT. AT DECK JOINTS, THE ABUTTING BARRIER ENDS SHALL BE PLACED 0.625 IN. APART AND USE A TYPICAL CONNECTION KEY TO CONNECT THE BARRIER ENDS TOGETHER.

MASH 2016 COMPLIANT
APPROVAL ID. 2021-01

	NOT TO SCALE	SIGNATURE BLOCK: OFFICE OF ENGINEERING 2800 BERLIN TURNPIKE NEWINGTON, CT 06111	SUBMITTED BY: Digitally signed by Leo Fontaine, P.E. Date: 2024.02.02 07:16:07-05'00'	APPROVED BY: Michael N. Calabrese, P.E. 2024.02.02 08:15:20-05'00'	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	CTDOT STANDARD SHEET	STANDARD SHEET TITLE: TEMPORARY TRAFFIC BARRIER (BOLTED)	STANDARD SHEET NO.: HW- 822_02b

PLOTTED DATE: 2/1/2024



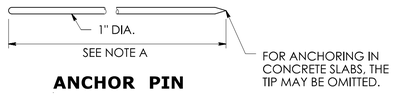
END VIEW - TEMPORARY TRAFFIC BARRIER (PINNED)

SEE NOTES 2 & 3 FOR PIN OPTIONS
ROADSIDE APPLICATION SHOWN

NOTE A

ENSURE THAT THE LENGTH OF THE ANCHOR PIN IS SUCH THAT THE FOLLOWING MINIMUM EMBEDMENT LENGTH IS OBTAINED:

(A) INTO CONCRETE PAVEMENT 0'-5"
(B) INTO FLEXIBLE PAVEMENT 1'-6"
(C) INTO UNPAVED AREA 2'-6"



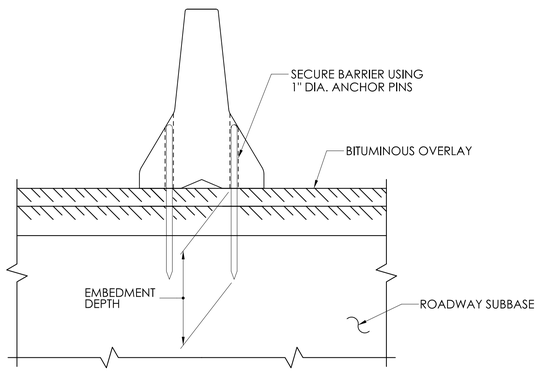
ANCHOR PIN

GENERAL NOTES:

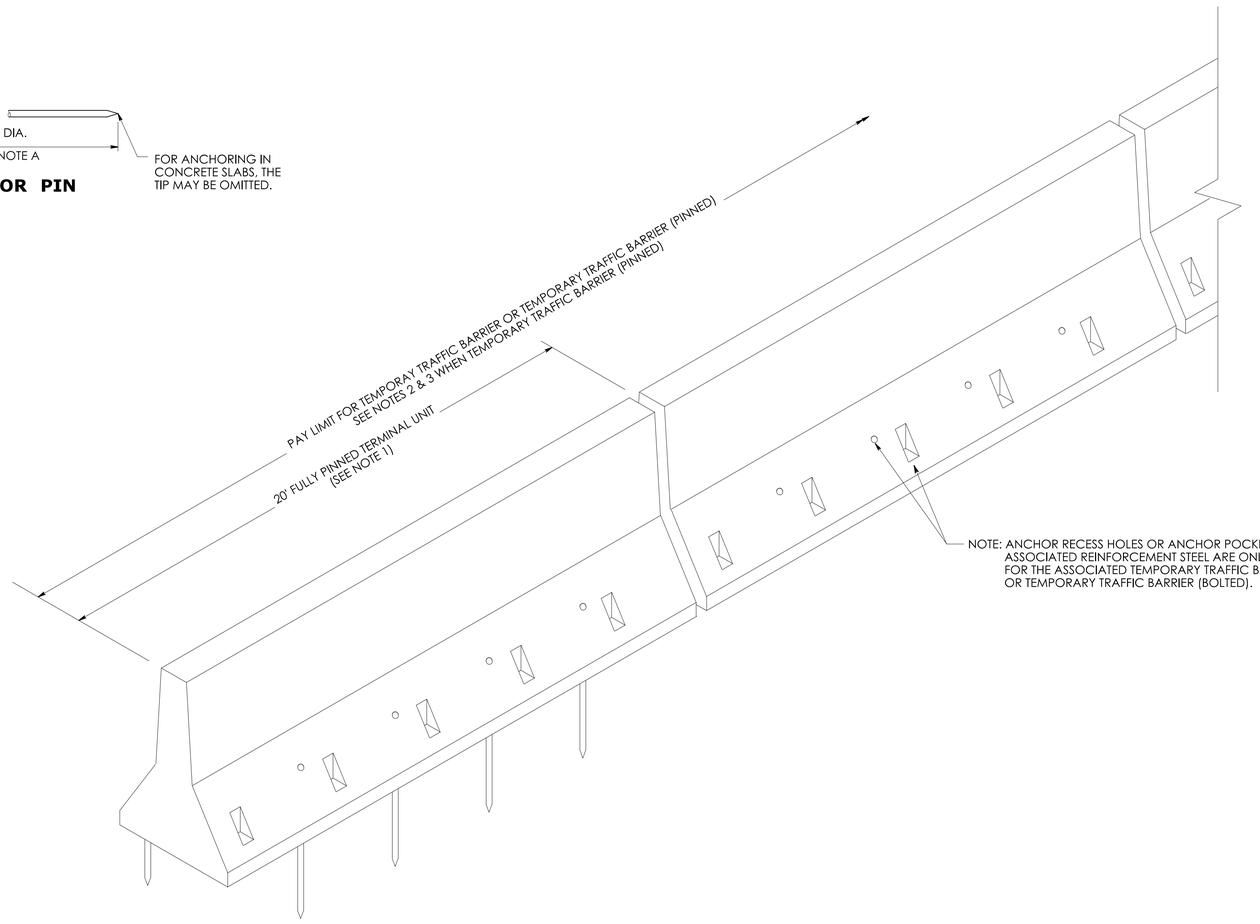
1. THE FIRST AND LAST UNIT OF A TEMPORARY TRAFFIC BARRIER LAYOUT SHALL BE 20 FOOT IN LENGTH AND FULLY PINNED (9 PINS) ON BOTH SIDES.
2. TEMPORARY TRAFFIC BARRIER (PINNED) SHALL ONLY BE PINNED ON THE WORK AREA SIDE OF THE BARRIER AFTER THE REQUIRED LENGTH OF BARRIER IS PLACED.
3. TEMPORARY TRAFFIC BARRIER (PINNED) SHALL BE FULLY PINNED (9 PINS) IN LOCATIONS WHERE THE BARRIERS ARE DIVIDING OPPOSING TRAFFIC.
4. ALL ANCHOR PINS INSTALLED SHALL NOT PROJECT BEYOND THE TEMPORARY TRAFFIC BARRIER'S SURFACE.
5. INSTALL DELINEATORS AS REQUIRED, REFER TO TRAFFIC STANDARD SHEET NO. TR-1205_01.
7. TEMPORARY TRAFFIC BARRIER DESIGN DEFLECTION DISTANCES BY TYPE;

BARRIER TYPE	**DEFLECTION
UNPINNED	40"
PINNED	20"

** MASH STANDARD DEFLECTION CAUSED BY 5,000 LB VEHICLE TRAVELING 62 MPH IMPACTING THE BARRIER AT 25 DEGREE ANGLE.



END VIEW - TERMINAL UNIT



TEMPORARY TRAFFIC BARRIER

MASH 2016 COMPLIANT
APPROVAL ID. 2021-01

	NOT TO SCALE	SIGNATURE BLOCK: OFFICE OF ENGINEERING 2800 BERLIN TURNPIKE NEWINGTON, CT 06111	SUBMITTED BY: Digitally signed by Leo Fontaine, P.E. Date: 2022.09.27 15:00:15-04'00'	APPROVED BY: Digitally signed by Calabrese, Michael Date: 2022.11.08 10:20:44-05'00'	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	CTDOT STANDARD SHEET	STANDARD SHEET TITLE: TEMPORARY TRAFFC BARRIER AND TEMPORARY TRAFFC BARRIER (PINNED)	STANDARD SHEET NO.: HW- 822_02c

PLOTTED DATE: 9/21/2022

DOCUMENT ALL LOOP DETECTOR VALUES BOTH CALCULATED AND MEASURED.

DEFINITIONS:

LOOP: #14 AWG WIRE IN SAWCUT, TERMINATED IN HANDHOLE, IMSA SPEC 51-7.
LEAD-IN: 14/2 SHIELDED TWISTED PAIR CABLE FROM HANDHOLE TO CONTROLLER, IMSA SPEC 50-2.
LOOP CIRCUIT: LOOP SAWCUT WIRE SPLICED TO 14/2 LEAD-IN CABLE.
AMPLIFIER: ELECTRONIC DEVICE CONNECTED TO LOOP CIRCUIT. SENSES CHANGE IN RESONANT FREQUENCY AND CREATES AN OUTPUT TO THE CONTROLLER.
MEGOHMETER: INSTRUMENT SPECIFICALLY DESIGNED TO TEST THE INSULATION RESISTANCE OF A CIRCUIT. COMMON MANUFACTURERS: AMEC®, AMPROBE®, FLUKE®, MEGGER®.

1: RESISTANCE:

1a: INSULATION RESISTANCE: PERFORM A 600 VOLT (MINIMUM) MEGOHMETER TEST ON LOOP CIRCUIT. THE LOOP AMPLIFIER MUST BE DISCONNECTED FROM THE LOOP CIRCUIT OR THE LOOP AMPLIFIER WILL BE DAMAGED. THE RESISTANCE OF THE LOOP WIRE TO GROUND MUST BE GREATER THAN 100 MEG OHMS.

1b: WIRE RESISTANCE: MEASURE THE DC RESISTANCE OF THE LOOP CIRCUIT. THE LOOP CIRCUIT MUST BE DISCONNECTED FROM THE AMPLIFIER. USING AN OHMMETER CONNECTED ACROSS THE LOOP CIRCUIT, MEASURE THE DC RESISTANCE OF THE CONDUCTORS. THE RESISTANCE SHOULD BE LESS THAN 4 OHMS.

NOTE: ALL TESTS SHALL BE DONE AT THE CONTROLLER ASSEMBLY (CA), HOWEVER IT IS RECOMMENDED TO PERFORM A PRELIMINARY MEGOHMETER TEST AT THE HANDHOLE PRIOR TO SEALING THE SAWCUT AND SPLICING TO THE LEAD-IN. IF A DEFECTIVE LOOP WIRE IS FOUND, IT MAY BE EASILY REPLACED.

2: LOOP CIRCUIT INDUCTANCE:

2a: CALCULATE INDUCTANCE OF LOOP (L_{LOOP}) AND LEAD-IN CABLE ($L_{14/2}$).

LOOP INDUCTANCE (ENGLISH)

$L_{LOOP} = (P/4)\ (N^2 + N)$

LEAD-IN INDUCTANCE

$L_{14/2} = (0.24\,\mu h/FT)\ (D)$

LOOP INDUCTANCE (METRIC)

$L_{LOOP} = (3.28P/4)\ (N^2 + N)$

LEAD-IN INDUCTANCE

$L_{14/2} = (0.78\,\mu h/m)\ (D)$

WHERE:

L_{LOOP} = INDUCTANCE OF INDIVIDUAL LOOP SEGMENTS IN MICROHENRIES (μh).
$L_{14/2}$ = INDUCTANCE OF LEAD-IN CABLE.
P = PERIMETER OF INDIVIDUAL LOOP SEGMENT, IN FEET OR METERS.
N = NUMBER OF TURNS.
D = LENGTH OF LEAD-IN CABLE FROM SPLICE IN HANDHOLE TO CONTROLLER, IN FEET OR METERS.
$L_T = L_1 + L_2 + L_3$ etc.,
(TOTAL INDUCTANCE OF SEGMENTED LOOP SPLICED IN SERIES.)
$L_T = 1 / [(1 / L_1) + (1 / L_2) + (1 / L_3) + \text{etc.}]$,
(TOTAL INDUCTANCE OF SEGMENTED LOOP SPLICED IN PARALLEL.

WHERE:

L_T = TOTAL INDUCTANCE OF THE SEGMENTED ARRANGEMENT.
L_1, L_2, L_3 = INDUCTANCE OF INDIVIDUAL LOOP SEGMENTS.

EXAMPLE: (IN ENGLISH)

6' x 6', 4 TURNS, APPROXIMATELY 300' FROM THE CONTROLLER

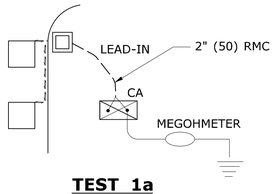
$L_{LOOP} = (24/4)\ (4^2 + 4)$
$L_{LOOP} = (6)\ (20)$
$L_{LOOP} = 120\ \mu h$

$L_{14/2} = (0.24\,\mu h/FT)\ (300)$
$L_{14/2} = (0.24)\ (300)$
$L_{14/2} = 72\ \mu h$

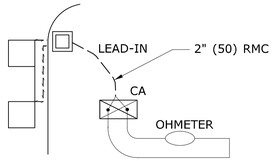
2b: MEASURE INDUCTANCE OF LOOP AND LEAD-IN AT CONTROLLER. USE INSTRUMENT DESIGNED TO MEASURE LOOP CIRCUIT INDUCTANCE.

3: POWER INTERRUPTION:

AFTER THE AMPLIFIER HAS TUNED AND IS OPERATING, DISCONNECT POWER BY REMOVING FUSE OR HARNESS CONNECTOR. RETURN POWER TO THE AMPLIFIER AND CONFIRM IT RE-TUNES AUTOMATICALLY WITHOUT ANY MANUAL ADJUSTMENTS.



TEST 1a



TEST 1b

PROJECT:
TOWN:
LOCATION:

LOOP NUMBER	RESISTANCE OHMS		INDUCTANCE MICROHENRIES (μh)		AMPLIFIER POWER INTERRUPTION
	TO GROUND (1a)	LOOP WIRE (1b)	CALCULATED (2a)	MEASURED (2b)	PASS/FAIL (3)
D1 FRONT					
D1 REAR					
D2A					
D2B					
D4A FRONT					
D4B REAR					
D5					
D6A					
D6B					

LOOP CIRCUIT TEST DATA (EXAMPLE)

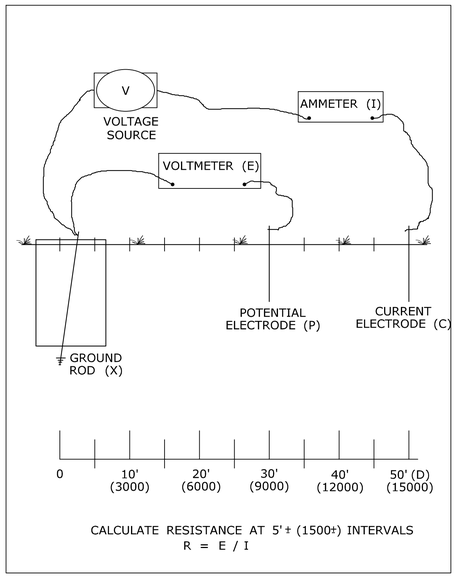
TEST PROCEDURE:

- INSERT ELECTRODE (C) A DISTANCE (D) FROM THE FOUNDATION. RECOMMEND A MINIMUM 50'.
- CONNECT A VOLTAGE SOURCE AND AMMETER BETWEEN THE FOUNDATION GROUND ROD (X) AND C.
- MEASURE THE CURRENT FLOW (I) BETWEEN X AND C.
- INSERT POTENTIAL ELECTRODE (P) AT 5'(1500) INTERVALS IN A STRAIGHT LINE TO ELECTRODE C.
- MEASURE VOLTAGE (E) AT EACH LOCATION OF P.
- CALCULATE RESISTANCE (R) AT EACH LOCATION OF P USING THE FORMULA R=E/I.
- PLOT THE VALUES ON A RxD GROUND RESISTANCE CHART.
- THE ACTUAL GROUND RESISTANCE IS WHERE THE PLOTTED CURVE IS RELATIVELY FLAT, USUALLY AT 62%± OF D. SEE EXAMPLE CHART: CURVE FLATTENS OUT AT 10 OHMS, APPROXIMATELY 30'(9000) FROM FOUNDATION.
- IF GROUND RESISTANCE IS GREATER THAN 10 OHMS, PERFORM CORRECTIVE ACTION AND RE-TEST.

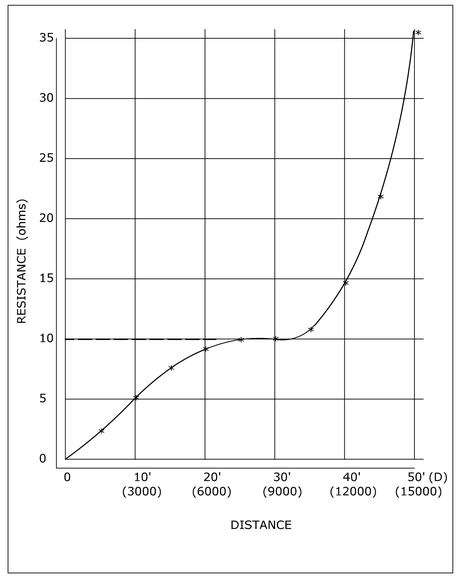
SUGGESTED CORRECTIVE ACTION:

A. INSTALL ADDITIONAL 10'(3000) GROUND ROD(S).
REFER TO NESC SECTION 09, RULE 94.B.2.
DRIVE ADDITIONAL GROUND RODS NO CLOSER TO FOUNDATION THAN 6'(1800). IF MORE THAN ONE IS NEEDED, SPACE MINIMUM 6'(1800) APART.
BONDS TO ADDITIONAL GROUND ROD(S) SHALL BE MADE BY A CLAMP DESIGN FOR DIRECT BURIAL OR BY EXOTHERMIC WELDING TECHNIQUE.
TOP OF ADDITIONAL GROUND ROD(S) SHALL BE 6" (150) BELOW GRADE.

B. IN AREAS OF SHALLOW BEDROCK, INSTALL A GROUND GRID OR ARRAY CONSISTING OF BURIED WIRE, RODS, STRIPS OR PLATES.
REFER TO NESC SECTION 09, RULE 94.B.3.
REFER TO NEC SECTION 250.
MINIMUM DEPTH OF 18" (450).
GRID CONNECTIONS AND BONDS ON GROUND GRID SHALL BE MADE BY CLAMPS DESIGNED FOR DIRECT BURIAL OR BY EXOTHERMIC WELDING TECHNIQUE.



3 POINT GROUND RESISTANCE TEST CIRCUIT



GROUND RESISTANCE CHART (EXAMPLE)

INDUCTIVE LOOP TEST PROCEDURE

PIN	COLOR	FUNCTION
A	WHITE	110 VAC Neutral
B	BROWN	Output Relay Common (moving contact)
C	BLACK	110 VAC (Fused)
D	RED	Loop
E	ORANGE	Loop
F	YELLOW	Output Relay Contact (Closes with moving contact when detecting vehicle)
G	BLUE	Output Relay Contact (Opens with moving contact when detecting vehicle)
H	GREEN	Chassis Ground
J	GREY	110 VAC Delay/Extend Override
Shell		Ground (shall be connected to pin H in the connector)

DETECTOR AMPLIFIER PIN DESIGNATION

NOTES:
1. WHEN REQUESTED BY THE ENGINEER, MEASURE RESISTANCE-TO-GROUND OF GROUND ROD AT TRAFFIC CONTROL FOUNDATIONS. SEE FALL-OF-POTENTIAL METHOD. IF LESS THAN 10 ohms, INSTALL SUPPLEMENTAL ELECTRODES AS REQUIRED. NEC ARTICLE 250.
2. DURING THE TEST, THE GROUND ROD SHOULD NOT BE BONDED TO ANY RMC IN THE FOUNDATION.
3. THE VOLTAGE SOURCE, VOLTMETER, AMMETER, ELECTRODES P AND C, AND CONNECTING CABLES ARE AVAILABLE AS A SPECIALIZED TEST INSTRUMENT.
4. REFER TO NATIONAL ELECTRICAL SAFETY CODE (NESC) SECTION 09, GROUNDING METHODS FOR ELECTRIC SUPPLY AND COMMUNCATIONS FACILITIES.
5. REFER TO NATIONAL ELECTRICAL CODE (NEC) CHAPTER 2, ARTICLE 250, GROUNDING.

3 POINT FALL-OF-POTENTIAL GROUND RESISTANCE TEST

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:
INDUCTIVE LOOP DETECTOR
SAW CUT
RIGID METAL CONDUIT
HANDHOLE

REV.	DATE	REVISION DESCRIPTION
2	1-2014	REVISED GROUND RESISTANCE NOTES.
1	4-2012	MINOR REVISIONS.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 1/7/2014

DIMENSIONS ARE IN ENGLISH (.') & METRIC UNITS (mm). METRIC DIMENSIONS ARE ROUNDED:
- OVER 1" TO NEAREST 5 mm
- UNDER 1" TO NEAREST 1 mm.

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

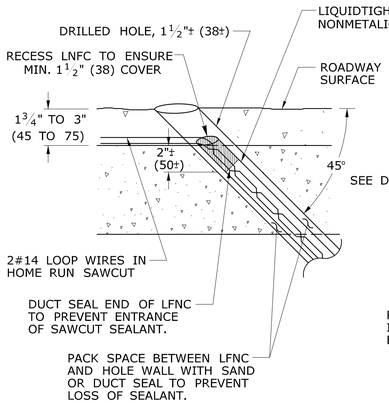
Filename: CTDOT_TRAFFIC_STD.DGN Model: TR-1000_01

SUBMITTED BY: NAME/DATE/TIME:
Tracy L. Fogarty 2014.01.07 16:11:26-05'00'
APPROVED BY: NAME/DATE/TIME:
Charles S. Harlow 2014.01.08 09:02:11-05'00'

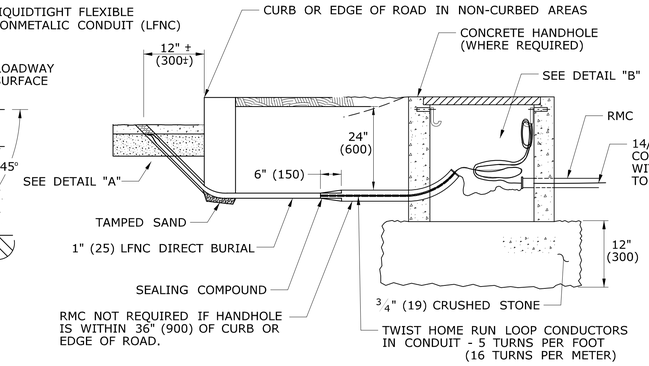
CTDOT STANDARD SHEET
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
GENERAL CLAUSES (TEST PROCEDURES)

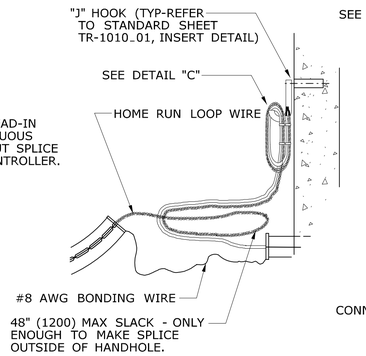
STANDARD SHEET NO.:
TR-1000_01



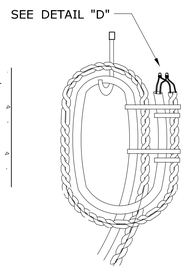
DETAIL "A"



TYPICAL ELEVATION VIEW
LOOP DETECTOR LEAD-IN

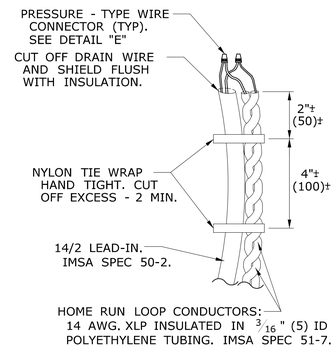


DETAIL "B"

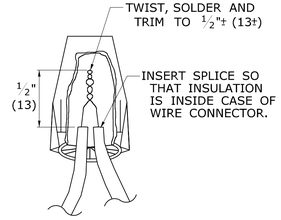


TIE WRAP SO WIRE CONNECTORS ARE POINTED UP.

DETAIL "C"
FRONT VIEW



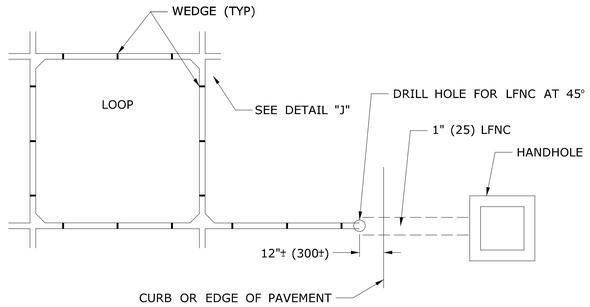
DETAIL "D"



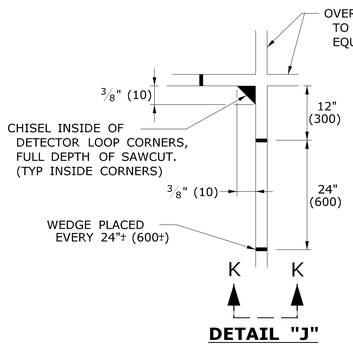
NOTE:

WATER RESISTANT CONNECTOR DESIGNED FOR WET, DAMP AND CORROSIVE APPLICATIONS. ONE TIME USE ONLY. DISCARD ALL REMOVED CONNECTORS.

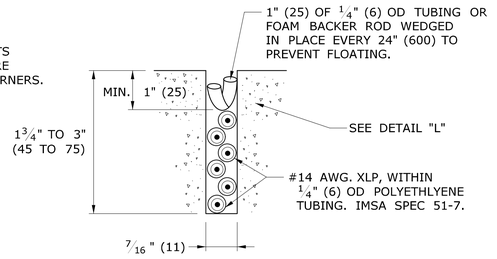
DETAIL "E"



TYPICAL PLAN VIEW
LOOP DETECTOR SAWCUT AND LEAD-IN



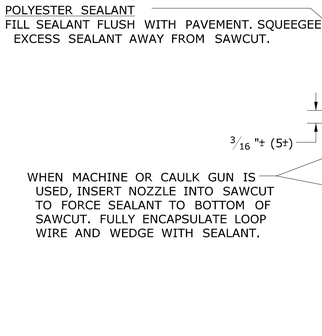
DETAIL "J"



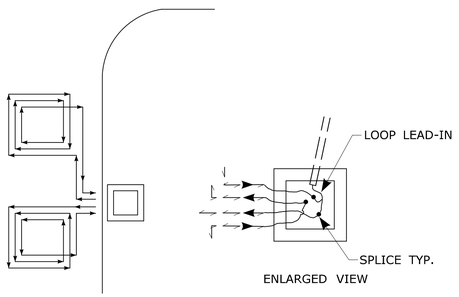
DETAIL "K"

NOTES:

REFER TO STANDARD SPECIFICATIONS, SECTION 11-11.
ONLY USE POLYESTER COMPOUND AS SEALANT, UNLESS OTHER TYPE IS APPROVED BY ENGINEER.
WET SAW CUT ONLY, DRY SAW CUT NOT PERMITTED.
RECOMMENDED SAW BLADE: 14" x 3/8" (350 x 10) PRODUCES 7/16" (11) SLOT.
SAW CUT LOOP & HOME RUN DEPTH TO ENSURE MIN. 1" (25) SEALANT COVERAGE.

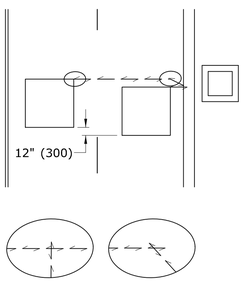


DETAIL "L"



TYPICAL WINDING
SEGMENTED LOOPS, 3 TURNS EACH

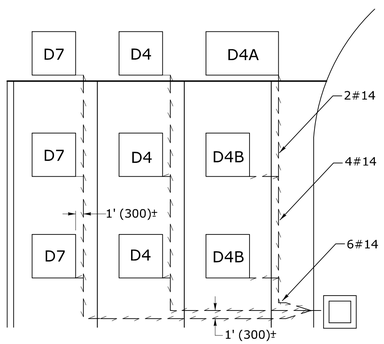
TO CREATE A UNIFORM MAGNETIC FIELD, WIND ADJACENT LOOPS IN OPPOSITE DIRECTIONS.



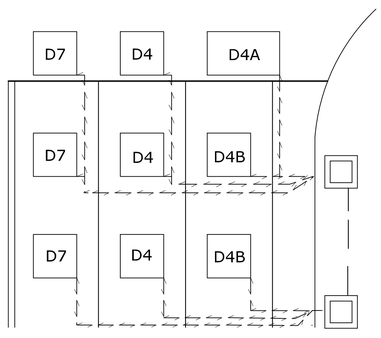
ACCEPTABLE SAW CUT

NOT ACCEPTABLE SAW CUT

DO NOT OVERLAP MORE THAN TWO SAWCUTS.



EXAMPLE A



EXAMPLE B

REAR SEGMENTS ALSO USED FOR VOLUME COUNTS

SEE TRAFFIC SIGNAL PLAN FOR ACTUAL LOOP PLACEMENT, NUMBERS, ETC...
LOOP SEGMENTS ON SAME AMPLIFIERS MAY SHARE HOME RUN SAW CUT. SPLICE SEGMENTS IN SERIES.
LOOP SEGMENTS ON DIFFERENT AMPLIFIERS MUST BE IN SEPARATE HOME RUN SAW CUT.

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN:
- INDUCTIVE LOOP DETECTOR
- SAW CUT
- RIGID METAL CONDUIT
- HANDHOLE

REV.	DATE	REVISION DESCRIPTION
3	4-2014	DETAIL "B" - REVISED "J" HOOK NOTE.
2	7-2012	DELETED URETHANE SEALANT NOTE FROM DETAIL "L"
1	4-2012	MINOR REVISIONS.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 4/21/2014

DIMENSIONS ARE IN ENGLISH (.") & METRIC UNITS (mm). METRIC DIMENSIONS ARE ROUNDED:
- OVER 1" TO NEAREST 5 mm
- UNDER 1" TO NEAREST 1 mm.

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: CTDOT_TRAFFIC_STD.DGN Model: TR-1111_01

SUBMITTED BY: NAME/DATE/TIME:
Tracy L. Fogarty, P.E. 2014.04.25 16:02:20-04'00'

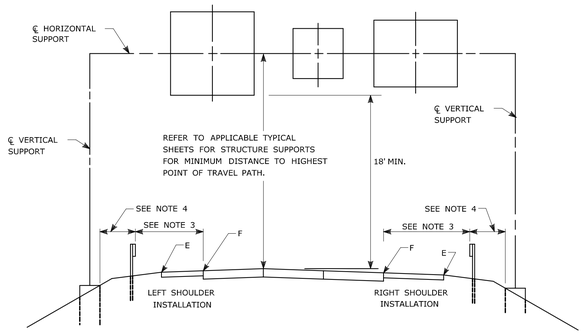
APPROVED BY: NAME/DATE/TIME:
Digitally signed by Charles S. Harlow, P.E. Date: 2014.04.29 14:27:33-04'00'

CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
LOOP VEHICLE DETECTOR AND SAWCUT

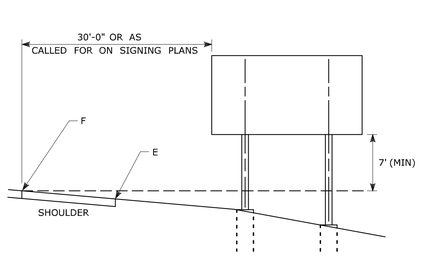
STANDARD SHEET NO.:
TR-1111_01



TYPICAL PLACEMENT OF OVERHEAD SIGNS ON SIGN SUPPORTS

NOTES:

1) FOR PLACEMENT OF CANTILEVER SIGN SUPPORT USE APPLICABLE PORTION OF ABOVE DETAIL.
2) BARRIER SYSTEMS MAY BE REQUIRED FOR BOTH SIDES OF SUPPORTS IN MEDIANS.
3) IMPACT PROTECTION SHALL BE PROVIDED FOR THE SIGN SUPPORTS LOCATED WITHIN CLEAR ZONE.
4) SIGN SUPPORT FOUNDATIONS SHALL BE LOCATED OUTSIDE OF BARRIER SYSTEMS DEFLECTION AREA.
5) ALL SIGNS ARE TO BE LEVEL, REGARDLESS OF CAMBER IN SUPPORT.



TYPICAL PLACEMENT OF SIDE MOUNTED SIGNS ON STRUCTURAL STEEL BREAKAWAY SIGN SUPPORTS

NOTES:

1) MIN. VERTICAL CLEARANCE ABOVE SIDEWALKS SHALL BE 7'.
2) WHERE GUIDE RAIL IS USED, THE OFFSET TO THE NEAR EDGE OF SIGN FACE SHALL BE AS SHOWN ELSEWHERE IN THE CONTRACT PLANS.
3) ON INTERSECTING ROADS AT RAMP TERMINI, THE OFFSET TO THE NEAR EDGE OF OF SIGN FACE SHALL BE 6' MIN. FROM POINT "E".
4) IF 30'-0" MIN. CANNOT BE MET, PLEASE CONTACT THE ENGINEER.

FOR MAXIMUM EFFECTIVENESS, POSITION SIDE MOUNTED SIGNS ON STRUCTURAL STEEL BREAKAWAY SIGN SUPPORTS AS FOLLOWS:

ON A TANGENT SECTION, POSITION THE SIGN SO THE VERTICAL AXIS IS PLUMB AND THE HORIZONTAL AXIS IS AT AN ANGLE OF 90° WITH THE TRAFFIC LANE WHICH THE SIGN SERVES. SIGNS LOCATED 30 FT OR MORE FROM THE EDGE OF THE ROAD SHALL BE TURNED APPROXIMATELY 3° TOWARD THE ROAD.

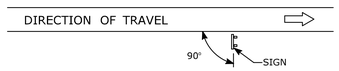


DIAGRAM "A"

ON A HORIZONTAL CURVE SECTION, POSITION THE SIGN SO THE VERTICAL AXIS IS PLUMB AND THE HORIZONTAL AXIS IS AT AN ANGLE OF 90° WITH A STRAIGHT LINE BETWEEN THE SIGN AND THE POINT AT WHICH THE SIGN SHALL BE READ.

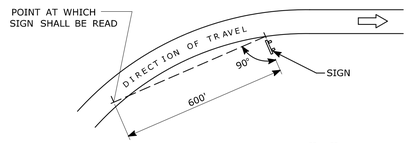
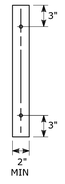


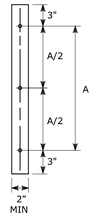
DIAGRAM "B"

SIGN ORIENTATION DETAILS FOR SIDE MOUNTED SIGNS ON STRUCTURAL STEEL BREAKAWAY SIGN SUPPORTS

RETROREFLECTIVE STRIPS 48" LONG OR LESS:



RETROREFLECTIVE STRIPS OVER 48" LONG:

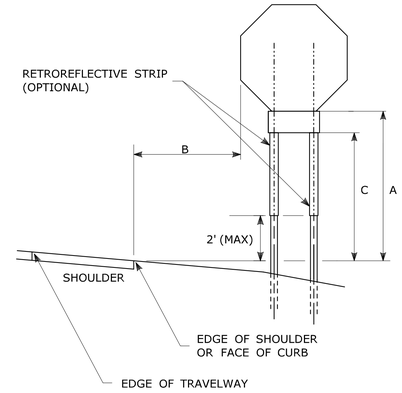


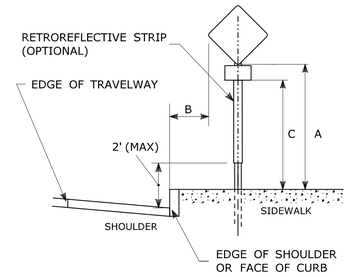
RETROREFLECTIVE STRIP DETAIL

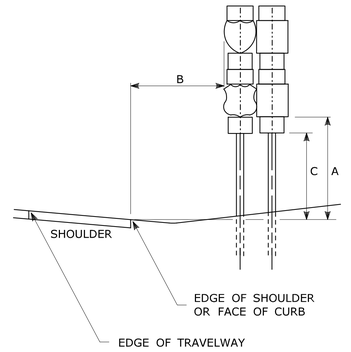
NOTES:

RETROREFLECTIVE STRIPS WHICH ARE 48 IN LONG OR LESS SHALL BE ATTACHED USING 2 BOLTS AND RETROREFLECTIVE STRIPS OVER 48 IN LONG SHALL BE ATTACHED USING 3 BOLTS AS SHOWN ON THE DETAILS ABOVE.
REFER TO STANDARD SHEET No. TR-1208_02 "METAL SIGN POSTS AND SIGN MOUNTING DETAILS" FOR MOUNTING DETAILS.

RETROREFLECTIVE STRIP COLOR SHALL MATCH THE BACKGROUND COLOR OF THE SIGN, EXCEPT THAT THE COLOR OF THE STRIP FOR "YIELD" AND "DO NOT ENTER" SIGNS SHALL BE RED.







TYPICAL SIGN PLACEMENT DETAIL

NOTES:

ALL SIGNS AND SHIELDS ON DIRECTIONAL ASSEMBLIES SHALL ABUT VERTICALLY.

REFER TO STANDARD SHEET No. TR-1208_02 "METAL SIGN POSTS AND SIGN MOUNTING DETAILS" FOR SIGN POSTS AND SIGN MOUNTING.

IF A RETFOREFLECTIVE STRIP IS USED ON SIGN SUPPORT, IT SHALL BE PLACED FOR THE FULL LENGTH OF THE SUPPORT FROM THE BOTTOM OF THE SIGN TO WITHIN 2 FT ABOVE THE EDGE OF THE ROADWAY.

PARKING SIGNS TYPICALLY USE 45° MOUNTING BRACKET.

DIM."A" MIN SIGN HEIGHT	DIM."B" MIN LATERAL OFFSET (1)	DIM."C" MIN PLAQUE HEIGHT (1)	ASSEMBLY LOCATION
7' (2)	6' 12' (3)	5'	SIGNS ON FREEWAYS AND EXPRESSWAYS EXCEPT CHEVRON ALIGNMENT SIGNS, ONE-DIRECTION LARGE ARROW SIGNS, DO NOT ENTER SIGNS, AND WRONG WAY SIGNS
5'	2'	4'	• SIGNS IN RURAL AREAS • DO NOT ENTER AND WRONG WAY SIGNS ALONG EXIT RAMPS • DO NOT ENTER AND WRONG WAY SIGNS ON LIMITED ACCESS HIGHWAYS
5'	2'	N/A	• CHEVRON ALIGNMENT SIGNS LOCATED ON FREEWAYS, EXPRESSWAYS, RAMPS, AND IN RURAL AREAS • ONE-DIRECTION LARGE ARROW SIGNS LOCATED ON FREEWAYS, EXPRESSWAYS, RAMPS, AND IN RURAL AREAS
4'	6' 12' (3)	N/A	INCIDENT MANAGEMENT SIGNS AND MILE POST MARKER ASSEMBLIES LOCATED ON FREEWAYS AND EXPRESSWAYS
4'	2'	4'	CENTRAL ISLANDS OF ROUNDABOUTS
7'	2' (4)	6'	BUSINESS & RESIDENTIAL AREAS WHERE PARKING OR OTHER OBSTRUCTIONS LIMIT VISIBILITY
7'	2' (4)	7'	SIDEWALKS (5)

(1) OR AS DIRECTED BY THE ENGINEER

(2) 8 FT MINIMUM HEIGHT REQUIRED IF A SUPPLEMENTAL PLAQUE IS SUBMOUNTED BELOW THE MAJOR SIGN.

(3) 6 FT FROM EDGE OF SHOULDER, WHEN SHOULDER IS OVER 6 FT WIDE
12 FT FROM EDGE OF TRAVELWAY, WHEN SHOULDER IS LESS THAN 6 FT WIDE.

(4) A LATERAL OFFSET OF AT LEAST 1 FT FROM THE FACE OF THE CURB MAY BE USED WHERE SIDEWALK WIDTH IS LIMITED OR WHERE EXISTING UTILITY POLES ARE CLOSE TO THE CURB.

(5) A CLEAR PATH OF NOT LESS THAN 4 FT SHALL BE PROVIDED IN SIDEWALK AREAS.

REV.	DATE	REVISION DESCRIPTION
3	8-2018	INCLUDED INCIDENT MANAGEMENT AND MILE MARKER SIGNS.
2	4-2017	MINOR REVISIONS.
1	2-2011	MINOR REVISIONS.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 8/10/2018

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: TR_1208_01_1_2018.dgn Model: TR-1208_01

SUBMITTED BY: NAME/DATE/TIME:
Mark F. Makuch, P.E.
2018.08.17 09:06:06-04'00'

APPROVED BY: NAME/DATE/TIME:
Mark F. Carlino, P.E.
2018.08.21 07:48:06-04'00'

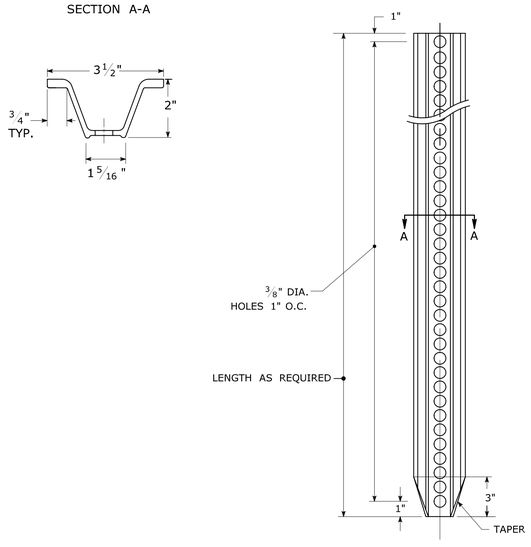
CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

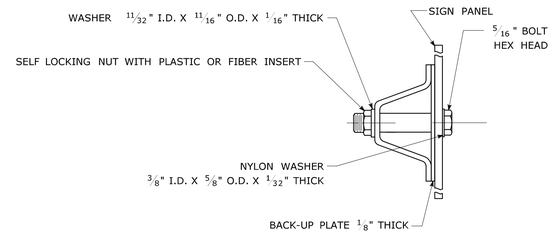
STANDARD SHEET TITLE:
SIGN PLACEMENT AND RETROREFLECTIVE STRIP DETAILS

STANDARD SHEET NO.:
TR-1208_01

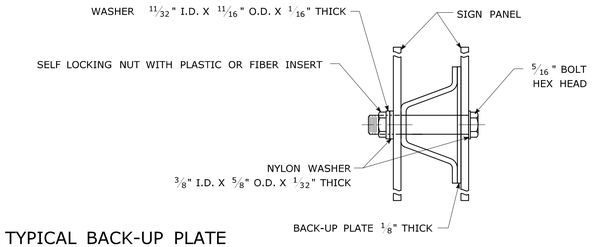
TYPICAL METAL SIGN POSTS



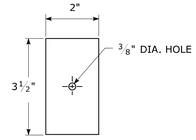
TYPICAL SIGN PANEL ATTACHMENT



TYPICAL BACK TO BACK SIGN PANEL ATTACHMENT



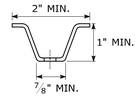
TYPICAL BACK-UP PLATE



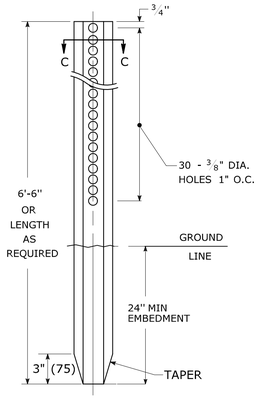
BOLTS - STAINLESS STEEL CONFORMING TO ASTM F593, ALLOY GROUP 1 OR 2 (ALLOY TYPES 304 OR 316).
SELF LOCKING NUTS - STAINLESS STEEL CONFORMING TO ASTM F594, ALLOY GROUP 1 OR 2 (ALLOY TYPES 304 OR 316).
WASHERS - STAINLESS STEEL CONFORMING TO ASTM A240, (ALLOY TYPES 304 OR 316).

METAL DELINEATOR POST

WT./FT. = 1.12 LBS./FT. MIN.



SECTION C-C

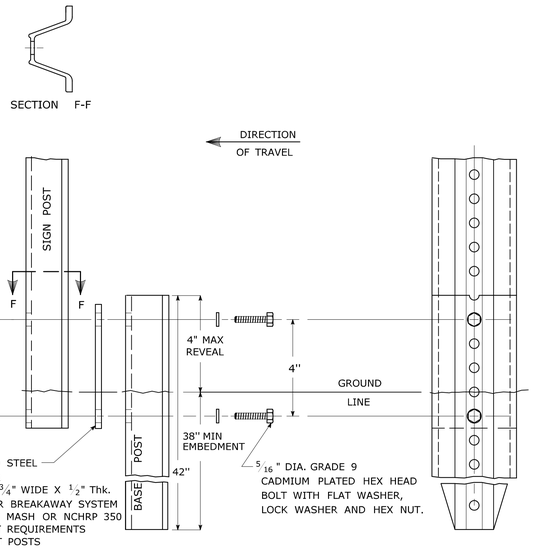


GENERAL NOTES:

1. STEEL FOR DELINEATOR POSTS SHALL BE ASTM A36 STEEL. STEEL FOR ALL OTHER POSTS SHALL CONFORM TO THE MECHANICAL REQUIREMENTS OF ASTM A 499 GRADE 80 AND TO THE CHEMICAL REQUIREMENTS OF ASTM A1 CARBON STEEL TEE RAIL HAVING NOMINAL WEIGHT (MASS) OF 91 LBS. OR GREATER PER LINEAR YARD.
2. AFTER FABRICATION, ALL STEEL POSTS, STRAPS AND PLATES SHALL BE GALVANIZED TO MEET THE REQUIREMENTS OF ASTM A123.
3. WASHERS FOR BREAKAWAY INSTALLATIONS SHALL MEET ASTM F436, TYPE 1.
4. SPACER BAR FOR BREAKAWAY INSTALLATION SHALL CONFORM TO THE MECHANICAL REQUIREMENTS OF ASTM A36.
5. ALL BOLTS, NUTS, AND WASHERS FOR BREAKAWAY INSTALLATIONS SHALL BE GALVANIZED TO MEET THE REQUIREMENTS OF ASTM A153.
6. ALL SIGN POSTS SHALL HAVE BREAKAWAY FEATURES THAT MEET AASHTO REQUIREMENTS CONTAINED IN THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS." THE BREAKAWAY FEATURES SHALL BE STRUCTURALLY ADEQUATE TO CARRY THE SIGNS SHOWN IN THE PLANS AT 60 mph WIND LOADINGS. INSTALLATIONS SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.
7. SIGN POSTS SHALL BE 4 LBS./FT.

BREAKAWAY INSTALLATION

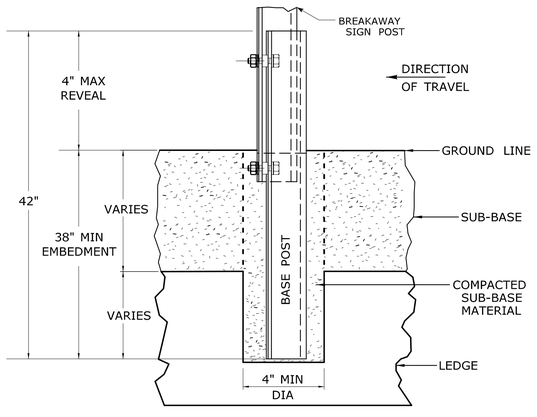
FOR 4 LBS./FT. POSTS



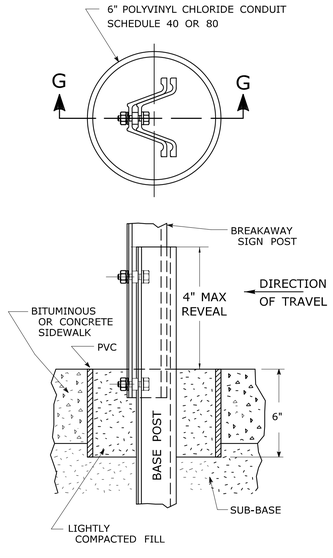
TYPICAL SIGN POST INSTALLATION IN LEDGE

LEDGE SHALL BE REMOVED TO DRIVE THE BASE POST TO A DEPTH OF 38".

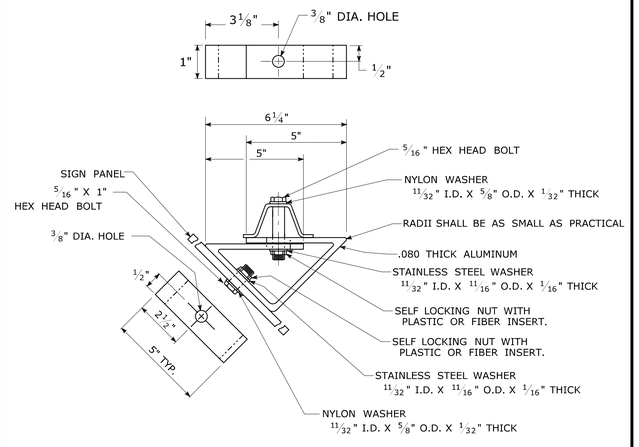
HOLE SHALL BE FILLED WITH SUB-BASE MATERIAL AND COMPACTED WITH A TAMPING BAR, OR TECHNIQUE APPROVED BY THE ENGINEER, PRIOR TO BASE POST INSTALLATION.



TYPICAL SLEEVE FOR PAVED AREAS



45° MOUNTING BRACKET FOR INSTALLATION OF PARKING SIGNS



REV.	DATE	REVISION DESCRIPTION
2	6-2017	SIGN POST REVISIONS.
1	2-2011	MINOR REVISIONS.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 6/6/2017

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: TR-1208_02_May_2017_Revision.dgn Model: TR-1208_02

SUBMITTED BY:	NAME/DATE/TIME:
Mark Makuch	Mark F. Makuch, P.E. 2017.06.07 07:30:30-04'00'
Mary E. Baker	Mary E. Baker, P.E. 2017.06.13 15:28:14-04'00'
APPROVED BY:	NAME/DATE/TIME:
Gregory M. Dorosh	Gregory M. Dorosh, P.E. 2017.06.15 09:27:29-04'00'

CTDOT STANDARD SHEET

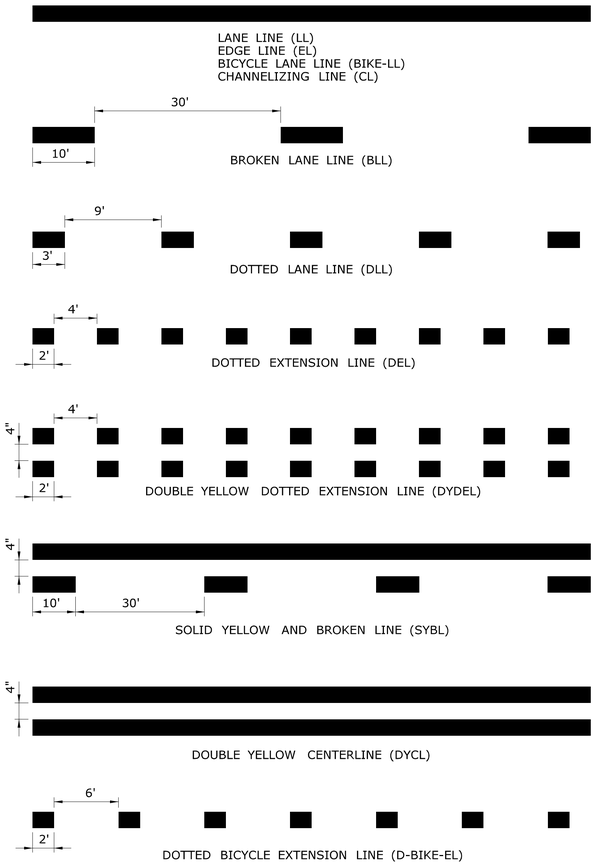
OFFICE OF ENGINEERING

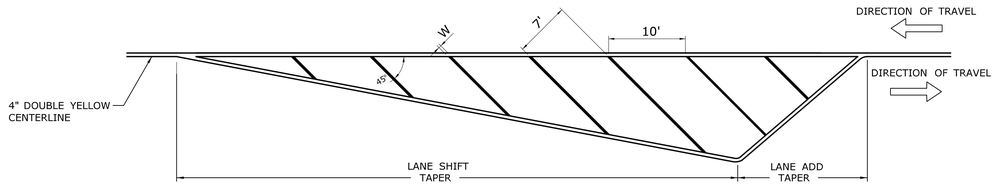
STANDARD SHEET TITLE:

METAL SIGN POSTS AND SIGN MOUNTING DETAILS

GUIDE SHEET NO.:

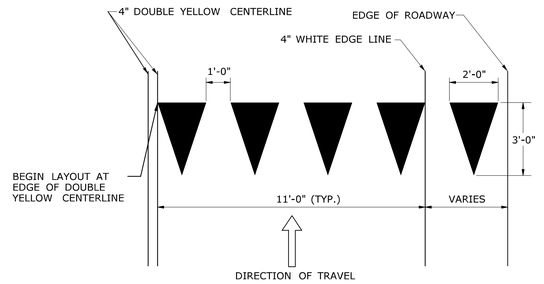
TR-1208_02



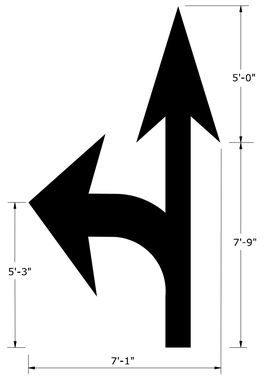


CROSS HATCHED ISLAND DETAIL
(YELLOW)

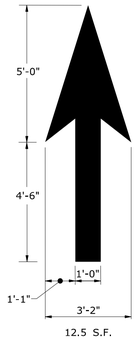
W IS TO BE 6" WHEN POSTED SPEED ≤ 45 MPH
W IS TO BE 12" WHEN POSTED SPEED > 45 MPH
CROSS HATCHED ISLANDS ARE TO BE INSTALLED WHERE CALLED FOR ON THE PLANS



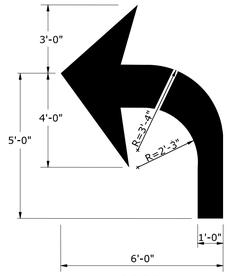
YIELD LINE DETAIL
(WHITE)



REFER TO ADJACENT VIEWS FOR DIMENSIONING
27.0 S.F.



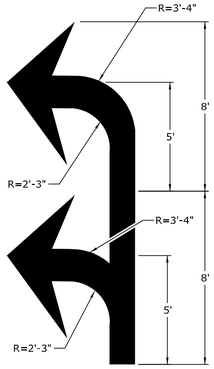
12.5 S.F.



15.5 S.F.

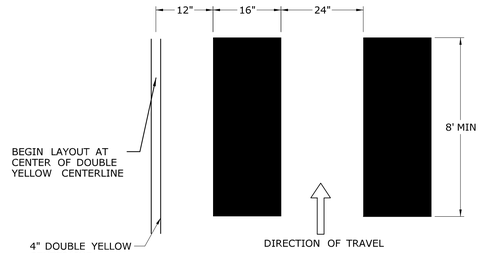
27.0 S.F.
LEFT & RIGHT
ARROW COMBO

38.5 S.F.
3 WAY ARROW
COMBO



35 S.F.
DOUBLE LEFT
ARROW

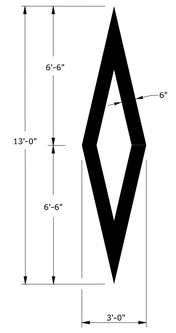
PAVEMENT ARROW DETAILS
(WHITE)
ARROWS SHALL BE CENTERED IN TRAVEL LANE



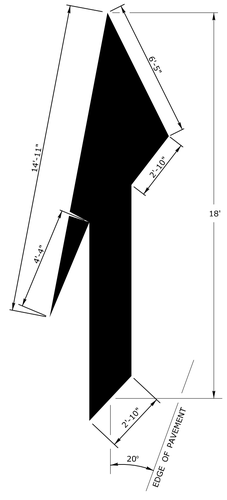
CROSSWALK DETAIL
(WHITE)

NOTES :

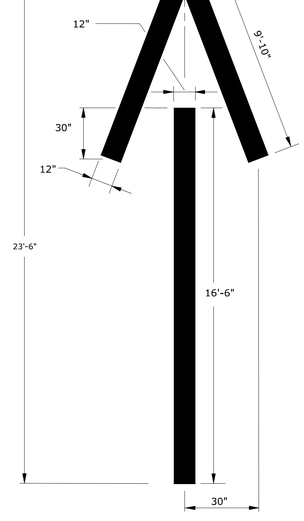
1. AREA OF PAVEMENT MARKINGS AS INDICATED IS APPROXIMATE.
2. RIGHT TURN PAVEMENT MARKING ARROWS ARE MIRROR IMAGE OF LEFT TURN PAVEMENT MARKING ARROWS.



WHITE PREFERENTIAL
LANE SYMBOL
13.0 S.F.



WHITE LANE
REDUCTION ARROW
41.8 S.F.



WHITE WRONG WAY
PAVEMENT ARROW
36.2 S.F.

REV.	DATE	REVISION DESCRIPTION
1	8-2018	REMOVED ROUNDABOUT MARKINGS.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 8/10/2018

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: TR-1210_04.dgn Model: CT_Civil_2D_Sheet

SUBMITTED BY: NAME/DATE/TIME:
Mark F. Makuch, P.E.
2018.08.17 09:07:44-04'00'

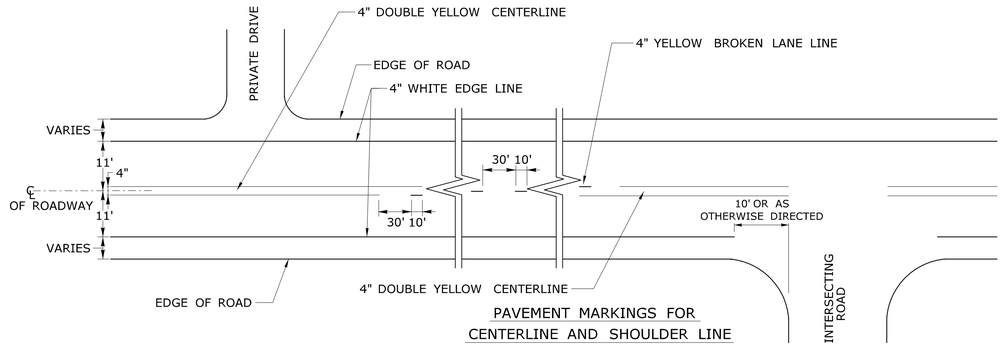
APPROVED BY: NAME/DATE/TIME:
Mark F. Carlino, P.E.
2018.08.21 07:48:45-04'00'

CTDOT
STANDARD SHEET

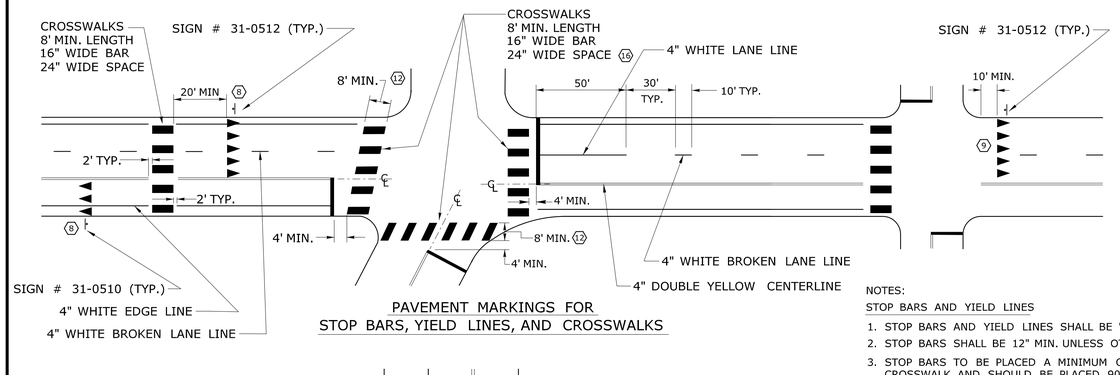
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
PAVEMENT MARKING
LINES AND SYMBOLS

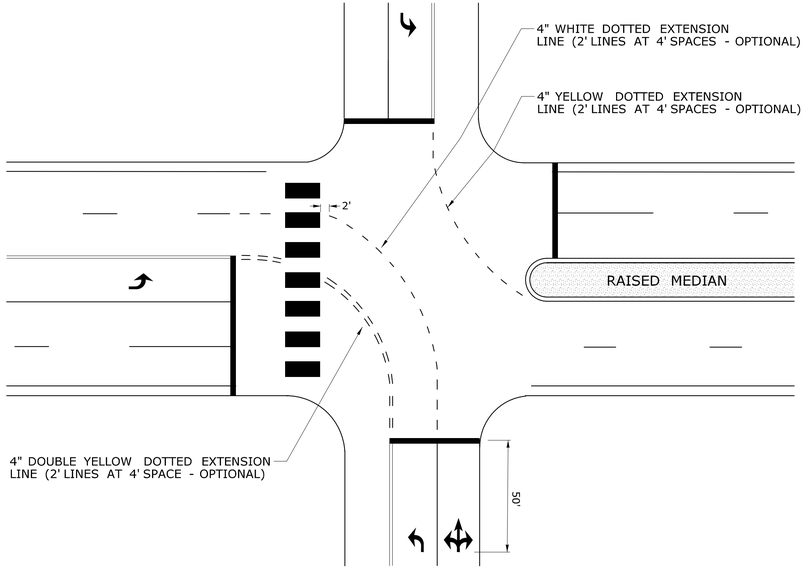
STANDARD SHEET NO.:
TR-1210_04



PAVEMENT MARKINGS FOR
CENTERLINE AND SHOULDER LINE



PAVEMENT MARKINGS FOR
STOP BARS, YIELD LINES, AND CROSSWALKS



TURNING EXTENSIONS

NOTES:

STOP BARS AND YIELD LINES

1. STOP BARS AND YIELD LINES SHALL BE WHITE.
2. STOP BARS SHALL BE 12" MIN. UNLESS OTHERWISE NOTED ON PLANS.
3. STOP BARS TO BE PLACED A MINIMUM OF 4' IN ADVANCE OF THE NEAREST EDGE OF CROSSWALK AND SHOULD BE PLACED 90° TO THE CENTERLINE OF THE ROADWAY.
4. IN THE ABSENCE OF A MARKED CROSSWALK THE STOP BAR SHOULD BE PLACED 90° TO THE CENTERLINE OF THE ROADWAY, AT THE DESIRED STOPPING POINT AT LEAST 5' AND NO MORE THAN 30' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.
5. THE STOP SIGN SHOULD BE PLACED IN LINE WITH THE STOP BAR. HOWEVER, IF THE STOP SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLES ARE EXPECTED TO STOP, THE STOP BAR SHOULD BE PLACED AT THE STOPPING POINT.
6. FOR STOP BARS AT RAMPS SEE DETAILS "R", "S", "T", & "U" AND NOTES ON TRAFFIC STANDARD SHEET TR-1210 07 "PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS EXIT RAMPS".
7. FOR YIELD LINE INSTALLATIONS, ONLY FULL TRIANGLES ARE TO BE INSTALLED.

(8) MID-BLOCK CROSSWALKS ARE CROSSWALKS LOCATED MORE THAN 50 FEET FROM A SIGNALIZED OR UNSIGNALIZED INTERSECTION. YIELD LINES ASSOCIATED WITH MIDBLOCK CROSSWALKS SHALL BE INSTALLED AND SHOULD BE LOCATED 20 TO 50 FEET IN ADVANCE OF THE NEAREST CROSSWALK LINE OR AS DIRECTED BY THE ENGINEER.
WHERE A YIELD LINE EXISTS ON AN APPROACH TO A CROSSWALK, THE APPROAPRIATE "YIELD TO PEDESTRIANS" SIGN IS REQUIRED.

(9) FOR CROSSWALKS AT UNSIGNALIZED INTERSECTIONS WITH MINOR STREET STOP CONTROL, YIELD LINES SHALL BE INSTALLED ON MULTI-LANE APPROACHES, BUT NOT SINGLE LANE APPROACHES.

10. THE YIELD SIGN SHOULD BE PLACED IN LINE WITH A YIELD LINE. HOWEVER, IF THE YIELD SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLES ARE EXPECTED TO YIELD, THE YIELD LINE SHOULD BE PLACED AT THE YIELDING POINT.

CROSSWALKS

11. CROSSWALK MARKINGS SHALL BE WHITE.

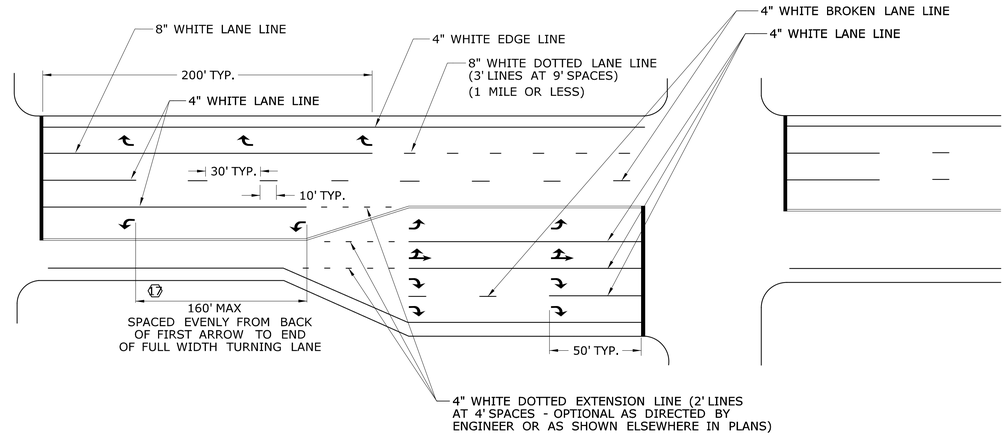
(12) AT LOCATIONS WHERE THE CROSSWALK IS SKEWED, BARS TO BE PARALLEL TO ℄ AND ENDS OF BARS TO BE PARALLEL. THE LENGTH OF THE BARS WILL VARY DEPENDING ON THE ANGLE OF SKEW.

13. BARS SHOULD BE NO CLOSER THAN 1' FROM EDGE OF ROAD.
14. ONLY FULL LENGTH BARS ARE TO BE INSTALLED.
15. DECORATIVE CROSSWALKS SHALL BE BANDED FROM CURB TO CURB WITH A MINIMUM 12" WIDE WHITE TRANSVERSE LINE ALONG EACH EDGE.

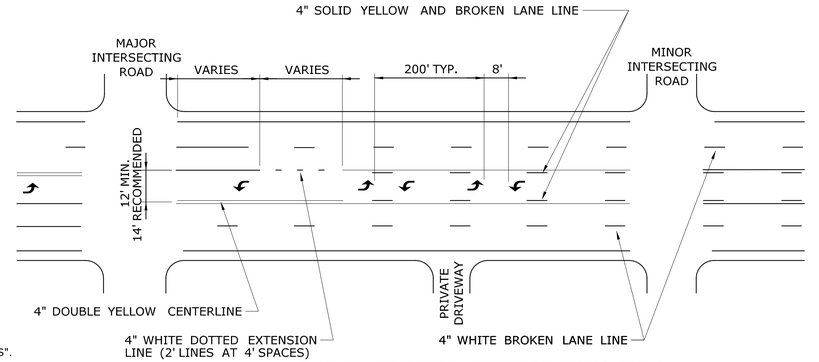
(16) 24" WIDE SPACE TO BE CENTERED ON YELLOW CENTERLINE.

PAVEMENT MARKINGS FOR TURNING LANES

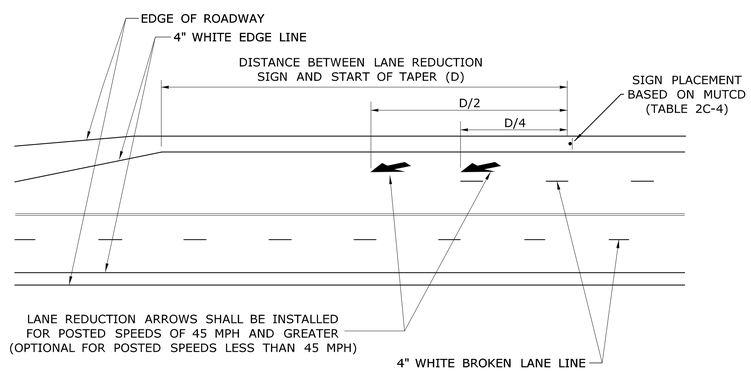
(17) INSTALL AT LEAST TWO ARROWS PER LANE WHERE STORAGE LENGTH IS GREATER THAN 150 FEET.



PAVEMENT MARKINGS FOR TURNING LANES
AND ROAD LANE-DROP



TWO-WAY LEFT-TURN MARKINGS APPLICATIONS



LANE REDUCTION TRANSITIONS

REV.	DATE	REVISION DESCRIPTION
1	8-2018	REVISED YIELD LINE SIGNAGE AND NOTES.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 8/10/2018

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: TR-1210_08.DGN Model: TR-1210_05

SUBMITTED BY:	NAME/DATE/TIME:
Mark Makuch	Mark F. Makuch, P.E. 2018.08.17 09:10:18-04'00'
APPROVED BY:	NAME/DATE/TIME:
	Mark F. Carlino, P.E. 2018.08.21 07:49:18-04'00'

CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

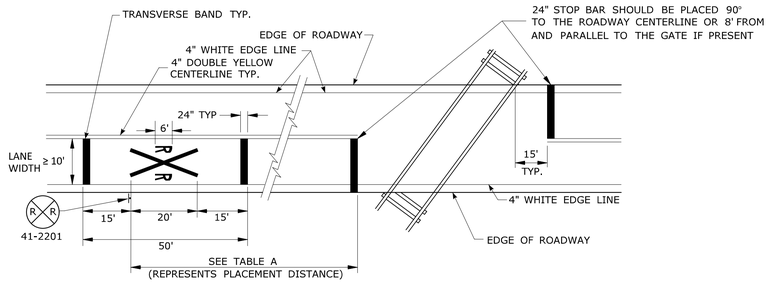
STANDARD SHEET TITLE:

PAVEMENT MARKINGS FOR NON FREEWAYS

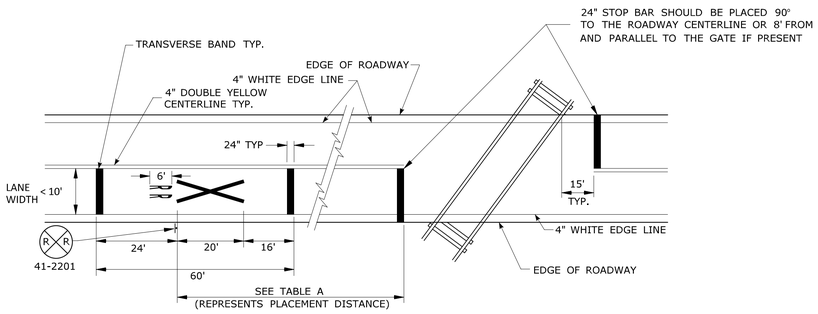
STANDARD SHEET NO.:

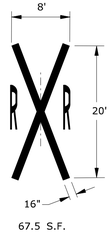
TR-1210_08

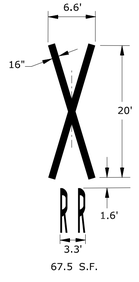
TYPICAL RAILROAD GRADE CROSSING DETAIL (LANE WIDTH ≥ 10')



TYPICAL RAILROAD GRADE CROSSING DETAIL (LANE WIDTH < 10')







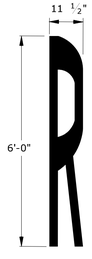


TABLE A	
POSTED OR 85 PERCENTILE SPEED M.P.H.	MINIMUM DISTANCE FT.
20	100
25	100
30	100
35	100
40	125
45	175
50	250
55	325
60	400
65	475

NOTES:

GENERAL:

1. AREA OF PAVEMENT MARKING SYMBOLS AS INDICATED IS APPROXIMATE.
2. REFER TO STANDARD SHEET TR-1210_04 FOR PAVEMENT MARKING LINE DETAILS.

RAILROAD GRADE CROSSINGS:

3. RAILROAD MARKINGS SHALL BE WHITE.
4. ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS THE APPROACH LANES AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

PARKING STALLS:

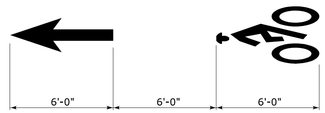
(5) AUTOMOBILE ACCESSIBLE PARKING SPACES SHALL BE 15' WIDE INCLUDING 5' OF CROSSHATCH.

(6) VAN ACCESSIBLE PARKING SPACES SHALL BE 16' WIDE INCLUDING 8' OF CROSSHATCH.

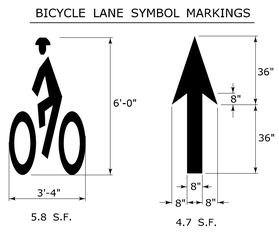
(7) ACCESS AISLES FOR ANGLED VAN PARKING SPACES SHALL BE LOCATED ON THE PASSENGER SIDE OF THE PARKING SPACE.

8. CROSS HATCHED ACCESS AISLES SHALL NOT BE SHARED BETWEEN PARKING SPACES.

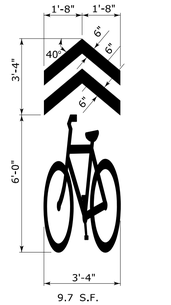
TYPICAL LONGITUDINAL SPACING



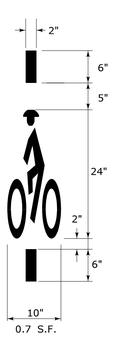
BICYCLE LANE SYMBOL MARKINGS



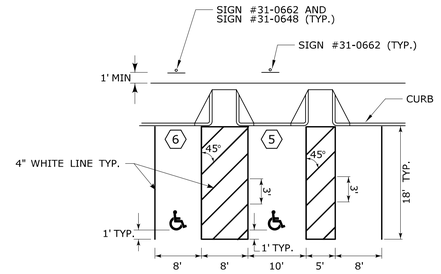
SHARED LANE SYMBOL MARKING



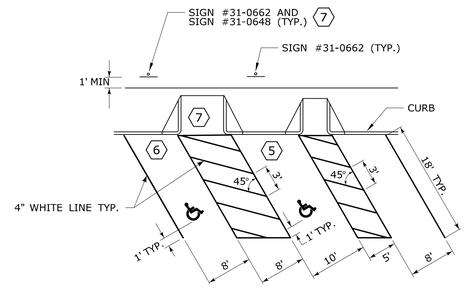
BICYCLE DETECTOR SYMBOL MARKING



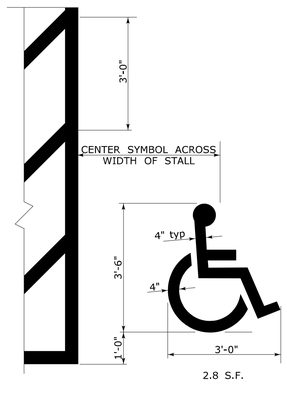
TYPICAL PERPENDICULAR PARKING STALLS DETAIL



TYPICAL ANGLE PARKING STALLS DETAIL



ACCESSIBLE PARKING SPACE SYMBOL



REV.	DATE	REVISION DESCRIPTION

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 4/3/2017

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: TR-1210_09.dgn Model: CT_Civil_2D_Sheet

SUBMITTED BY: NAME/DATE/TIME:
Mark F. Makuch, P.E. 2017.04.19 11:17:36-04'00'

APPROVED BY: NAME/DATE/TIME:
Gregory M. Dorosh, P.E. 2017.04.20 13:26:20-04'00'

CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

PAVEMENT MARKINGS FOR BICYCLE LANES, PARKING STALLS, AND RAILROAD GRADE CROSSINGS

STANDARD SHEET NO.:

TR-1210_09

E5 - SERIES

ES-1

EXIT

COPY & BORDER - WHITE
BACKGROUND - GREEN

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	51-6147	2

16 - SERIES

CONSTRUCTION AHEAD
ROAD USE RESTRICTED
STATE LIABILITY LIMITED
GENERAL STATUTES SEC 13a-115, 13a-145
COMMISSIONER OF TRANSPORTATION

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
16-M	5.0	30X24	80-1613	1
16-H	17.5	60X42	80-1608	2
16-E	35.0	84X60	80-1605	2

CONSTRUCTION AHEAD
SIDEWALK USE RESTRICTED
STATE LIABILITY LIMITED
GENERAL STATUTES SEC 13a-115, 13a-145
COMMISSIONER OF TRANSPORTATION

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
16-S	10.0	48X30	80-1619	2

G20 - SERIES

G20-2a

END
ROAD WORK

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	8.0	48X24	80-9612	2

ROAD WORK
NEXT 0 MILE(S)
BE PREPARED
TO STOP

VARIABLE MILEAGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	90.0	120X108	80-9728	

WORK AREA
BE PREPARED
TO STOP

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9711	1
	16.0	48	80-9712	2

NEXT 0 MILES

VARIABLE MILEAGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	7.0	72X14	80-9720	

BUSINESS ACCESS

VARIABLE ARROW
COPY & BORDER - WHITE
BACKGROUND - BLUE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	50-5934	2

M4 - SERIES

M4-8

DETOUR

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.0	24X12	80-9707	1

M4-8a

END
DETOUR

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	3.0	24X18	80-9708	1

M4-10

(R) DETOUR
(L) DETOUR

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	6.0	48X18	80-9701R	2
	6.0	48X18	80-9702L	2

DETOUR

VARIABLE ARROW

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	5.0	30X24	80-9710	1

M4-9b

DETOUR

VARIABLE ARROW

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	5.0	30X24	80-9703	1

M4-9b

DETOUR

VARIABLE ARROW

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	6.25	24X18	80-9706	1

R4 - SERIES

R4-7

COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	5.0	24X30	31-1526	1

R4-9

STAY IN LANE

COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	5.0	24X30	31-1517	1
	12.0	36X48	31-1518	1
	20.0	48X60	31-1519	2

R1 - SERIES

R1-1

STOP

COPY & BORDER - WHITE
BACKGROUND - RED

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	5.19	30	31-0552	1
	13.30	48	31-0557	2

R1-2

YIELD

COPY & BORDER - RED
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	3.90	36	31-0523	1
	10.83	60	31-0528	2

R9 & R11 - SERIES

R9-9

SIDEWALK CLOSED

COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	3.75	30X18	80-9076	1

R9-11

SIDEWALK CLOSED AHEAD
CROSS HERE

VARIABLE ARROW
COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	3.0	24X18	80-9074	1

R9-11a

SIDEWALK CLOSED
CROSS HERE

VARIABLE ARROW
COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.0	24X12	80-9075	1

R11-2

ROAD CLOSED

COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	10.0	48X30	80-9080	2

R11-3a

ROAD CLOSED
00 MILES AHEAD
LOCAL TRAFFIC ONLY

VARIABLE MILEAGE
COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	12.5	60X30	80-9077	2

R11-3b

BRIDGE CLOSED
00 MILES AHEAD
LOCAL TRAFFIC ONLY

VARIABLE MILEAGE
COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	12.5	60X30	80-9078	2

R11-3b

ROAD CLOSED
TO
THRU TRAFFIC

COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	12.5	60X30	80-9081	2

R11-3b

ROAD WORK AHEAD
FINES DOUBLED

COPY & BORDER - BLACK
BACKGROUND - WHITE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	14.0	48X42	31-1906	2
	22.5	60X54	31-1907	2

W1 - SERIES

W1-4

(L) (R)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9432L	1
	9.0	36	80-9431R	1
	16.0	48	80-9452L	2
	16.0	48	80-9451R	2

W1-6

(L or R)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	8.0	48X24	80-9424	2
	12.5	60X30	80-9423	2

W1-8

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	3.0	18X24	80-9401	1
	5.0	24X30	80-9403	1
	7.5	30X36	80-9404	1

BOTH LANES SHIFT LEFT AHEAD (L)
BOTH LANES SHIFT RIGHT AHEAD (R)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9433L	2
	16.0	48	80-9435R	2

BOTH LANES SHIFT LEFT (L)
BOTH LANES SHIFT RIGHT (R)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9434L	2
	16.0	48	80-9436R	2

AHEAD (L) AHEAD (R)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	25.0	60	80-9443L	2
	25.0	60	80-9445R	2

W1-4b

(L) (R)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	25.0	60	80-9444L	2
	25.0	60	80-9446R	2

AHEAD (L) AHEAD (R)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	25.0	60	80-9483L	2
	25.0	60	80-9485R	2

W1-4c

AHEAD (L) AHEAD (R)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	25.0	60	80-9484L	2
	25.0	60	80-9486R	2

W3 - SERIES

W3-1

OCTAGON - RED W/ WHITE BORDER
ARROW & BORDER - BLACK
BACKGROUND - FLUORESCENT ORANGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9050	1
	16.0	48	80-9051	2

W3-2

TRIANGLE - RED W/ WHITE BORDER
ARROW & BORDER - BLACK
BACKGROUND - FLUORESCENT ORANGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9054	1
	16.0	48	80-9055	2

W3-3

TOP CIRCLE - RED
MIDDLE CIRCLE - YELLOW
BOTTOM CIRCLE - GREEN
COPY & BORDER - BLACK
BACKGROUND - FLUORESCENT ORANGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9052	1
	16.0	48	80-9053	2

W4-W6 - SERIES

W4-2

(L) (R)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9918L	2
	16.0	48	80-9917R	2

W6-3

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9945	2

W8-W9 - SERIES

W8-1

BUMP

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9901	1
	16.0	48	80-9902	2

BUMP AHEAD

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9801	1
	16.0	48	80-9802	2

W9-2

LANE ENDS MERGE LEFT (L) LANE ENDS MERGE RIGHT (R)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9910L	2
	16.0	48	80-9911R	2

W13 - SERIES

W13-1

00 M.P.H.

SUBPLATE
VARIABLE SPEED

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	4.0	24	80-9569	1
	6.25	30	80-9567	1

REDUCE SPEED TO 00 MPH

VARIABLE SPEED

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9506	1
	16.0	48	80-9508	2

W3-5

SPEED LIMIT 00

VARIABLE SPEED

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9520	1
	16.0	48	80-9521	2

W16 - SERIES

W16-15P

NEW

COPY & BORDER - BLACK
BACKGROUND - ORANGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.0	24X12	80-9049	

W20 - SERIES

W20-1

ROAD WORK AHEAD

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	6.25	30	80-9602	1
	9.0	36	80-9603	1
	16.0	48	80-9604	2

W20-1

ROAD WORK 0000 FT

VARIABLE DISTANCE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9614	1
	16.0	48	80-9615	2

W20-2

DETOUR 1000 FT

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9805	1
	16.0	48	80-9806	2

ONE LANE ROAD AHEAD

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9834	1
	16.0	48	80-9835	2

LEFT LANES CLOSED (L) RIGHT LANES CLOSED (R)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
(L)	16.0	48	80-9836	2
(R)	16.0	48	80-9839	2

LEFT TWO LANES CLOSED AHEAD (L) RIGHT TWO LANES CLOSED AHEAD (R)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
(L)	16.0	48	80-9837	2
(R)	16.0	48	80-9838	2

LEFT LANE CLOSED AHEAD (L) RIGHT LANE CLOSED AHEAD (R)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
(L)	16.0	48	80-9847	2
(R)	16.0	48	80-9848	2

LEFT LANE CLOSED (L) RIGHT LANE CLOSED (R)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
(L)	16.0	48	80-9846	2
(R)	16.0	48	80-9849	2

W20-7a

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9803	1
	16.0	48	80-9804	2

SLOW MOVING TRUCKS AHEAD

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	32.0	96X48	80-9815	2

W16-9P

AHEAD

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.0	24X12	80-9870	
	3.75	30X18	80-9871	

W16-3aP

1 MILE

VARIABLE MILEAGE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.5	30X12	80-9872	
	4.5	36X18	80-9873	

W21 - SERIES

W21-6

SURVEY CREW

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9607	1

W22 - SERIES

W22-1

BLASTING ZONE 1000 FT

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9620	1
	16.0	48	80-9625	2

W22-2

TURN OFF 2-WAY RADIO AND CELL PHONE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	10.5	42X36	80-9623	2

W22-3

END BLASTING ZONE

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	10.5	42X36	80-9621	2

(VARIABLE LEGEND)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	4.17	60X10	80-9913	2
	12.0	96X18	80-9914	2
	3.33	48X10	80-9916	2

BLANK OR
VARIABLE LEGEND

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	9.0	36	80-9933	1
	16.0	48	80-9934	2

USE SHOULDER

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	16.0	48	80-9956	2

(VARIABLE LEGEND)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	12.5	60X30	80-9928	2
	24.0	72X48	80-9929	2

SHOULDER CLOSED AHEAD (1) SHOULDER CLOSED (2)

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
(1)	16.0	48	80-9957	2
(2)	9.0	36	80-9958	1
(2)	16.0	48	80-9959	2

STOP-SLOW PADDLE

SIDE A STOP SIDE B SLOW

SIDE A
BACKGROUND - RED
COPY & BORDER - WHITE
SIDE B
BACKGROUND - ORANGE
COPY & BORDER - BLACK PLAIN

	AREA (SQ. FT)	SIZE (INCHES)	CONN. D.O.T. #	POSTS
	2.25	18	80-9950	PADDLE

NOTES:
1. R1-SERIES SIGN THE LEGEND "O.S.T.A." SHALL APPEAR.
2. POSTS - SEE STANDARD SHEET TR-1208_02 - "METAL SIGN POSTS AND SIGN MOUNTING DETAILS".
3. POSTS SHALL BE 4 LBS./FT.
4. ALL POSTS NOTED ARE FOR LONG TERM INSTALLATION. SEE STANDARD SHEET TR-1208_02.
5. FOR TEMPORARY SUPPORTS SEE STANDARD SHEET TR-1220_02 - "CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES".
6. FOR SPECIFIC SIGN DESIGN, CONTACT CONN. D.O.T., DIVISION OF TRAFFIC ENGINEERING. FOR BOLT HOLE PATTERN REFER TO FHWA PUBLICATION "STANDARD HIGHWAY SIGNS". SIGNS OF DIFFERENT DIMENSIONS TO BE ERECTED ON THE SAME POSTS, OR SPAN/MAST ARM MOUNTED, MAY REQUIRE SPECIAL BOLT HOLE PATTERNS.
7. ALL CONSTRUCTION SIGNS TO BE PAID FOR UNDER THE CONSTRUCTION SIGNS ITEM IN THE CONTRACT.
8. MATERIALS & COLORS SHALL CONFORM TO STATE SPECIFICATIONS.

MATERIALS:
SIGNS AND THEIR PORTABLE SUPPORTS SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 2 DEVICES. ALUMINUM THICKNESS FOR POST MOUNTED SIGNS SHALL BE .100" EXCEPT SIGN #s. 80-1605, 80-9914, 80-9815, 80-9728, 80-9519, & 51-6147 (L OR R) WHICH SHALL BE .125", PLYWOOD THICKNESS FOR POST MOUNTED SIGNS SHALL BE 1/2" EXTERIOR GRADE A-C OR BETTER. SIGN BLANKS SHALL HAVE ONE COAT OF PRIMER PAINT PRIOR TO APPLICATION OF RETROREFLECTIVE SHEETING & COPY.

COLORS:
BACKGROUND - FLUORESCENT ORANGE - EXCEPT AS NOTED.
LEGEND - BLACK - EXCEPT AS NOTED.
ALL SIGNS WITH FLUORESCENT ORANGE BACKGROUND TO USE TYPE VIII RETROREFLECTIVE SHEETING.
ALL OTHER SIGNS TO USE TYPE IX RETROREFLECTIVE SHEETING.

REV.	DATE	REVISION DESCRIPTION
6	8-2018	REVISED POST REQUIREMENTS AND SHEETING TYPE.
5	8-2015	UPDATED PER MUTCD AND FORM 816 JAN 2015 REVISION.
4	6-2012	REVISED NOTE #1 TO REFERENCE "O.S.T.A."
3	4-2012	REVISED NEW SIGNAL SIGN(S) TO CONFORM TO 2009 MUTCD.
2	2-2011	MINOR REVISIONS.
1	3-2010	REMOVED OBSOLETE SIGNS (50-5925, 50-5935).

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 8/10/2018

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: TR-1220_01_1_2018.dgn Model: TR-1220_01

SUBMITTED BY: Mark F. Makuch, P.E. 2018.08.17 09:11:08-04'00' NAME/DATE/TIME:

APPROVED BY: Mark F. Carlino, P.E. 2018.08.21 07:49:34-04'00' NAME/DATE/TIME:

CTDOT STANDARD SHEET

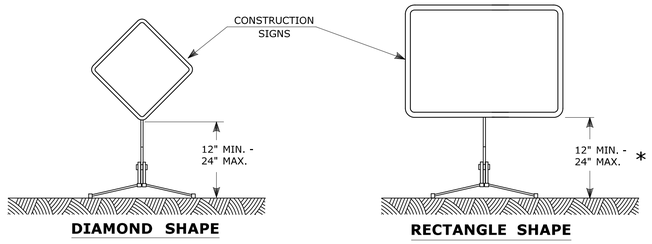
OFFICE OF ENGINEERING

STANDARD SHEET TITLE:

SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS

STANDARD SHEET NO.:

TR-1220_01

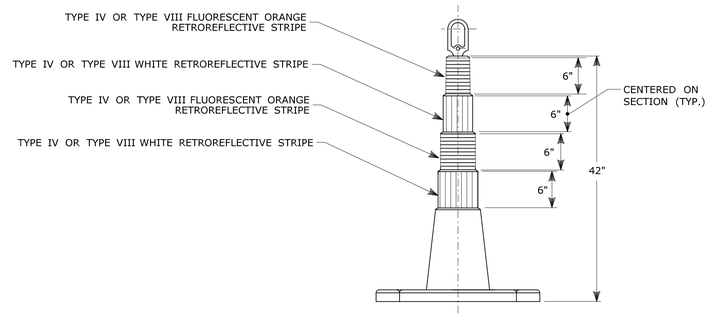


PORTABLE CONSTRUCTION SIGNS

NOTES FOR PORTABLE SIGN SUPPORTS:

1. SIGNS AND THEIR PORTABLE SUPPORTS SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 2 DEVICES AND THE LATEST EDITION OF THE MUTCD.
2. MOUNTING HEIGHT OF SIGNS SHALL BE A MINIMUM OF 12" AND A MAXIMUM OF 24". SIGNS SHALL BE MOUNTED HIGHER AS NEEDED TO MEET FIELD CONDITIONS OR AS DIRECTED BY THE ENGINEER.
3. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY SUPPORT DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
4. PORTABLE SIGN SUPPORTS SHALL BE STABILIZED IN A MANNER THAT WILL NOT AFFECT THEIR COMPLIANCE WITH NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 2 DEVICES.
5. PORTABLE CONSTRUCTION SIGN SUPPORTS SHOULD NOT BE USED FOR DURATION OF MORE THAN 3 DAYS EXCEPT FOR R9-8 THROUGH R9-11a SERIES, R11 SERIES, W1-6 THROUGH W1-8 SERIES, M4-10, AND E5-1. SEE STANDARD SHEET TR-1220_01 - "SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS" FOR SIGN DETAILS.

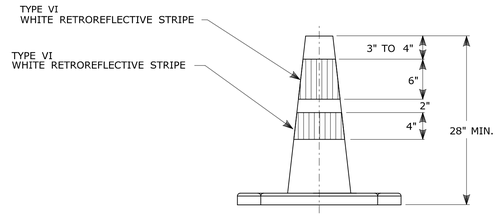
* FOR E5-1 (EXIT SIGNS) USE MIN 48".



42" TRAFFIC CONE

NOTES:

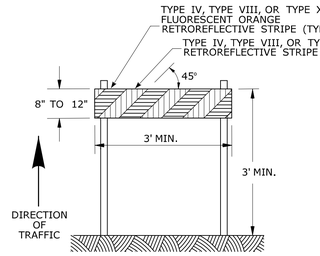
1. TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 1 DEVICES AND THE LATEST EDITION OF THE MUTCD.
2. IF RUBBER CONES ARE USED, THEY SHALL HAVE INTERIOR RIBS FOR RIGIDITY.
3. IF PLASTIC CONES ARE USED, THEY SHALL BE COLOR IMPREGNATED.
4. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY CONE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
5. THE ENTIRE AREA OF FLUORESCENT ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS.
6. THE SECTIONS OF CONES NOT COVERED WITH RETROREFLECTIVE STRIPES SHALL BE ORANGE.



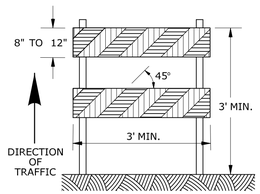
TRAFFIC CONE

NOTES:

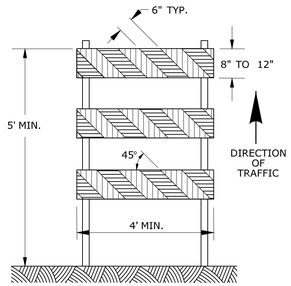
1. TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 1 DEVICES AND THE LATEST EDITION OF THE MUTCD.
2. IF RUBBER CONES ARE USED, THEY SHALL HAVE INTERIOR RIBS FOR RIGIDITY.
3. IF PLASTIC CONES ARE USED, THEY SHALL BE COLOR IMPREGNATED.
4. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY CONE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
5. THE ENTIRE AREA OF WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS.
6. TRAFFIC CONES NOT USED AT NIGHT MAY UTILIZE TYPE III SHEETING.
7. THE SECTIONS OF CONES NOT COVERED WITH RETROREFLECTIVE STRIPES SHALL BE ORANGE.



TYPE I BARRICADE



TYPE II BARRICADE

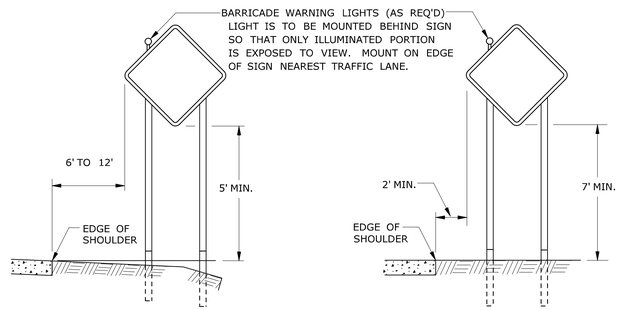


TYPE III BARRICADE

CONSTRUCTION BARRICADES

NOTES:

1. CONSTRUCTION BARRICADES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH AND THE LATEST EDITION OF THE MUTCD.
2. MARKINGS FOR BARRICADE RAILS SHALL BE ALTERNATE FLUORESCENT ORANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS. 6" WIDE STRIPES SHALL BE USED.
3. THE ENTIRE AREA OF FLUORESCENT ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS. THE SIDES OF BARRICADES FACING TRAFFIC SHALL HAVE RETROREFLECTIVE RAIL FACES.
4. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY BARRICADE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
5. CORNERS OF BARRICADE RAILS SHALL BE ROUNDED.
6. SIGNS MAY ONLY BE INSTALLED ON TYPE III BARRICADES AND SHALL BE PLACED SO AS TO COVER NO MORE THAN ONE BARRICADE RAIL.



RURAL AREA

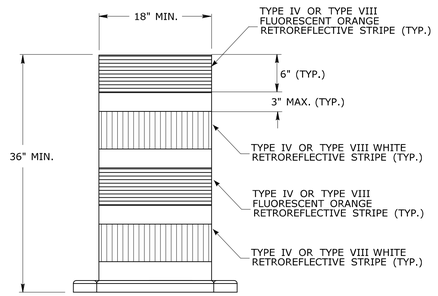
URBAN AREA

PLACEMENT OF CONSTRUCTION SIGNS
TYPICAL LONG TERM INSTALLATION

NOTES:

SUPPORTS SHALL BE METAL SIGN POSTS AND HAVE BREAK-AWAY FEATURES.

REFER TO STANDARD SHEETS:
TR-1208.01 - "SIGN PLACEMENT AND RETROREFLECTIVE STRIP DETAILS."
TR-1208.02 - "METAL SIGN POSTS AND SIGN MOUNTING DETAILS."



TRAFFIC DRUM
FRONT VIEW

NOTES:

1. TRAFFIC DRUM SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 1 DEVICES AND THE LATEST EDITION OF THE MUTCD.
2. THE ENGINEER RESERVES THE RIGHT TO REJECT ANY DRUM DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
3. THE ENTIRE AREA OF FLUORESCENT ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS.
4. THE SECTIONS OF DRUMS NOT COVERED WITH RETROREFLECTIVE STRIPES SHALL BE ORANGE.

REV.	DATE	REVISION DESCRIPTION
3	8-2018	UPDATED SHEETING TYPE AND COLOR.
2	8-2015	UPDATED PER MUTCD AND FORM 816 JAN 2015 REVISION.
1	2-2011	MINOR REVISIONS.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 8/10/2018

NOT TO SCALE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: TR-1220_02_3_2018.dgn Model: TR-1220_02

SUBMITTED BY: NAME/DATE/TIME:
Mark F. Makuch, P.E. 2018.08.17 09:12:43-04'00'

APPROVED BY: NAME/DATE/TIME:
Mark F. Carlino, P.E. 2018.08.21 07:49:51-04'00'

CTDOT STANDARD SHEET

OFFICE OF ENGINEERING

STANDARD SHEET TITLE:
CONSTRUCTION SIGN SUPPORTS AND CHANNELIZING DEVICES

STANDARD SHEET NO.:
TR-1220_02

SPECIAL PROVISIONS

ITEM NO. 0971001A – MAINTENANCE AND PROTECTION OF TRAFFIC

Article 9.71.01 – Description *is supplemented by the following:*

The Contractor shall maintain and protect traffic as described by the following and as identified in the Traffic Management Plan (TMP) prepared for Eversource Energy Underground Cable Modernization Program for Lines 1704 and 1722 in Hartford, Connecticut. The

City of Hartford Streets

The Contractor shall maintain and protect a minimum of 1 lane of traffic in each direction with each lane on a paved travel path not less than 11 feet in width, with the following exceptions:

1. During the allowable periods and when the Contractor is actively working, the Contractor will be permitted to maintain and protect at least an alternating one-way traffic operation on a paved travel path not less than 11 feet in width unless specified elsewhere in the Contract. There shall be no more than one alternating one-way traffic operation within the Project limits without prior approval of the Engineer and the City of Hartford.
2. The Contractor will be permitted to the city streets identified in the Traffic Management Plan (TMP) to through traffic and detour traffic as shown on the Detour Plans. The Contractor shall notify the Engineer at least 14 days in advance of implementing the detour.
3. The Contractor will be permitted to close pedestrian sidewalks and detour pedestrian traffic as shown on the Detour Plans or as approved by the Engineer and the City of Hartford. The Contractor shall notify the Engineer at least 14 days in advance of implementing the pedestrian detour.

Albany Avenue (Route 44)

The Contractor shall meet the requirements of the CTDOT Encroachment Permit for all work within the state right-of-way.

Commercial and Residential Driveways

The Contractor shall maintain access to and egress from all commercial and residential driveways throughout the Project limits. The Contractor will be permitted to temporarily close affected driveways while actively working with coordination and permission from the owner or proprietor.

Intermediate Term Sidewalk Closures

The Contractor shall maintain and protect existing pedestrian accommodations, or a minimum of 4 feet in width, on all existing sidewalks, sidewalk ramps, and access to pedestrian pushbuttons, with the following exception:

- During the allowable periods and when the Contractor is actively constructing pedestrian amenities or installing signal equipment, the Contractor will be allowed to close pedestrian sidewalks and sidewalk ramps and restrict access to pedestrian pushbuttons for no more than a continuous 48 hour period of time.

No more than two corners of an intersection may be closed for an intermediate term sidewalk closure at any time. Where all four corners of an intersection have sidewalks and sidewalk ramps, diagonal corners shall not be closed at the same time.

During the intermediate term sidewalk closure, all approaches to the sidewalk shall be blocked by Construction Barricade Detectable with Sidewalk Closed signs.

The Contractor shall ensure that traffic control signals with pedestrian phases where access to the pushbuttons cannot be provided are revised at the start of the closure to automatically activate the pedestrian phase every signal cycle.

Intermediate term sidewalk closures may be extended to 72 hours with prior approval of the Engineer.

Traffic Operation Over Railroad – Highway Grade Crossing(s)

The Contractor will not be allowed to queue traffic over the railroad – highway grade crossing(s) at any time during the construction of the Project. If, due to the nature of the Contractor's operations, queuing is unavoidable, the Contractor shall use the Railroad's Police Protection to ensure that vehicles are kept clear of the crossing area. Town Police Officers and/or Uniformed Flaggers may be used in lieu of Railroad Protective Services with the approval of the Railroad and the Engineer.

Article 9.71.03 - Construction Methods *is supplemented as follows:*

General

Unpaved travel paths will only be permitted for areas requiring full depth and full width reconstruction. The unpaved section shall be the full width of the road and shall be perpendicular to the travel lanes. The Contractor will be allowed to maintain traffic on processed aggregate for a duration not to exceed 10 calendar days and opposing traffic lane dividers shall be used as a centerline.

The Contractor is required to delineate any raised structures within the travel lanes, so that the structures are visible day and night, unless there are specific Contract plans and provisions to temporarily lower these structures prior to the completion of work.

The Contractor shall schedule operations so that pavement removal and roadway resurfacing shall be completed full width across a roadway or bridge section by the end of a work shift, or as directed by the Engineer.

When the installation of all intermediate courses of bituminous concrete pavement is completed for the entire roadway, the Contractor shall then install the final course of bituminous concrete pavement.

When the Contractor is excavating adjacent to the roadway, the Contractor shall provide a 3 foot shoulder between the work area and travel lanes, with traffic drums spaced every 10 feet. At the end of the work shift if the vertical drop-off exceeds 3 inches, the Contractor shall provide a temporary bituminous concrete traversable slope of 4:1 or flatter that is acceptable to the Engineer.

The Contractor, during the course of any active overhead construction work, shall close the lanes directly below the work area for the entire length of time overhead work is being undertaken.

When an existing sign is to be relocated or replaced, the work shall be completed during the same work shift.

The field installation of a signing pattern shall constitute interference with existing traffic operations and shall not be allowed, except during the allowable periods.

Existing Signing

The Contractor shall maintain all existing side-mounted signs within the Project limits throughout the duration of the Project. The Contractor shall temporarily relocate signs as many times as deemed necessary, and shall install temporary sign supports if necessary and as directed by the Engineer.

Requirements for Winter

The Contractor shall schedule a meeting with representatives of Eversource, CTDOT District 1 (as required), and the City of Hartford to determine any interim traffic control measures the Contractor shall accomplish prior to winter to provide safety to motorists and permit adequate snow removal procedures. This meeting shall be held prior to October 31 of each year and will include, but not be limited to, discussion of the status and schedule of the following items: lane and shoulder widths, pavement restoration, traffic signal work, pavement markings, and signing.

Signing Patterns

The Contractor shall erect and maintain all signing patterns in accordance with the traffic control plans contained within the TMP. Proper distances between advance warning signs and proper taper lengths are mandatory.

Pavement Markings - Non-Limited Access Roadways

During construction, the Contractor shall maintain all pavement markings on paved surfaces on all roadways throughout the limits of the Project.

Temporary pavement markings shall be installed on each intermediate course of bituminous concrete pavement and on any milled surface by the end of the work shift.

For all state roadways, permanent Epoxy Resin Pavement Markings shall be installed on the final course of bituminous concrete pavement within 10 calendar days of the final pavement installation.

For all City of Hartford streets, permanent pavement markings shall be installed per the City standards on the final course of bituminous concrete pavement within 10 calendar days of the final pavement installation.

Temporary Pavement Markings

Temporary pavement markings that will be in place for less than 72 continuous hours may consist of temporary plastic pavement marking tape at the Contractor's expense. Additionally;

1. These temporary pavement markings shall include centerlines, lane lines (solid and broken), and stop bars.
2. Centerlines shall consist of two 4 inch wide yellow markings, 2 feet in length, side by side, 4 inches apart, at 40 foot intervals.
3. Lane lines shall consist of 4 inch wide white markings, 2 feet in length, at 40 foot intervals.
4. No passing zones shall be posted with signs in those areas where the final centerlines have not been established on two-way roadways.
5. Stop bars may consist of two 6 inch wide white markings or three 4 inch wide white markings placed side by side.
6. The temporary plastic pavement marking tape shall be installed in accordance with Section 12.12 of the CTDOT Form 818.

7. The Contractor shall remove and dispose of the temporary plastic pavement marking tape prior to another course of bituminous concrete pavement being installed.

Temporary pavement markings that will be in place for 72 continuous hours or more should consist of temporary painted pavement markings and shall be installed in accordance with Section 12.09 of the CTDOT Form 818. The markings shall include centerlines, edge lines, lane lines (solid and broken), lane-use arrows, and stop bars on each intermediate course of bituminous concrete pavement and on any milled surface by the end of the work shift Edge lines and lane-use arrows are not required if the next course of bituminous concrete pavement will be placed within 10 calendar days.

On State Routes, all temporary pavement markings exposed throughout the winter shall be Epoxy Resin Pavement Markings, unless directed otherwise by the Engineer. On City streets, all temporary pavement markings must be installed per City requirements.

Temporary pavement markings, as described above, shall be maintained until the permanent pavement markings are installed.

Final Pavement Markings

Permanent epoxy resin pavement markings shall be installed in accordance with Section 12.10 of the CTDOT Form 818 and the applicable Traffic Engineering Standard Drawings.

If Temporary Plastic Pavement Marking Tape is installed, then the Contractor shall remove and dispose of these markings during the same work shift that the permanent pavement markings are to be installed. The cost of furnishing, installing and removing the Temporary Plastic Pavement Marking Tape shall be at the Contractor's expense.

Traffic Control During Construction Operations

The following guidelines shall assist field personnel in determining when and what type of traffic control patterns to use for various situations. These guidelines shall provide for a safer and more efficient movement of traffic through work zones and enhance the safety of work forces in the work area.

Traffic Control Patterns

Traffic control patterns shall be used when a work operation requires that all or part of any vehicle or work area protrudes onto any part of a travel lane or shoulder or is within the clear zone. For each situation, the installation of traffic control devices shall be based on the following:

- Speed and volume of traffic.
- Duration of operation.
- Exposure to hazards.

Traffic control patterns shall be uniform, neat, and orderly in order to command respect from the motorist.

Lane reduction tapers should be placed so that the entire length of the taper is installed on a tangent section of roadway and the entire taper area can be seen by the motorist.

All existing conflicting signs shall be removed, covered with an opaque material, or turned so that they are not legible to oncoming traffic prior to implementing a traffic control pattern. The existing signs shall be uncovered or reinstalled once the pattern is removed.

A buffer area should be provided during installation of a traffic control pattern and maintained for the duration of the work. The buffer area shall be free of any equipment, workers, materials, and parked vehicles.

Construction Traffic Control Plans 19 through 25 should be used for moving operations such as line striping, rumble strips, pothole patching, mowing, or sweeping when it is necessary for equipment to occupy a travel lane.

Traffic control patterns are not required for vehicles on an emergency patrol type activity or for a short duration stop of up to one hour, as long as the equipment is contained within the shoulder. Flashing lights, arrow boards, truck-mounted or trailer-mounted impact attenuators, and appropriate Trafficperson(s) shall be used when required.

In a situation not adequately covered by the Construction Traffic Control Plans, the Contractor shall contact the Engineer for assistance prior to setting up a traffic control pattern.

Placement of Signs

Signs shall be placed in a position that allows motorists the opportunity to reduce their speed prior to the work area. Signs shall be installed on the same side of the roadway as the work area. On multi-lane divided highways, advance warning signs shall be installed on both sides of the highway. On directional roadways (on-ramps, off-ramps, one-way roads) where the sight distance to signs is restricted, these signs should be installed on both sides of the roadway.

Allowable Adjustment of Signs and Devices Shown on the Construction Traffic Control Plans

The Construction Traffic Control Plans contained herein show the location and spacing of signs and devices under ideal conditions. Signs and devices should be installed as shown on these plans.

The proper application of the Construction Traffic Control Plans and installation of traffic control devices is dependent upon actual field conditions.

In the case of a horizontal or vertical sight restriction in advance of the work area, the traffic control pattern shall be extended to provide adequate sight distance for approaching traffic.

Adjustments to the Construction Traffic Control Plans shall only be made at the direction of the Engineer.

Table 1 indicates the minimum taper lengths required for a lane closure based on the posted speed limit and lane width of the roadway. These taper lengths shall only be used when the recommended taper lengths shown on the Construction Traffic Control Plans cannot be achieved.

Table 1 – Minimum Taper Length

POSTED SPEED LIMIT (MPH)	MINIMUM TAPER LENGTH FOR A SINGLE LANE CLOSURE (FEET)	
	FREEWAYS	SECONDARY ROADS
30 OR LESS	180	165
35	245	225
40	320	295
45	540	495
50	600	550
55	660	605
65	780	715

1. Work Zone Safety Meetings

1.a) Prior to the commencement of work, a Work Zone Safety Meeting shall be conducted with representatives from the City of Hartford, CTDOT District 1, as required, Municipal Police, the Contractor (Project Superintendent) and the Traffic Control Subcontractor (if different than the prime Contractor) to review the traffic operations, lines of responsibility, and operating guidelines which will be used on the Project. Other Work Zone Safety Meetings during the course of the Project should be scheduled as needed.

1.b) A Work Zone Safety Meeting Agenda shall be developed and used at the Meeting to outline the anticipated traffic control issues during the construction of this Project. The agenda shall include:

i. Review Project scope of work and time;
ii. Review Trafficperson needs;
iii. Review Maintenance and Protection of Traffic requirements;
iv. Review Contractor's schedule and method of operations;
v. Review special concern areas: ramps, turning roadways, medians, lane drops, etc.;
vi. Open discussion of work zone questions and issues;
vii. Discussion of review and approval process for changes in Contract requirements as they relate to work zone areas.

2. General

2.a) Traffic control patterns shall only be installed if the required minimum number of signs, traffic cones, traffic drums, and other equipment (i.e. one Arrow Board for each lane closed, two Truck-Mounted or Trailer-Mounted Attenuators (TMAs), Changeable Message Sign, etc.) are on Site.

2.b) The Contractor shall have spare maintenance and protection of traffic equipment (TMAs, Arrow Board, Changeable Message Sign(s), construction signs, traffic cones, traffic drums, etc.) available at all times in case of mechanical failures, etc. Spare maintenance and protection of traffic equipment installed as a result of a sudden equipment breakdown shall be replaced by the Contractor within 24 hours.

2.c) Failure of the Contractor to have the required minimum number of signs, personnel, and equipment, which results in the pattern not being installed, shall not be a reason for a time extension or claim for lost time.

2.d) In cases of differences of opinion between the Contractor and the Inspection staff, the Contractor shall follow the directions of the Engineer. The matter shall be brought to the Eversource's Construction Manager for resolution immediately or, in the case of work after regular business hours, on the next business day.

3. Installing and Removing Traffic Control Patterns

3.a) Lane closures shall be installed beginning with the advance warning signs and proceeding forward toward the work area.

3.b) Lane closures shall be removed in the reverse order, beginning at the end of the work area, or traffic control pattern, and proceeding back toward the advance warning signs.

3.c) Stopping traffic may be allowed within the allowable hours with approval from the City of Hartford:

i. For those activities stated within the Contract.
ii. During paving, milling operations, or similar activities where, in the middle of the operation, it is necessary to flip the pattern to complete the operation on the other half of the roadway so traffic does not travel across the longitudinal joint or difference in roadway elevation.
iii. To move slow moving equipment across live traffic lanes into the work area.

3.d) The Contractor shall adhere to using the proper signs, placing the signs correctly, and ensuring the proper spacing of signs.

3.e) Additional devices are required on entrance ramps, exit ramps, and intersecting roads to warn and/or move traffic into the proper travel path prior to merging with or exiting from the mainline traffic. This shall be completed before installing the mainline pattern past the ramp or intersecting roadway.

4. Use of Arrow Boards

4.a) On non-limited access roadways, the use of an Arrow Board for lane closures is optional. The roadway geometry, sight distance, and traffic volume shall be considered in the decision to use the Arrow Board.

4.b) A vehicle displaying an arrow board shall be equipped with high-intensity rotating, flashing, oscillating, or strobe lights.

4.c) The flashing arrow mode shall be used for lane closure (merge) tapers.

4.d) The flashing arrow mode shall not be used for temporary alternating one-way traffic operations or to laterally shift lanes of traffic.

4.e) The flashing double arrow mode shall only be used for closing a center lane on a multilane roadway where adjacent left and right lanes remain open.

4.f) For shoulder work or roadside work near the shoulder, the Arrow Board shall be positioned in the shoulder and the flashing alternating diamond mode should be used.

4.g) The flashing alternating diamond caution mode should also be used when supplemental Arrow Boards are positioned in an already closed lane.

5. Use of Truck-Mounted or Trailer-Mounted Impact Attenuators (TMAs)

5.a) On non-limited access roadways, the use of TMAs to install and remove patterns closing a lane(s) is optional. The roadway geometry, sight line distance, and traffic volume shall be considered in the decision to utilize the TMAs.

5.b) A TMA shall be placed prior to the first work area in the pattern. If there are multiple work areas within the same pattern, then additional TMAs shall be positioned at each additional work area as needed. The Arrow Board mounted on the TMA should be in the flashing alternating diamond caution mode when in the closed lane.

5.c) TMAs shall be positioned a sufficient distance prior to the workers or equipment being protected to allow for appropriate vehicle roll-ahead in the event that the TMA is hit, but not so far that an errant vehicle could travel around the TMA and into the work area

6. Use of Traffic Drums and Traffic Cones

6.a) On all roadways:

i. Traffic drums shall be used in place of traffic cones in traffic control patterns that are in effect for more than a 36-hour duration.
ii. Traffic cones shall not be left unattended.
iii. Traffic cones with a minimum height of 42 inches shall be used when the posted speed limit is 45 MPH or above.

6.b) Typical spacing of traffic drums and/or cones shown on the Construction Traffic Control Plans in the Contract are maximum spacings and may be reduced to meet actual field conditions as required.

7. Use of Barricade Warning Lights

7.a) Type B Barricade Warning Lights shall be used on post-mounted advanced warning signs.

8. Use of Portable Changeable Message Signs (PCMS)

8.a) On non-limited access roadways, the use of PCMS for lane closures is required where show on the plans or as directed by Engineer. The roadway geometry, sight line distance, and traffic volume shall be considered in the decision to use the PCMS.

8.b) PCMS should be placed off the shoulder of the roadway and behind a traffic barrier, if practical. Where a traffic barrier is not available to shield the PCMS, it should be placed

off the shoulder and outside of the clear zone. If a PCMS has to be placed on the shoulder of the roadway or within the clear zone, it should be placed on the paved shoulder with a minimum of five traffic drums placed in a taper in front of it to delineate its position. The taper shall meet minimum distance requirements for a shoulder closure. The PCMS shall be protected if it is used for a continuous duration of 36 hours or more.

8.c) The PCMS shall be removed from the clear zone and have the display screen cleared and turned 90 degrees away from the roadway when the PCMS is no longer required.

8.d) A PCMS message shall:

i. consist of no more than two phases;
ii. contain no more than three lines of text per phase;
iii. have no more than eight characters per line, including spaces.

8.e) The PCMS should be used for specific situations that need to command the motorist's attention which cannot be conveyed with standard construction signs. The PCMS should not be used for generic messages (ex.: Road Work Ahead, Bump Ahead, Gravel Road, etc.) or for messages that need to be displayed for long periods of time, such as during stage construction. These types of messages should be displayed with construction signs. Special signs shall be coordinated with the Office of Construction and the Division of Traffic Engineering for the proper layout/dimensions required.

8.f) Typical messages that are allowed on the PCMS are shown below. Approval must be received from the Office of Construction for any message(s) different than the typical messages shown in Figure 1.

8.g) All messages shall comply with the information provided in Tables 2 and 3.

Message No.	Phase 1	Phase 2	Message No.	Phase 1	Phase 2
1	LEFT LANE CLOSED	MERGE RIGHT	9	LANES CLOSED AHEAD	REDUCE SPEED
2	2 LEFT LANES CLOSED	MERGE RIGHT	10	LANES CLOSED AHEAD	USE CAUTION
3	LEFT LANE CLOSED	REDUCE SPEED	11	EXIT XX CLOSED	USE EXIT YY
4	2 LEFT LANES CLOSED	REDUCE SPEED	12	EXIT XX CLOSED USE YY	FOLLOW DETOUR
5	RIGHT LANE CLOSED	MERGE LEFT	13	2 LANES SHIFT AHEAD	USE CAUTION
6	2 RIGHT LANES CLOSED	MERGE LEFT	14	3 LANES SHIFT AHEAD	USE CAUTION
7	RIGHT LANE CLOSED	REDUCE SPEED			
8	2 RIGHT LANES CLOSED	REDUCE SPEED			

Figure 1: Typical PCMS Messages

Table 2: Acceptable Abbreviations

Word Message	Standard Abbreviation	Word Message	Standard Abbreviation
Access	ACCS	Minimum	MIN
Afternoon / Evening	PM	Minor	MNR
Ahead	AHD	Minute(s)	MIN
Alternate	ALT	Monday	MON
Avenue	AVE, AV	Morning / Late Night	AM
Bicycle	BIKE	Mount	MT
Blocked	BLKD	Mountain	MTN
Boulevard	BLVD	National	NATL
Bridge	BR	Normal	NORM
CB Radio	CB	North	N
Center	CTR	Northbound	NBND
Center	CNTR	Oversized	OVRSZ
Chemical	CHEM	Parking	PKING
Circle	CIR	Parkway	PKWY
Compressed Natural Gas	CNG	Pavement	PVMT
Condition	COND	Pedestrian	PED
Congested	CONG	Place	PL
Construction	CONST	Pounds	LBS
Court	CT	Prepare	PREP
Crossing	XING	Quality	QLTY
Crossing (other than highway-rail)	XING	Right	RT
Downtown	DWNTN	Road	RD
Drive	DR	Roadwork	RDWK
East	E	Route	RT, RTE
Eastbound	EBND	Saint	ST
Electric Vehicle	EV	Saturday	SAT
Emergency	EMER	Service	SERV
Entrance, Enter	ENT	Shoulder	SHLDR
Exit	EX	Slippery	SLIP
Express	EXP	South	S
Expressway	EXPWY	Southbound	SBND
Feet	FT	Speed	SPD
Freeway	FRWY, FWY	State, county, or other non-US or non-Interstate numbered route	[Route Abbreviation determined by highway agency]**
Friday	FRI	Street	ST
Frontage	FRNTG	Sunday	SUN
Hazardous	HAZ	Telephone	PHONE
Hazardous Material	HAZMAT	Temporary	TEMP
High Occupancy Vehicle	HOV	Terrace	TER

Highway	HWY	Thruway	THWY
Highway-Rail Grade Crossing	RR XING	Thursday	THURS
Hospital	HOSP	Tons of Weight	T
Hour(s)	HR, HRS	Traffic	TRAF
Information	INFO	Trail	TR
International	INTL	Travelers	TRVLRS
Interstate	I-	Tuesday	TUES
Junction / Intersection	JCT	Turnpike	TPK
Lane	LN	Two-Way Intersection	2-WAY
Left	LFT	Two-Wheeled Vehicles	CYCLES
Liquid Propane Gas	LP-GAS	Upper	UPR
Local	LOC	US Numbered Route	US
Lower	LWR	Vehicle(s)	VEH, VEHS
Maintenance	MAINT	Warning	WARN
Major	MAJ	Wednesday	WED
Maximum	MAX	West	W
Mile(s)	MI	Westbound	WBND
Miles Per Hour	MPH		

** A space and no dash shall be placed between the abbreviation and the number of the route.

Table 3: Unacceptable Abbreviations

Unacceptable Abbreviation	Intended Word	Common Misinterpretation
ACC	Accident	Access (Road)
CLRS	Clears	Colors
DLY	Delay	Daily
FDR	Feeder	Federal
L	Left	Lane (Merge)
LT	Light (Traffic)	Left
PARK	Parking	Park
POLL	Pollution (Index)	Poll
RED	Reduce	Red
STAD	Stadium	Standard
WRNG	Warning	Wrong

Article 9.71.05 – Basis of Payment *is supplemented by the following:*

The temporary relocation of signs and supports, and the furnishing, installation and removal of any temporary supports shall be paid for under the item "Maintenance and Protection of Traffic". Temporary overhead sign supports and foundations shall be paid for under the appropriate item(s).

The cost of furnishing, installing, and removing the material for the 4H:1V traversable slope shall be paid for under the item "Maintenance and Protection of Traffic".

ITEM #0979004A – CONSTRUCTION BARRICADE DETECTABLE

Section 9.79 is supplemented and amended as follows:

09.79.01—Description:

Replace the entire Article with the following:

Under this item the Contractor shall furnish all Construction Barricade Detectable required on the Project as stated in the item "Maintenance and Protection of Traffic," as shown on the plans, and as directed by the Engineer.

The Construction Barricade Detectable shall conform to the following:

1. have continuous detectable bottom and top surfaces able to be detected by a person with a visual disability traveling with the aid of a long cane;
2. the bottom of the bottom surface shall be no higher than 2 inches above the ground;
3. the top of the top surface shall be no lower than 32 inches above the ground;
4. the requirements of the 2016 AASHTO MASH.

09.79.02—Materials:

Delete the last sentence and add the following:

Prior to using Construction Barricade Detectable on the Project, the Contractor shall submit to the Engineer a copy of the Eligibility Letter issued by the FHWA to the manufacturer documenting that the barricades comply with the requirements of the 2016 AASHTO MASH and are eligible for reimbursement under the Federal-aid highway program.

Pay Item	**Pay Unit**
Construction Barricade Detectable	ea.

ITEM NO. 11112XXA – TEMPORARY DETECTION (SITE NO. X)

Description:

Provide a Temporary Detection (TD) system at signalized intersections throughout the duration of construction, as required during construction or as directed by the Engineer. TD is intended to provide an efficient traffic-responsive operation which will reduce unused time for motorists travelling through the intersection. A TD system shall consist of all material, such as pedestrian pushbutton, accessible pedestrian signal, conduit, handholes, cable, messenger, sawcut, loop amplifier, microwave detector, Video Image Detection System (VIDS), Self-Powered Vehicle Detector (SPVD), and any additional components needed to achieve an actuated traffic signal operation.

Materials:

Material used for TD is either owned by the Contractor and in good working condition, or existing material that will be removed upon completion of the contract. Approval by the Engineer is needed prior to using existing material that will be incorporated into the permanent installation. New material that will become part of the permanent installation is not included or paid for under TD.

Construction Methods:

The work for this item includes furnishing, installation, relocating, realigning, and maintaining the necessary detection systems as to provide vehicle and pedestrian detection during each phase of construction. If not shown on the plan, program the TD modes (pulse or presence) as the existing detectors or as directed by the Engineer. If the TD method is not specified elsewhere in the Contract, (loops, SPVD, microwave, VIDS, pushbutton, or other) it may be the Contractor's choice. The method chosen for TD must be indicated on the TD Plan submission.

The traffic signal plan-of-record, if not in the controller cabinet will be provided upon request. Ensure the controller phase mode (recall, lock, non-lock) and phase timing are correct for the TD. Adjust these settings as needed or as directed by the Engineer.

At least 30 days prior to implementation of each phase of construction submit a TD proposal to the Engineer for approval. Submit the TD proposal at the same time as the Temporary Signalization plan. Indicate the following information for each intersection approach:

- Phase Mode
- Temporary Detection Method
- Area of Detection
- Detector Mode

Submit the proposed temporary phase timing settings and the TD installation schedule with the TD proposal. See the example below.

Example Proposed Temporary Detection and Timing

Site 1

Warren, Rt. 45 at Rt. 341, Location #149-201

Approach	Phase	Phase Mode	TD Method	Area of Detection	Det Mode
Rt. 45 NB	***2***	***Min Recall***	***VIDS***	***150' from Stop Bar***	***Presence***
Rt. 45 SB	***2***	***Min Recall***	***SPVD***	***150' from Stop Bar***	***Pulse***
Rt. 341	***4***	***Lock***	***Microwave***	***30' from Stop Bar***	***Pulse***
Rt. 341	***4***	***Lock***	***Pushbutton***	***At SE & SW corners***	***n/a***

Temporary Phase Timing Settings:

Phase	Min	Ped	Ped Clr	Ext	Max 1	Max2	Yel	Red
2	***20***	***0***	***0***	***6***	***45***	***60***	***4***	***1***
4	***14***	***7***	***9***	***3***	***27***	***35***	***3***	***1***

Scheduled TD: ***July 4, 2011***

Site 2

Scotland, Rt. 14 at Rt. 97, Location #123-201

Approach	Phase	Phase Mode	TD Method	Area of Detection	Det Mode
Rt. 15 WB Left Turn	***1***	***Non-Lock***	***VIDS***	***5' in front to 10' Behind Stop Bar***	***Presence***
Rt. 14 EB	***2***	***Min Recall***	***Existing Loop***	***150' from Stop Bar***	***Pulse***
Ped Phase	***3***	***Non-Lock***	***Pushbutton***	***At all corners***	***n/a***
Rt. 14 WB	***6***	***Min Recall***	***VIDS***	***150' from Stop Bar***	***Presence***
Rt. 97	***4***	***Lock***	***Loop, Pre-formed***	***20' from Stop Bar***	***Pulse***

Temporary Phase Timing Settings:

Phase	Min	Ped	Ped Clr	Ext	Max 1	Max2	Yel	Red
1	***5***	***0***	***0***	***2***	***12***	***18***	***3***	***1***
2 & 6	***24***	***0***	***4***	***4***	***26***	***36***	***4***	***1***
3	***16***	***7***	***9***	***0***	***16***	***16***	***4***	***1***
4	***14***	***7***	***9***	***3***	***27***	***35***	***3***	***1***

Scheduled TD: ***July 4, 2011***

When at any time during construction the existing vehicle or pushbutton detection becomes damaged, removed, or disconnected, install TD to actuate the affected approaches. Install and make TD operational prior to removing existing detection. TD must be operational throughout all construction phases.

Provide a list of telephone numbers of personnel who will be responsible for the TD to the Engineer. If the TD malfunctions or is damaged, notify the Engineer and place the associated phase on max recall. Respond to TD malfunctions by having a qualified representative at the site

within three (3) hours. Restore detection to the condition prior to the malfunction within twenty-four (24) hours.

If the Engineer determines that the nature of a malfunction requires immediate attention and the Contractor does not respond within three (3) hours following the initial contact, then an alternative maintenance service will be called to restore TD. Expenses incurred by the City of Hartford or Eversource for alternative service will be deducted from monies due to the Contractor with a minimum deduction of $500.00 for each service call. The alternate maintenance service may be the traffic signal owner or another qualified Contractor.

TD shall be terminated when the detection is no longer required. This may be either when the temporary signal is taken out of service or when the permanent detectors are in place and fully operational.

Any material and equipment supplied by the Contractor specifically for TD shall remain the Contractor's property. Existing material not designated as scrap or salvage shall become the property of the Contractor. Return and deliver to the owner all existing equipment used as TD that is removed and designated as salvage.

Method of Measurement:

Temporary Detection (TD) shall be measured for payment as follows:

Fifty percent (50%) will be paid when Temporary Detection is initially set up, approved, and becomes fully operational.

Fifty percent (50%) will be paid when Temporary Detection terminates and all temporary equipment is removed to the satisfaction of the Engineer.

Basis of Payment:

This work will be paid at the contract Lump Sum price for "Temporary Detection (Site No.)". The price includes furnishing, installing, relocating, realigning, maintaining, and removing, the necessary detection systems and all incidental material, labor, tools, and equipment. This price also includes any detector mode setting changes, timing or program modifications to the controller that are associated with TD. All Contractor supplied material that will remain the Contractor's property will be included in the contract Lump Sum price for "Temporary Detection (Site No.)." Any items installed for TD that will become part of the permanent installation will not be paid for under this item but are paid for under the bid item for that work.

Pay Item	Pay Unit
Temporary Detection (Site No.)	L. S.

ITEM #1111451A - LOOP DETECTOR SAWCUT

11.11.02 – Materials:

Replace Article M.16.12 with the following:

Sawcut:

(a) Wire in sawcut:

- International Municipal Signal Association (IMSA) Specification 51-7, single conductor cross-linked polyethylene insulation inside polyethylene tube.
- # 14 AWG

(b) Sealant:

(1) Polyester Resin Compound

- Two part polyester which to cure, requires a liquid hardener.
- Use of a respirator not necessary when applied in an open air environment.
- Cure time dependent on amount of hardener mixed.
- Flow characteristics to guarantee encapsulation of loop wires.
- Viscosity: 4000 CPS to 7000 CPS at 77 degrees Fahrenheit (25º C).
- Form a tack-free skin within 25 minutes and full-cure within 60 minutes at 77 degrees Fahrenheit (25º C).
- When cured, resist effects of weather, vehicular abrasion, motor oil, gasoline, antifreeze, brake fluid, de-icing chemicals, salt, acid, hydrocarbons, and normal roadway encounters.
- When cured, maintain physical characteristics throughout the ambient temperature ranges experienced within the State of Connecticut.
- When cured, bonds (adheres) to all types of road surfaces.
- Weight per Gallon (3.8 l): 11 lbs ±1 lb (5kg ± .45kg)
- Show no visible signs of shrinkage after curing.
- 12 month shelf life of unopened containers when stored under manufacturers specified conditions.
- Cured testing requirements:
  - Gel time at 77 degrees F (25° C): 15 - 20 minutes, ASTM C881, D-2471
  - Shore D Hardness at 24 hours: 55-78, ASTM D-2240
  - Tensile Strength: > 1000 psi (6895 kPa), ASTM D-638
  - Elongation: 18 - 20 %, ASTM D-638
  - Adhesion to steel: 700 - 900 psi (4826 - 6205 kPa), ASTM D-3163
  - Absorption of water, sodium chloride, oil, and gasoline: < 0.2%, ASTM D-570
- Include in the Certificate of Compliance:
  - Manufacturer's confirmation of the uncured and cured physical properties stated above.
  - Material Safety Data Sheet (MSDS) stating sealant may be applied without a respirator in an open air environment.
- Designed to allow clean-up without the use of solvent that is harmful to the workers and the environment.

(2) Elasotmeric Urethane Compound:

- One part urethane which to cure, does not require a reactor initiator, or a source of thermal energy prior to or during its installation.
- Use of a respirator not necessary when applied in an open air environment.

- Cure only in the presence of moisture.
- Flow characteristics to guarantee encapsulation of loop wires.
- Viscosity such that it does not run out of the sawcut in sloped pavement during installation; 5000 CPS to 85,000 CPS.
- Form a tack-free skin within 24 hours and 0.125 inch (0.33mm) cure within 30 hours at 75 degrees Fahrenheit (24° C).
- When cured, resist effects of weather, vehicular abrasion, motor oil, gasoline, antifreeze, brake fluid, de-icing chemicals, salt, acid, hydrocarbons, and normal roadway encounters.
- When cured, maintain physical characteristics throughout the ambient temperature ranges experienced within the State of Connecticut.
- Show no visible signs of shrinkage after curing.
- Shelf life when stored under manufacturers specified conditions:
    - Caulk type cartridges: minimum 9 months
    - Five gallon containers: minimum 12 months
- Designed for application when the pavement surface temperature is between 40 and 100 degrees Fahrenheit (4° and 38° C).
- Uncured testing requirements:
    - Weight/Gallon: ASTM D-1875
    - Determination of Non-volatile Content: ASTM D-2834
    - Viscosity: ASTM D-1048B
    - Tack-free Time: ASTM D-1640
- Cured testing requirements:
    - Hardness: ASTM D-2240
    - Tensile Strength & Elongation: ASTM D-412A
- Include in the Certificate of Compliance:
    - Manufacturer's confirmation of the uncured and cured physical properties stated above.
    - Material Safety Data Sheet (MSDS) stating sealant may be applied without a respirator in an open air environment.
- Designed to allow clean-up without the use of solvent that is harmful to the workers and the environment.

3. Miscellaneous:

(a) Liquidtight Flexible Nonmetallic Conduit

- UL listed for direct burial
- UL 1660
- Smooth polyvinyl chloride inner surface

(b) Water Resistant Pressure Type Wire Connector

- Ul listed for direct burial and wet locations
- UL 486D

11.11.03 - Construction methods:

2. Loop Detector Sawcut

- Loop size, number of turns, and location is shown on the intersection plan.
- Do not cut through a patched trench, damaged or poor quality pavement without the approval of the Engineer.
- Wet-cut pavement with a power saw using a diamond blade ⅜ inch (9.5mm) wide. Dry-cut is not allowed.
- Ensure slot depth is between 1 ¾ inch to 2.0 inch (45mm to 50mm).
- Overlap corners to ensure full depth of cut.

- To prevent wire kinking and insulation damage, chamfer inside of corners that are ≤ 120 degrees.
- Clean all cutting residue and moisture from slot with oil-free compressed air. Ensure slot is dry before inserting wire and sealing sawcut.
- Cut home-run, from loop to curb or edge-of-road, as shown on the typical installation sheet.
- To prevent cross-talk and minimize electrical interference, twist home-run wires, from edge of road to handhole, with at least 5 turns per foot (16 turns per meter). Tape together twisted home-run wires at 2 foot (0.6 meter) ± intervals.
- In new or resurfaced pavement, install loops in the wearing course. If the wearing course is not scheduled for immediate placement (within 24 hours) after the base course, provide temporary detection when directed by the Engineer. Temporary detection may be sawcut loops, preformed loops, microwave sensor, video, or other method approved by the Engineer.
- Splice(s) not allowed anywhere in loop wire either in loop or in home-run.
- Ensure wires are held in place at bottom of slot by inserting at 2 foot (0.6 m) intervals, 1 inch sections of foam backer rod or wedges formed from 1 inch (25mm) sections of the polyethylene tubing. Loop detectors with wires that have floated to the top of the sealant will not be accepted.
- To create a uniform magnetic field in the detection zone, wind adjacent loops in opposite directions.
- Use **polyester compound** as the sealant unless another type is allowed by the Engineer.
- Mix hardening agent into polyester resin with a power mixer or in an application machine designed for this type of sealant in accordance with the manufacturer's instructions.
- Apply the loop sealant in accordance with the manufacturer's instructions and the typical installation sheet. Do not apply sealant when pavement temperature is outside the manufacturers recommended application range.
- Solder splice the loop wires to the lead-in cable and install water resistant connector as shown on the typical installation sheet.
- Test the loop circuit resistance, inductance, and amplifier power-interruption as shown on the typical installation sheet. Document all test results.

3. Damaged, Patched, or Excessively Worn Pavement
   - Where the existing pavement is damaged, patched or excessively worn and is found to be not suitable for reliable loop detection, notify the Engineer.
   - When directed by the Engineer, remove and replace an area of pavement to allow the proper installation of the loop.
   - Remove a minimum of 3 inches (75mm) depth.
   - Comply with the applicable construction methods of Section 2.02 Roadway Excavation, Formation Of Embankment and Disposal of Surplus Material, and Section 4.06 Bituminous Concrete, such as:
     - Cut Bituminous Concrete
     - Material for Tack Coat
     - Bituminous Concrete Class 1

4. Re-surface/Overlay Project
   - Prior to disconnecting the existing loop confirm that the amplifier is operating properly and is programmed according to plan. Document loop operation. Report any discrepancies and malfunctions to Engineer.
   - Remove all abandoned sawcut home-run wire from handhole.
   - Sawcut new loop according to plan.

- Solder splice new loop wires to the existing lead-in cable and install new water resistant twist connectors as shown on the typical installation sheet. Do not re-use the removed connectors.
- Test the loop circuit resistance and inductance. Document results.
- Ensure the existing loop amplifier has re-tuned to the new loop and is operating according to plan.

11.11.04 – Method of Measurement:

Loop Detector Sawcut is measured by the number of linear feet (meters) of installed, tested, operating, and accepted sawcut only where there is loop wire. Over-cuts at corners that do not contain wire are not measured.

11.11.05 – Basis of Payment:

Loop Detector Sawcut is paid at the contract unit price per linear foot (meter). The price includes sawcut, loop wire, sealant, liquidtight flexible nonmetallic conduit, duct seal, water resistant splice connectors, testing, incidental material, equipment, and labor.

Pay Item	Pay Unit
Loop Detector Sawcut	l.f. (m)

ITEM #1118101A – TEMPORARY SIGNALIZATION FOR UNSIGNALIZED LOCATIONS

Description:
This item shall consist of furnishing, installing, maintaining, relocating and removing temporary traffic signal equipment and all necessary hardware at existing unsignalized intersections, as required.

Materials:
All materials used for Temporary Signalization shall conform to the plans and pertinent articles of the Standard Specifications, the Supplemental Specifications, and the Special Provisions contained in this contract, or as approved by the Engineer. The materials can be new or used. Used material must not be damaged and its operation must be reliable. The Contractor must replace damaged or faulty material immediately. A Materials Certificate will be required.

Construction Methods:
The Contractor shall prepare any necessary temporary signal plans and submit to the Engineer and City of Hartford for approval. In no case will the Contractor be allowed to revise an installation without prior knowledge and approval by the Engineer. The Engineer will send to the City of Hartford and/or the Design Engineer for review as applicable.

Prior to the beginning of Temporary Signalization, the Contractor and the Engineer are required to meet with any property owners that have driveways that will be signalized and explain how the temporary signalization will operate.

Temporary Signalization shall begin when the Contractor installs the temporary traffic signal equipment.

The Contractor shall provide and maintain a temporary traffic signal capable of providing the phasing as required by the conditions and approved by the engineer. The Contractor shall relocate temporary signal equipment, including signal heads, vehicle detectors, etc., as many times as deemed necessary during construction to maintain and protect traffic where shown on the plans or as directed by the Engineer. The Contractor shall make modifications to the signal controller as necessary to maintain temporary signalization during each phase/stage of construction and shall make adjustments to the timing of the controller as necessary based on field conditions and as directed by the Engineer.

All equipment shall be relocated and/or removed in such a manner as to cause no hazard to pedestrians, traffic or property. When the Contractor is performing signal work, the Contractor shall maintain traffic as specified in the Special Provisions for “Maintenance and Protection of Traffic.”

The Contractor shall be responsible for providing power to the temporary traffic signal via solar panels or by obtaining secondary service. The Contractor shall be responsible for the cost of the electricity to operate the temporary traffic signal and the intersection shall have a metered service.

The Contractor shall be responsible for maintenance of the temporary traffic signal during Temporary Signalization. The Contractor shall provide to the Engineer and the local Police Department a list of telephone numbers of personnel who will be responsible for the maintenance of the temporary traffic signal on a 24-hour basis. The Contractor shall respond to traffic signal malfunctions by having a representative at the site within three hours and the temporary traffic signal back in operation within 24 hours.

Temporary signal equipment supplied by the Contractor will remain the Contractor's property at the completion of the project unless otherwise noted.

Temporary Signalization shall terminate when construction is complete and the temporary signal equipment is removed from the project as approved by the Engineer.

Method of Measurement:

Temporary Signalization shall be measured for payment as follows:

Fifty percent (50%) shall be paid when Temporary Signalization is operational as shown on the plan and to the satisfaction of the Engineer.

Fifty percent (50%) shall be paid when Temporary Signalization terminates.

Basis of Payment:

This work shall be paid at the contract Lump Sum price for "Temporary Signalization."

This item shall consist of furnishing, installing, maintaining, relocating and removing temporary traffic signal equipment and all necessary hardware, materials, labor and work incidental thereto. This item shall also include supplying the electricity to operate the temporary traffic signal. All Contractor supplied items that will remain the Contractor's property shall be included in the contract Lump Sum price for "Temporary Signalization."

Pay Item	Pay Unit
Temporary Signalization	L.S.

ITEM NO. 1118XXXA – TEMPORARY SIGNALIZATION (SITE NO. X)

Description:

Work under this item shall consist of providing Temporary Signalization (TS) at the required locations within the project limits.

1. Existing Signalized Intersection: The Contractor shall keep each traffic signal completely operational at all times during construction through the use of existing signal equipment, temporary signal equipment, new signal equipment, or any combination thereof once TS has started as noted in the section labeled "Duration."

Materials:

- Pertinent articles of the Standard Specifications
- Supplemental Specifications and Special Provisions contained in this contract

Construction Methods: The Contractor shall perform a Preliminary Inspection and submit a Temporary Signalization (TS) Plan as described herein. No physical work will be allowed at any location until the requirements of the Preliminary Inspection and Temporary Signalization (TS) Plan have been met.

1. Preliminary Inspection

Prior to beginning any physical work, the Contractor shall meet with the Engineer and a representative from the DOT Electrical Maintenance Office (Town representative for a Town owned signal), to inspect and document (for the Engineer's concurrence) the existing traffic signal's physical and operational condition prior to implementing any Temporary Signalization (TS.) The inspection shall include, but not be limited to, the condition of the following:

- Controller Assembly (CA)
  - Controller Unit (CU)
  - Detection Equipment
  - Pre-emption Equipment
  - Coordination Equipment
- Vehicle and Pedestrian Signals
- Vehicle and Pedestrian Detectors
- Emergency Vehicle Pre-emption System (EVPS) *
- Interconnect Cable and Splice Enclosures
- Support Structures
- Handholes, Conduit and Cable

It may be necessary to repair or replace equipment that is missing, damaged, or malfunctioning. The Contractor shall prepare a list of items for replacement or repair. If authorized by the Engineer, this work will be considered "Extra Work" under Article 1.09.04.

* At a State owned signal the EVPS equipment is usually owned by the municipality. The Engineer will notify the municipality of the inspection schedule and information relating to its EVPS equipment as required.

The Preliminary Inspection meeting shall also include discussion of potential utility conflicts according to the *Utilities* section under *TS Plan* below.

2. Temporary Signalization (TS) Plan

At least 30 days prior to implementation of each stage, the Contractor shall submit a 1:40 scale TS plan in pdf format for each location to the Engineer for review and comment. This TS Plan shall include, but not be limited to the following:

- Survey Ties
- Dimensions of Lanes, Shoulders, and Islands
- Slope Limits
- Clearing and Grubbing Limits
- Signal Phasing and Timing
- Location of Signal Appurtenances such as Supports, Signal Heads, Pedestrian Push buttons, Pedestrian Signals
- Location of Signing and Pavement Markings (stop bars, lane lines, etc.)
- Location, method, and mode of Temporary Detection
- Location of utilities and potential conflicts

Review of the TS plan does not relieve the Contractor of ensuring the TS meets the requirements of the MUTCD. The existing traffic signal plan of record for State-owned traffic signals is available from the Division of Traffic Engineering upon request. The Contractor may request existing traffic signal plans for Town-owned traffic signals from the Town.

It is acceptable to use the existing traffic signal plan as the TS plan by marking up the existing plan to show any needed changes.

The Contractor shall not implement the TS plan until all review comments have been addressed.

The TS Plan shall also address the following elements:

Earthwork

The Contractor shall perform the necessary clearing and grubbing and the grading of slopes required for the installation, maintenance, and removal of the TS equipment. Upon termination of the TS, the Contractor shall restore the affected area to its prior condition and to the satisfaction of the Engineer.

Maintenance and Protection of Traffic

The Contractor shall furnish, install, maintain, relocate, and remove signal-related signing (lane-use, signal ahead, NTOR, etc.), and pavement markings, as needed.

The Contractor shall install, relocate, or remove, equipment in a manner to cause no hazard to pedestrians, traffic or property. The Contractor shall maintain traffic as specified in the Special Provisions “Prosecution and Progress” and “Maintenance and Protection of Traffic” in the Contract.

Utilities

The Contractor shall verify that proposed temporary and/or relocated signal equipment will not conflict with proposed project utility relocations. The Contractor shall ensure that temporary span/temporary poles will not restrict the ability to shift utility cables off of the poles.

The Contractor shall coordinate its TS activities with all utility companies in the project area to ensure that the proposed temporary and/or relocated signal equipment will not be in conflict with existing utilities. The Contractor shall coordinate any utility work that may be needed prior to the Contractor implementing the TS plan.

Electrical Service and Telephone Service at Existing Signalized Intersections

The Contractor shall be responsible for relocating and changing any electrical service or telephone service source if required. Any arrangements with these companies and costs associated with any relocation or change shall be paid for by the Contractor. The Contractor shall ensure that the party previously responsible for the monthly payment of service shall continue to be responsible for that payment during TS.

Electrical Service for TS at Unsignalized Intersections

The Contractor shall be responsible for providing electrical service for TS at unsignalized intersections. All charges and all arrangements with the power company, including service requests, scheduling, and monthly bills in accordance with Section 10.00.12 and Section 10.00.13 of the Standard Specifications shall be the responsibility of the Contractor. The Contractor shall remove the service or leave the service if it will become permanent as shown on the plans or as directed by the Engineer.

Temporary Signalization

The Contractor shall furnish, install, maintain, relocate, and remove existing, temporary, and proposed traffic signal equipment and all necessary hardware; modifications to or furnishing of a new CA;and reprogramming of the CU phasing and timing; and any other incidentals related to this TS, as many times as necessary for each stage/phase of construction to maintain and protect traffic and pedestrian movements as shown on the plans or as directed by the Engineer.

Inspection

When requested by the Engineer, the TS will be subject to a field review by a representative of the Division of Traffic Engineering and/or the Town, The Contractor shall revise the TS as needed to address comments.

Detection

The Contractor shall provide vehicle detection on the existing, temporary, and/or new roadway alignment for all intersection approaches that have existing detection, detection in the final condition as shown on the signal plan, or as directed by the Engineer. The Contractor shall keep existing pedestrian pushbuttons accessible and operational at all times during TS. Temporary Detection is described and is paid for under Item # 11112XXA - Temporary Detection (Site No. X)

Emergency Vehicle Pre-emption System (EVPS)

The Contractor shall furnish, install, maintain, relocate, and remove the equipment necessary to keep the existing EVPS operational as shown on the plan. The Contractor shall not disconnect or alter the EVPS without the knowledge and concurrence of the Engineer and the EVPS owner. The Contractor shall schedule all EVPS relocations so that the system is out of service only when the Contractor is actively working. The Contractor shall ensure EVPS is returned to service and is completely operational at the end of the work day and shall keep the EVPS owner apprised of all changes to the EVPS.

Coordination

The Contractor shall furnish, install, maintain, relocate, and remove the equipment necessary to keep the intersection coordinated to adjacent signals as shown on the plan. The Contractor shall not disconnect the interconnect without the approval of the Engineer.

- Closed Loop System: If it is necessary to disconnect the communication cable, the Contractor will notify the Engineer and the Bridgeport Operation Center (BOC) or the Newington Operation Center (NOC) prior to disconnect and also after it is reconnected.
- Time Base System: The Contractor shall program and synchronize all Time Clock/Time Base Coordination (TC/TBC) units as necessary.

Maintenance

Once TS is in effect, the Contractor shall assume all maintenance responsibilities of the entire installation in accordance with Section 1.07.12 of the Standard Specifications. The Contractor shall notify the Engineer for the project records the date that Temporary Signalization begins. The Contractor shall coordinate with the Engineer to notify the following parties that maintenance responsibility has been transferred to the Contractor:

Signal Owner
CT DOT Electrical Maintenance Office or
Town Representative
Local Police Department

The Contractor shall provide the Engineer a list of telephone numbers of personnel who will be on-call during TS and shall respond to traffic signal malfunctions by having a representative at the site within three hours from the initial contact. Any traffic signal malfunction shall be made operational according to plan within twenty-four (24) hours.

If the Engineer determines that the nature of a malfunction requires immediate attention and/or the Contractor does not respond within three (3) hours, then an alternate maintenance service will be called to repair the signal. Expenses incurred by the alternate maintenance service for each call will be deducted from monies due to the Contractor with a minimum deduction of $1,000. The alternate maintenance service may be the owner of the signal or another qualified electrical contractor.

Duration

Temporary Signalization shall commence when the Contractor begins physical work at a particular intersection.

a) For intersections with a State furnished controller, TS terminates when the inspection of the permanent signal is complete and operational and is accepted by the Engineer.
b) For intersections with a Contractor furnished controller, Temporary Signalization terminates at the beginning of the 30 day test period for the permanent signal.

Ownership

The Contractor shall remove and deliver any existing equipment that is designated as salvage to its original owner upon completion of use. Any temporary equipment supplied by the Contractor shall be removed by the Contractor unless noted otherwise.

Method of Measurement:

Temporary Signalization (TS) shall be measured for payment as follows:

Fifty percent (50%) shall be paid when the TS for that site is operational as shown on the plan and to the satisfaction of the Engineer.

Fifty percent (50%) shall be paid upon termination of the TS as described herein.

Basis of Payment:

This work shall be paid at the contract Lump Sum price for "Temporary Signalization (Site No.)" for each site. This price includes the preliminary inspection, TS plan for each stage/phase, furnishing, installing, maintaining, relocating and revising traffic signal equipment, controller assembly modifications, controller unit program changes such as phasing and timing, removing existing, temporary, and proposed traffic signal equipment, arrangements with utility companies, towns or cities including the fees necessary for electric and telephone service, clearing and grubbing, earthwork and grading, area restoration and all necessary hardware, materials, labor, and work incidental thereto.

All material and work for signing and pavement markings is paid for under the appropriate Contract items.

All material and work necessary for vehicle and pedestrian detection for TS is paid for under item 11112XXA - Temporary Detection (Site No. X).

All Contractor supplied items that will remain the Contractor's property shall be included in the contract Lump Sum price for "Temporary Signalization."

Any items installed as part of the permanent installation will be paid for under those separate pay items in the Contract.

Pay Item	Pay Unit
Temporary Signalization (Site No.)	L.S.