DESIGNING ROADS THAT GUIDE DRIVERS TO CHOOSE SAFER SPEEDS

November 2009

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16. Abstract

This report describes an investigation into whether or not physical characteristics of the roadway and the roadside environment are associated with actual vehicle running speeds, and how actual vehicle running speeds are associated with the occurrence and severity of motor vehicle crashes in conjunction with other roadway and roadside characteristics. Actual vehicle running speeds were observed at about 300 locations in urban, suburban and rural areas across Connecticut, at locations without horizontal curves or traffic control devices. Only vehicles traveling through the section unimpeded either by leading or turning vehicles were observed in order to get true free flow traffic speeds. Roadway and roadside characteristics were observed, and statistical prediction models were estimated to learn more about how free flow vehicle speed, roadway and roadside characteristics and crash incidence and severity are related.

The factors associated with higher average running speeds are wide shoulders, large building setbacks and a residential location. The factors associated with lower average running speeds are on-street parking, sidewalks and a downtown or commercial location. These findings suggest that drivers slow down where the road feels "hemmed-in" or there is noticeable street activity, and they speed up where the road feels "wide open" or street activity is less noticeable. This finding is not surprising, but these relationships are quite strong in the observed data, and it is a useful result to isolate this short list of factors that are significantly correlated with actual vehicle running speeds.

These findings demonstrate that through careful, intentional selection of roadway and roadside design elements, it is possible to influence the running speed of traffic on a road. It appears that drivers indeed take cues from elements of the roadway and roadside environment to decide how fast to drive and these cues are independent of the posted speed limit and other considerations that might be important to the community for reducing speeds. So the good news is that it is possible to influence drivers' choice of speed through design of roadway and roadside elements; but the bad news is that many existing roads cue drivers to travel much faster than the posted speed limit and the community would like.

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SI* (MODERN METRIC) CONVERSION FACTORS

APPROXIMATE CONVERSIONS TO SI UNITS

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
		LENGTH		
in	inches	25.4	millimeters	mm
ft	feet	0.305	meters	m
yd	yards	0.914	meters	m
mi	miles	1.61	kilometers	km
		AREA		
in^2	square inches	645.2	square millimeters	mm^2
ft^2	square feet	0.093	square meters	m^2
yd^2	square yard	0.836	square meters	m^2
ac	acres	0.405	hectares	ha
mi^2	square miles	2.59	square kilometers	km^2
		VOLUME		
fl oz	fluid ounces	29.57	milliliters	mL
gal	gallons	3.785	liters	L
ft^3	cubic feet	0.028	cubic meters	m^3
yd^3	cubic yards	0.765	cubic meters	m^3
	NOTE: volumes greater than 1000 L shall be shown in m^3			
		MASS		
oz	ounces	28.35	grams	g
lb	pounds	0.454	kilograms	kg
T	short tons (2000 lb)	0.907	megagrams (or "metric ton")	Mg (or "t")
		TEMPERATURE (exact degrees)		
°F	Fahrenheit	5 (F-32)/9 or (F-32)/1.8	Celsius	°C
		ILLUMINATION		
fc	foot-candles	10.76	lux	lx
fl	foot-Lamberts	3.426	candela/m^2	cd/m^2
		FORCE and PRESSURE or STRESS		
lbf	poundforce	4.45	newtons	N
lbf/in^2	poundforce per square inch	6.89	kilopascals	kPa

APPROXIMATE CONVERSIONS FROM SI UNITS

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
		LENGTH		
mm	millimeters	0.039	inches	in
m	meters	3.28	feet	ft
m	meters	1.09	yards	yd
km	kilometers	0.621	miles	mi
		AREA		
mm^2	square millimeters	0.0016	square inches	in^2
m^2	square meters	10.764	square feet	ft^2
m^2	square meters	1.195	square yards	yd^2
ha	hectares	2.47	acres	ac
km^2	square kilometers	0.386	square miles	mi^2
		VOLUME		
mL	milliliters	0.034	fluid ounces	fl oz
L	liters	0.264	gallons	gal
m^3	cubic meters	35.314	cubic feet	ft^3
m^3	cubic meters	1.307	cubic yards	yd^3
		MASS		
g	grams	0.035	ounces	oz
kg	kilograms	2.202	pounds	lb
Mg (or "t")	megagrams (or "metric ton")	1.103	short tons (2000 lb)	T
		TEMPERATURE (exact degrees)		
°C	Celsius	1.8C+32	Fahrenheit	°F
		ILLUMINATION		
lx	lux	0.0929	foot-candles	fc
cd/m^2	candela/m^2	0.2919	foot-Lamberts	fl
		FORCE and PRESSURE or STRESS		
N	newtons	0.225	poundforce	lbf
kPa	kilopascals	0.145	poundforce per square inch	lbf/in^2

*SI is the symbol for the International System of Units. Appropriate rounding should be made to comply with Section 4 of ASTM E380.
(Revised March 2003)

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1 INTRODUCTION

1.1 Statement of Problem

Speeding is one of the major problems confronting traffic safety engineers. It is estimated that about a third of all fatal crashes in the United States are speed related (NHTSA 2003). High speeds have been shown to be associated with higher risks of crash and increased injury severity on roadways (Kloeden *et al.* 1997, ETSC 1995). This is explained by the fact that higher speeds lessen the time available for drivers to make evasive maneuvers to avoid or respond to unexpected situations, such as other vehicles turning into or out of driveways or the sudden appearance of pedestrians (Kloeden *et al.* 1997). Many researchers believe that if drivers were to operate at an appropriate speed for a roadway in a given context, safety would improve significantly for all categories of road users.

However, very few North American studies have used actual vehicular speed observations in comparing the safety of multiple street and highway locations. A number of studies have focused on the effects of speed change on safety at a given location but these results are not generally transferable to other sites. Most multi-location safety studies have attempted to account for the effect of speed using the *speed limit* at each location, leading to spurious results due to the sometimes arbitrary and political nature of speed limit selection, and the fact that the actual speeds chosen by drivers traveling on many roads are much higher than the speed limit on the road (Fitzpatrick *et al.* 1995, Fitzpatrick *et al.* 2003).

Most road agencies attempt to achieve the right operating speed among drivers by imposing speed limits. Unfortunately several studies have shown that the speed limit is very much violated (Haglund and Aberg 2002), and at best, serves only as a guide to drivers. Due to limited resources and the vast extent of the road network, police enforcement of speed limits has had only minor success (Haas *et al.* 2003). Thus, there is a strong need to find other effective countermeasures to control speeds on roadways.

Why are there so many roads where a high proportion of drivers disregard the speed limit? One possible explanation is that drivers are coming to different conclusions than the applicable legal authorities about what is the "safe and reasonable" level of speed on these roads. In other words, is the design of the road and its environment projecting the right message to the driver? There are many examples of situations where drivers do not perceive school zones, town centers and primary roads through residential neighborhoods as slow speed areas.

It is generally acknowledged (but largely unsubstantiated) that *roadside environment*, defined as the type, density and proximity of land use and other non-road-related features, is important for explaining speeds chosen by drivers. In fact, previous research in Connecticut has found that roadside environment is a strong predictor for the severity of rural pedestrian crashes (Zajac and Ivan 2003), which basic physical mechanics demonstrates to be positively related to vehicular speeds (Kloeden *et al.* 1997). These compelling findings prompt investigation into the phenomenon of how drivers choose their speeds, in particular the effect of roadside environment on this decision, and how both these factors (chosen speeds and roadside environment) interact to affect the incidence of crashes.

It is in this light that the ability to influence vehicle speeds through the selection of the characteristics of the roadway and of the adjacent environment could be a boost to improving safety on our roadways. The idea of drivers naturally selecting appropriate speeds as a result of their perception of the total roadway environment is described in some European countries as designing "self explaining" roads (Van der Horst and Kaptein 1996). Even though this approach is gaining momentum, gaps still exist in the knowledge about how various components of the road environment and their interaction affect a driver's chosen speed.

1.2 Objectives of Project

The objectives of this project were to answer the following three questions:

1. How do the prevailing road characteristics such as the design geometry and roadside environment influence the actual travel speeds chosen by drivers?
2. How do the actual travel speeds along with these road characteristics influence the incidence of crashes?
3. How can we use the answers to these first two questions to design the safest road for a given condition?

Answering these questions requires better information about the actual travel speeds on roads with different design geometries and roadside environments along with the crash experience on these same roads. To do this, we compared crash counts and actual speeds on roads in groups with similar geometric characteristics and roadside environments, controlling for the observed traffic volumes. We investigated combinations of characteristics and environments that are commonly found in Connecticut, as well as some that may be less common, but offer opportunities for isolating the effects of particular elements. Our study considered specific factors known to influence driver speed and/or crash incidence. Because these may or may not be the same factors for influencing travel speeds and crash incidence, an important secondary objective of this research was to identify characteristics that appear to affect one of these phenomena but not the other.

We collected data from two-lane road sections in rural and suburban areas, and used generalized linear modeling techniques to analyze the following, controlling for geographic area and traffic volume:

- Variance in observed travel speed by geometric and roadside features
- Variance in crash count by observed travel speeds and geometric and roadside features

The results of these analyses permit answering the following three questions:

1. Which road features are most useful for predicting expected running speeds?
2. Is knowing the actual running speed useful for predicting the expected number and/or severity of crashes on a roadway segment?

3. Which are the most significant features for designing a safe road in environments such as village and town centers, school zones and residential neighborhoods?

This report answers the above questions to help identify appropriate improvements to make to roadway and/or roadside environment features in order to reduce travel speeds where necessary and to improve the safety of roads in Connecticut.

1.3 Scope of Report

This report is organized as follows:

- Chapter 2 contains a summary of previous studies of roadway and roadside characteristics, speed and safety.
- Chapter 3 describes the study design, the data collection procedure and the characteristics of the data set.
- Chapter 4 reports the methodology and results of estimating models for predicting vehicle running speed as a function of roadway and roadside characteristics.
- Chapter 5 reports the methodology and results of analyzing safety as a function of speed and other roadway and roadside characteristics.
- Chapter 6 presents the major project findings and recommendations for application.

2 PREVIOUS WORK

The relationship between vehicle speed and the roadway environment and its concomitant effect on traffic safety has been investigated on several fronts. These studies range from the relationship between vehicular speed and geometric characteristics, to road cross-sectional parameters, to land use, to weather, to traffic characteristics, and to the roadside environment. This study focuses on both the roadway and roadside features and how they interact to affect free flow speed.

2.1 Speed and the Incidence of Crashes

Many investigators explain a high incidence of fatal crashes based on basic physics principles: the greater the vehicle speed, the greater the severity of a resulting collision. The probability of a fatal pedestrian crash as a result of speed reduction was estimated by Anderson *et al.* (1997). In examining pedestrian collision and speed in Adelaide, Australia, they estimated that the reduction of the speed limit from 60 to 50 km/h could reduce fatal pedestrian crashes by about 30 percent. A similar study by Kloeden *et al.* (1997), also in the city of Adelaide, suggests that in 60 km/h speed zones, vehicles that were involved in casualty collisions were generally traveling faster than cars that were not involved in a crash.

However, the effect of speed is not simple. Some studies have also suggested that speed variance has more influence on crash incidence than the absolute operating speed (Lave 1985). It must be noted that these observations are also associated with roadway type. For example, limited access roads such as freeways experience very low speed variance due to the fact that there are minimal interruptions in the traffic flow.

2.2 Geometric Alignment and Vehicle Speed

Numerous research studies have shown relationships between speed and geometric variables for the purpose of assessing safety. Geometric alignment can impose a physical constraint on the operation of a vehicle and this affects a driver's chosen speed. A study by the European Transport Safety Council reports that consistency in gradients, alignment and layouts greatly impacts the speed choice on a particular road segment (ETSC 1995). Specifically on horizontal alignments, deflection angle has been found by Fitzpatrick *et al.* (2000), and Schurr *et al.* (2002), to greatly explain the variations in free-flow speed on horizontal curves. A study by Poe and Mason (2000) on low speed urban streets also supports this relationship.

2.3 Cross-sectional Elements and Vehicle Speed

Roadway cross-sectional elements are among the most widely investigated areas with regard to their effect on vehicular speeds. Several studies have looked at the road width, shoulder width and type, total pavement width, effective lane width and their interaction with operating speed and its resultant impact on safety. Using regression models to analyze the possible relationship between numerous roadway characteristics and free-flow speed, Fitzpatrick *et al.* (2000) found lane width to be the most significant variable influencing free-flow speed on horizontal tangents when the effect of posted

speed limit is ignored. Studying the impact of speed on pedestrian safety in Maine, Gårder (2004) demonstrated that high speeds and wide roads result in more crashes.

Gattis and Watts (1999) investigated the relationship between road width and vehicle speed in a limited study that took into consideration the functional class of the roadway. They studied seven segments in a residential neighborhood with a grid layout. The streets were compared by contrasting their attributes. The traffic functions of the paired street segments were similar but each road was different in terms of width. Their results suggested a relationship between the mean speeds and traffic function as characterized by the functional class of the roadway. For local roads, the results showed that wider streets had higher mean speeds. However, road segments with a mix of local/collector functions with different widths had the same speed. Our study aims to further investigate these observations.

Narrowing lanes has often been used as a traffic-calming tool in reducing speed (Ewing 1999). Daisa and Peers (1997) concluded that wider residential streets do experience higher mean and 85th percentile speeds; however, to achieve significant reduction in speeds requires substantial reductions in the curb-to-curb width of the street. In a study involving six locations on three different streets, Marconi (1977) also showed that reductions in total road widths that still retained lane widths around 12 ft did not result in any significant reduction in speed. Lum (1984) carried out a before-after study of two streets that had 28 ft and 36 ft curb-to-curb widths respectively, but which were delineated into 9 ft lanes for both streets. However, the total roadway width remained the same. Using a before-after analysis, the study concluded that there is no statistically significant change in mean speed or speed distribution. As the results indicate, the expected reduction in speed was not realized; apparently because the physical width makes a stronger impression on drivers than the delineated lane width.

2.4 Roadside Environment and Vehicle Speed

As transportation engineers continue to find ways to improve roadway safety, more attention is being given to the effect of the roadside environment on driver behavior, in terms of speed and its safety impact. The way we perceive an object does not always reflect its true physical nature; this phenomenon is called visual illusion (Kim and Noguchi 2003) and some elements of the roadside environment have been suggested to pose such an effect and to thus influence vehicle speed. For example, it is believed that trees aligned along a street in a consistent pattern give an illusion of narrowing of the roadway. A simulation experiment by Kim and Noguchi (2003) found that driving through different road scenes caused the test subjects to perceive the actual speeds differently. Their results indicated that presence of humans, animals and trees as objects within the roadside environment generally result in overestimation of speed implying that they would chose a lower speed in that environment. Synthesis of studies relating to roadway safety by Martens *et al.* (1997) indicates that driving speed in built-up areas is influenced by the building setback. Reducing speed through visual perception is an interesting concept because it means drivers would choose appropriate speeds without feeling compelled to do so. However, more investigations are needed to determine if the effect on speeds is still significant when all components of the driving experience are accounted for.

On-street parking is recognized as having an effect on vehicle operating speed. It physically constrains both the effective lane width and the effective total pavement width. It also has a perceptional effect on motorists. Daisa *et al.* (1997) found the level of on-street parking to have a significant impact in reducing vehicle operating speeds. A similar study on low-speed urban streets by Smoker *et al.* (1996) drew the same conclusion.

The aesthetics or "beauty" of a road environment has also been investigated in relation to traffic safety. Drottenborg (1999) studied the impact of speed on streets that appear as "beautiful" due to the blossoming of cherry trees along the streets in Lund during springtime, and similar streets that lack such beautification. She found that the free-flow mean speed decreased by about 5 percent and the number of vehicles traveling at high speeds between 50-60 km/h decreased by about 12 percent during the cherry blossom period.

2.5 Speed Limit and Vehicle Speed

Some studies have focused on the impact of speed limit on speed and roadway crashes. The posted speed limit is the main instrument in roadway speed management in most jurisdictions. Speed limits are put in place to inform motorists of the higher end of speeds considered to be safe on a given section of road. The effect of changing posted speed limit on drivers' chosen speed and crash rate has been the focus of many studies. Ullman and Dudek (1987) tested the effect of reduced speed limit on operating speed and roadway crashes in rapidly growing urban fringes. Their before-and-after study was limited to six sites of two-lane and four-lane undivided highways. The sites had 55 mph and 45 mph speed limits before and after, respectively. The after studies were carried out one-year after the speed limits had been changed. The results of the studies showed that there were no significant changes in the mean or the 85th percentile speeds or the crash rates on the selected road sections.

An FHWA (1992) study that considered both lowered and raised posted speed limits found similar results. The study employed a before-and-after method with comparison to similar sites. The changes in the speed limits had been necessitated by changing land use and traffic demand and formed part of a planned routine traffic engineering program. The study indicated that lowering the posted speed limit by 5, 10 and 15 mph or more did not result in a significant change in the 85th percentile speeds. Similarly, raising the posted speed limits by similar margins did not yield any significant change in the 85th percentile speed.

2.6 Road Markings and Vehicle Speed

The effect of road markings on driver behavior in influencing speed has been the subject of numerous small-scale studies. To make generalized deductions from these small studies, some researchers have conducted meta-analysis so as to establish the underlying relationship among the numerous findings. A meta-analysis on the effect of altered road markings on speed and lateral position by Davidse *et al.* (2004), suggested that roads that exhibited significant increases in mean speed were roads that prior to the introduction of edge lines had no road markings of any type. Their research further indicated that introducing a centerline marking to a road that has no markings yields a similar result. They attributed the increases in speeding to the improvement in visual guidance provided by the road markings. Unfortunately, while the lane marking impacts

positively in reducing the risk of run-off-the-road crashes, it is counterproductive to efforts aimed at reducing the operating speed on roadway segments.

2.7 Land Use and Vehicle Speed

Land use types have been the subject of a number of studies relating to road traffic safety. Zajac and Ivan (2003) investigated pedestrian safety by evaluating how area land use influences pedestrian injury severity, and by association, driving speeds. They found land use type to be a very important variable in influencing pedestrian crash severity. A similar study was also carried out by Ossenbruggen *et al.* (2001). They studied 87 sites in Stratford County, New Hampshire. The researchers collected qualitative data onsite by observing street activities and pedestrian and motor vehicle interactions. Since no vehicular speeds were collected, the study used the measures of paved shoulder width and on-street parking as surrogate measures of average operating speed for a site. The research team identified and classified three land use types within the study area, based on land use ordinance and site evaluation. Using odds ratio to compare the risk of crash and injury crash probabilities, their analysis concluded that village sites are much safer than residential and shopping sites. They explain their findings by noting that the village sites have roadside infrastructure such as sidewalk, crosswalk and traffic control devices that make such sites more pedestrian friendly.

2.8 Summary of Previous Research

The key findings from the literature review indicate that vehicle operating speed is affected by the roadside environment such as roadside parking, and roadside objects such as trees. Roadway geometric characteristics and cross-sectional elements have been shown to influence operating speeds. Lane narrowing has been shown to affect the speed chosen by drivers; however the results have not been consistent. Studies involving changing of posted speed limits by raising or lowering the posted speed limits did not result in any significant change in the 85th mean speed of the roadway segment. All the reviewed studies relating to land use showed a strong relationship to operating speed, however, none of the studies measured speed directly as a variable but rather used surrogate variables such as posted speed limit and crash severity. Most of the studies are before-and-after studies involving very limited number of sites without much consideration for interaction effect among the numerous predictor variables. Our study hopes to establish a direct relationship between free flow speed and roadway types in association with roadside environment and other roadway characteristics.

3 STUDY DESIGN AND DATA COLLECTION

3.1 Site Selection

The experimental setup in our study is an observational cross section study. To have a meaningful analysis, we considered a target total of 300 sites to be reasonable due to the several predictor variables and the large number of factor levels of the predictor variables. The target of 300 sites would ensure adequate cell counts in order to satisfy the assumption of independence for categorical data analysis (Stokes *et al.* 2001). The roadway segment sites were selected from across Connecticut. Data was collected for the geometric characteristics of each site and the speed characteristics were sampled for at least 100 free flowing vehicles per site.

Sites were selected to be representative of different road types, posted speeds, and land use types. For a site to qualify for inclusion in the sample dataset, it was desired that the segment be on both a horizontal and vertical tangent. However, it was very difficult to get sections that fully met these criteria. Therefore, segments that meet all other requirements but had minor horizontal and vertical curves were included.

We started selecting sites by viewing the video database (videolog) of two-lane roads maintained by Connecticut Department of Transportation (ConnDOT). We found the resulting sites to not fully cover the ranges of characteristics we wanted to study (for example, many ConnDOT roads do not have sidewalks or on-street parking), so we augmented our study data with sites on town-maintained roads. All town roads selected were arterials or major collectors, with similar traffic patterns as the state roads. A combination of prior knowledge of the study team of local street characteristics and site visits were used to select the non-State road study locations.

Consistency and uniformity in the roadway characteristics such as the number of lanes, lane width, presence/absence of shoulder, on-street parking, sidewalks, planting strips, road edge delineation, side curbs, and median, were important parameters in the site selection. Discontinuity in these characteristics was used in defining the boundaries of the selected sites. In most cases the boundaries of the selected sites aligned with intersecting roads, including signalized intersections. However, some sections encompassed signalized intersections, and for such sites, speed was measured only for vehicles whose free flow was not interrupted by the signals. Table 3-1 lists the variables and the definitions of the ranges of values for the categories.

3.2 Geometric Measurement and Roadside Characteristics

The following geometric characteristics of each site were observed or measured and recorded during the field visit:

- Lane width
- Shoulder width
- Total pavement width
- Parking width
- Sidewalk width
- Planting strips
- Building setbacks

Table 3-1. Variables and Categories

Variable	Categories	Range
Shoulder	None	None
	Small	≤ 2 ft
	Medium	2 – 6 ft
	Large	> 6 ft
Setback	Small	≤ 30 ft
	Medium	30 – 70 ft
	Large	> 70 ft
Parking	None	Absence of parking
	Parking	Parking is present
Level of utilization of parking	Heavy parking	50 – 100%
	Light parking	20 – 50%
	Negligible parking	< 20%
Land use	Downtown	Consists of larger buildings abutting one another, and with sidewalks. The uses are mix. Mainly offices, retail and in some cases may include residences.
	General Urban	A mix of residential, office accommodation and commercial activities in an urban setting
	Urban Residential	Mainly residential consisting of single and multi family housing units or in combination. Medium to large densities.
	Urban Commercial	Mainly commercial uses, storefronts or small shopping centers, medium density.
	Suburban Residential	Predominantly residential in use with large lot sizes.
	Suburban Commercial	Section of a suburb with a large number of commercial activities.
	Rural	Roadside environment that is mainly of vegetation and natural landforms. Any presence of human elements or structures if any, are insignificant in this context.

- Access density
- Land use types

Several other variables, including the presence of a planting strip between the road and and the sidewalk, were also observed but not mentioned here because they were not found to be significant in any of our analysis.

As discussed above, due to difficulty in obtaining sites that meet all the selection criteria, sites with minor curves were included in the site selection and the level or the degree of curvature noted. Also, curvature on roadway sections either preceding or following a selected site was noted since this could have some impact on the operating speeds within the site. Stop-controlled and signalized intersections that form the boundaries to a site or are located such that they could impact on the speeds at a site are also documented.

The variables, shoulder, setback (building setback) and roadside parking, were categorized based on the ranges of measurement encountered. Where roadside parking is present, the level of utilization of parking along the stretch of the roadway segment is estimated as heavy, light or negligible. Setback is the distance from the edge of the road to the front of the building line. In instances where the setback varies for a section of roadway, the building setback that seems dominant from a driver's view was taken to apply to the roadway section. Driveway density and the Average Daily Traffic (ADT) were included as possible predictor variables.

In this study, we defined two major categories of roadway: "street" and "highway". Our definitions of street and highway are based on the physical design of the roadway rather than on a hierarchal system of traffic flows specifying function. Rather than a hierarchy between mobility and land access, what is needed here is a characterization of road type based on distinct physical characteristics that are likely to affect driver behavior.

The category "street" is typical of roadways found in an urban environment, while "highway" is more characteristic of rural areas. In our definition, the primary distinction between streets and highways is that streets have no edge striping delineating shoulders while highways do. In addition, streets typically have raised continuous non-mountable curbs while highways mostly have mountable and intermittent curbs for drainage purposes. Streets also tend to have on-street parking while highways usually do not.

3.3 Free flow Speed Measurement

The free flow speed data were measured using radar speed guns that recorded to an accuracy of 1 mph. The use of speed guns was chosen over tube counters in order to confidently collect only true free flow speeds of through vehicles, and not speeds of turning vehicles, and vehicles which have slowed down for some reason. For example, research has shown that the use of cell phones while driving distracts drivers, possibly causing them to operate at reduced average speed (Rakauskas *et al.* 2004).

Prior to the beginning of the speed data collection, the radar guns to be used for the study were tested in an experiment to assess their accuracy and consistency. The speeds of two vehicles instrumented with on-board speed measuring tools and global positioning system (GPS) were recorded on several passes on a test track. The speeds were recorded from opposite directions and at two different distances from the test

vehicle. The results of the test showed no statistical difference between the radar gun measurements and that of the on-board speed measurement.

Sampling of vehicles for the data collection was limited to passenger cars, minivans, and light trucks. Vehicles were selected based on the assessment of headways such that the driver's chosen speed is not influenced by other vehicles in its direction of travel. A six-second minimum headway was applied as suggested by Vogel (2002). In order to minimize subjective judgment in assessing headway, different free flow headway distances were estimated for different posted speed limits and used as a guide to judge headway. Applying these headway distances was very important for heavy traffic roadway segments.

Depending on the site conditions, the operator of the speed gun was seated in a passenger car or pickup truck that was parked well off the road so as not to attract attention which could influence or affect drivers' decisions on their chosen speeds. The observation position was selected to maintain the same angle and approximate distance from the passing vehicles as was used in the validation test. In some locations, the observer sat on a garden chair on a private property when permitted by the property owner. The speed of each vehicle selected was monitored over a reasonable length of the roadway segment. Vehicles with noticeable speed fluctuation were ignored. Also, drivers who slowed to make a turn, or activate their brakes were also ignored. To eliminate the effects of night driving and adverse weather conditions, the collection of speed data was limited to daylight hours in clear weather and with dry pavement.

3.4 Data Set Summary

Appendix A lists the full data set, with the speed, roadway roadside environment, AADT and crash characteristics listed in separate tables. This section presents a summary of the data, including cross-tabulations by various pertinent variables. These cross-tabulations reveal some important correlations among the variables that reflect how roads are designed in Connecticut. Following are a few of the patterns that are easily identified:

- Table 3-2 shows that the sites with parking are nearly all classified as streets, and all appear in urban land use classifications.
- Table 3-2 also shows that the suburban and rural land use classifications appear nearly always on highways.
- Table 3-3 shows that the sites designated as streets have no speed limits over 35 mph, but the highway locations have speed limits of all values, but skewed towards the higher values.
- Table 3-4 shows that the shoulder width variable almost perfectly classifies the sites by road type, with all but one of the street locations having no shoulder, and all of the highway locations having at least a small shoulder.
- As shown in Table 3-5, the presence of sidewalks does not classify the road types as well as one might expect, however, all of the street locations have a sidewalk on at least one side, and most on both sides. The highway locations surprisingly are split evenly among having no sidewalks and a sidewalk on one or both sides.
- Table 3-6 shows that building setback tends to be smaller on streets than on highways, though there is considerable overlap in the setbacks on each road type.
- Table 3-7 shows that there is not much correlation between pavement width and posted speed limit.

- Table 3-8 shows that parking and sidewalks frequently co-exist: all of the sites with parking present had a sidewalk on at least one side.
- Table 3-9 shows that parking is more common at locations with small or medium building setbacks.
- Table 3-10 shows that parking and land use classification are somewhat related, with most of the sites with parking located in urban areas.
- Table 3-11 shows that nearly all of the urban sites have sidewalks on at least one side, and all land use classifications except rural have a fair percentage of sites with sidewalks.
- Table 3-12 shows a strong correlation between the presence of sidewalk and building setback, such that sites with sidewalks are more likely to have small building setbacks, and vice versa.
- Similarly, Table 3-13 shows that land use type and building setback are also highly correlated, such that urban land types tend to have small building setbacks and the large building setbacks tend to be in suburban or rural locations.

Many of these observations are not surprising due to zoning regulations and road design guidelines. Obviously, mature urban areas are more likely to have traditional street design patterns with sidewalks, on-street parking and small building setbacks, while new areas built in the suburbs are more likely to have larger building setbacks and less likely to have on-street parking or sidewalks. It is interesting to note that there are some exceptions to these expectations, particularly in the presence of sidewalks in all land use types and even on highways.

The correlations revealed in these tables affect how these variables can be used in models for predicting free flow speed or accidents. For example, because road type is so strongly correlated with on-street parking, sidewalks and land use classification, it cannot be used in models that include these variables. More importantly, these findings suggest we are better off estimating separate models for streets and highways, since it is clear that some variables will be unimportant for one or the other and would end up acting as a surrogate for road type. Consequently, we estimated separate models for each road type.

Finally, Table 3-14 lists the number of motor vehicle crashes by road type and land use type. What is interesting here is that the crash count is split 60/40 between highways and streets, respectively, but the mileage is split 79/21. This means that the number of crashes per mile is much higher on streets than it is on highways. The rates per mile are highest in downtown and general urban areas, and lowest in residential and rural areas. This is not surprising, and is likely correlated with the actual traffic volumes and pedestrian activity levels, which are not provided here in this table. What this table does show is that the issue of speed and safety is quite complicated, giving some idea as to why so few researchers have tackled it in the past.

Table 3-2. Number of Sites by Parking, Land Use Category and Road Type

Parking	Land Use Category	Streets	Highways	Total
None	General Urban	27	23	50
	Urban Commercial	3	2	5
	Urban Residential	5	8	13
	Suburban Commercial	1	27	28
	Suburban Residential	4	110	114
	Rural	0	12	12
	Total	40	182	222
Present	Downtown	9	0	9
	General Urban	9	0	9
	Urban Residential	0	1	1
	Total	18	1	19
Total		58	183	241

Table 3-3. Number of Sites by Road Type and Speed Limit

Road Type	25 mph	30 mph	35 mph	40 mph	45 mph	Total
Street	35	18	12	0	0	65
Highway	15	31	66	48	32	192
Total	50	49	78	48	32	257

Table 3-4. Number of Sites by Road Type and Shoulder Width

Road Type	No Shoulder	Small Shoulder	Medium Shoulder	Wide Shoulder	Total
Street	60	1	0	0	61
Highway	0	41	97	39	177
Total	60	42	97	39	238

Table 3-5. Number of Sites by Road Type and Presence of Sidewalks

Road Type	No Sidewalk	One Side	Both Sides	Total
Street	0	7	55	62
Highway	63	60	55	178
Total	63	67	110	240

Table 3-6. Number of Sites by Road Type and Building Setback

Road Type	Small Setback	Medium Setback	Large Setback	Total
Street	35	26	2	63
Highway	16	101	59	176
Total	51	127	61	239

Table 3-7. Number of Sites by Pavement Width and Posted Speed Limit

Pavement Width (ft)	25 mph	30 mph	35 mph	40 mph	45 mph	Total
≤ 25	2	6	1	1	0	10
> 25 and ≤ 30	11	16	19	21	6	73
> 30 and ≤ 35	11	10	17	9	12	59
> 35 and ≤ 40	13	10	25	8	10	66
> 40 and ≤ 45	5	1	4	3	4	17
> 45	3	0	3	1	0	7
Total	45	43	69	43	32	232

Table 3-8. Number of Sites by Presence of Parking and Sidewalks

	No Sidewalk	One Side	Both Sides	Total
No Parking	61	64	81	206
Parking Present	0	2	27	29
Total	61	66	108	235

Table 3-9. Number of Sites by Presence of Parking and Building Setback

	Small Setback	Medium Setback	Large Setback	Total
No Parking	29	118	58	205
Parking Present	19	8	1	28
Total	48	126	59	233

Table 3-10. Number of Sites by Land Use Type and Presence of Parking

Land Use Type	No Parking	Parking Present	Total
Downtown	0	9	9
General Urban	44	16	60
Urban Commercial	4	1	5
Urban Residential	12	2	14
Suburban Commercial	28	0	28
Suburban Residential	112	1	113
Rural	11	0	11
Total	211	29	240

Table 3-11. Number of Sites by Land Use Type and Presence of Sidewalks

Land Use Type	No Sidewalk	One Side	Both Sides	Total
Downtown	0	1	8	9
General Urban	2	8	51	61
Urban Commercial	0	0	5	5
Urban Residential	0	2	12	14
Suburban Commercial	10	11	7	28
Suburban Residential	40	45	25	110
Rural	11	0	0	11
Total	63	67	108	238

Table 3-12. Number of Sites by Presence of Sidewalk and Building Setback

	Small Setback	Medium Setback	Large Setback	Total
No Sidewalk	2	25	34	61
One Side	7	38	19	64
Both Sides	39	63	8	110
Total	48	126	61	235

Table 3-13. Number of Sites by Land Use Type and Building Setback

Land Use Type	Small Setback	Medium Setback	Large Setback	Total
Downtown	9	0	0	9
General Urban	25	33	1	59
Urban Commercial	2	2	1	5
Urban Residential	5	8	2	15
Suburban Commercial	2	17	8	27
Suburban Residential	7	65	39	111
Rural	0	1	10	11
Total	50	126	61	237

Table 3-14. Crashes by Road Type and Land Use Type

Road Type	Land Use Type	Total Mileage	Percent of Total Mileage	Crash Count	Percent of Total Crashes	Crashes per mile
Street	Downtown	1.892	2.5	718	9.3	379.493
	General Urban	9.551	12.7	2101	27.2	219.977
	Urban Residential	2.331	3.1	174	2.3	74.646
	Suburban Residential	1.830	2.4	89	1.2	48.634
	Total	15.604	20.8	3082	40.0	197.513
High-way	General Urban	6.307	8.4	803	10.4	127.319
	Urban Residential	2.855	3.8	234	3.0	81.961
	Suburban Commercial	8.571	11.4	1242	16.1	144.907
	Suburban Residential	36.407	48.5	2141	27.7	58.807
	Rural	5.303	7.1	219	2.8	41.297
	Total	59.443	79.2	4639	60.0	78.041
Total		75.047	100.0	7721	100.0	102.882

4 PREDICTION OF RUNNING SPEED

4.1 Analysis Methodology

Cross tabulation and Spearman's correlation coefficients were used to determine predictor variables that have strong correlations. The General Linear Model (GLM) procedure was used to carry out ANOVA to identify significant variables in predicting mean speeds. The mean speed was used as the dependent variable.

The analysis is based on data collected for 272 sites out of the 300 sites visited. A total of 27 sites were eliminated due to problems with data collection at these sites. Of the 272 sites used in the analysis, 81 (30 percent) were classified as streets and 191 as highways. The streets are all in the lower speed limit categories of 25, 30 and 35 mph. However, the highways fall into all five speed limit categories from 25 mph to 45 mph.

All the parking occurred at study sites with posted speed limits of 35 mph or less. Almost a third of the streets had a notable level of parking compared to only 3 percent of the 191 sites classified as highways. This outcome is expected since parking is much more likely to be found in concert with many of the features that we used to classify a site as a street. All the sections classified as streets have sidewalks with the exception of a single site. Roadways with two-sided sidewalks are almost all streets. 90 percent of the streets have two-sided sidewalks. Perhaps more surprisingly, 60 percent of the sections classified as highways also had some form of sidewalk or pedestrian path. In other words, many of these highways were designed to accommodate at least a minimal level of pedestrian activity.

The streets have a roughly even distribution of the small and medium building setback with only 10 percent being of large setback. Conversely, the highways generally had medium and large building setback. It should be noted that all the small setbacks for both street and highway sections were in areas with lower posted speed limits (25 or 35 mph).

The categories of land use types for the street roadway type ranged from downtown to suburban residential (see Table 3-1). For highways the land use types range from general urban to rural. The land use types overlap for both streets and highways except for downtown and rural which fall exclusively under street and highway, respectively.

As a consequence of these observations in the data set, two separate models were estimated: one for streets and a second for highways. These two models are discussed in the next two sections.

4.2 Streets Model

Results for the sub-dataset for street are presented in Table 4-1 and Table 4-2. The variable "shoulder" was taken out of the model because, consistent with our definition, streets had no shoulders. The results indicate that posted speed limit and land use are significant in predicting mean free flow speed for streets. Parking is significant only at the 90 percent level of significance. The model with the variables posted speed limit, parking, land use and setback explains about 61 percent of the variability in the mean free flow speed. The overall model is highly significant.

Table 4-1. Analysis of Variance Results for the Streets Model

Source	Type III Sum of Squares	Degrees of Freedom	Mean Square	F-Statistic	Significance
Corrected Model	888.8	7	127.0	16.2	0.000
Intercept	31054.1	1	31054.1	3971.6	0.000
Posted Speed Limit	89.0	2	44.5	5.7	0.005
Land Use	182.3	3	60.8	7.8	0.000
Parking	38.6	2	19.3	2.5	0.092
Error	570.8	73	7.8		
Total	99242.2	81			
Corrected Total	1459.6	80			

The parameter estimates in Table 4-2 show that light and heavy parking have a correspondingly decreasing effect on speed compared to the nil or negligible level of parking. However the change from the nil or negligible to the light parking is not significant. With downtown set as the baseline for comparison to the other land use levels, general urban, Residential urban and suburban residential all indicated corresponding increases above the downtown mean speed.

The variable "setback" was not a significant predictor because of the relatively small variation in setback for streets in our data set. The variables ADT, road width, lane width, were not significant in the model individually or in conjunction with other variables. Sidewalk and planting strip were also not significant in the street model, largely because almost all streets have sidewalks.

Table 4-2. Parameter Estimates for the Streets Model

Parameter	Parameter Estimate	Standard Error	t-statistic	Significance
Intercept	29.937	1.160	25.812	0.000
Posted Speed Limit = 35 mph	2.534	.923	2.744	0.008
Posted Speed Limit = 30 mph	2.094	.766	2.733	0.008
Posted Speed Limit = 25 mph	0(a)	.	.	.
Land Use = Suburban Residential	7.320	1.641	4.461	0.000
Land Use = Urban Residential	5.754	1.459	3.945	0.000
Land Use = General Urban	4.783	1.122	4.265	0.000
Land Use = Downtown	0(a)	.	.	.
Parking = Heavy	-2.334	1.057	-2.208	0.030
Parking = Light	-.669	1.161	-.576	0.566
Parking = Nil or Negligible	0(a)	.	.	.

a. This parameter is set to zero because it is redundant.

4.3 Highways Model

Analysis results for the highway sub-data-set are presented in Table 4-3 and Table 4-4. The overall highway model with predictor variables posted speed limit, setback, land use, shoulder width, parking and sidewalk is significant and explains about 69 percent of the variability in the mean free flow speed. The individual predictors of posted speed limit, land use, setback and shoulder are significant at the 95 percent significance level. Roadside parking is significant at the 86 percent significance level even though only 3 percent of the highway sites within the study recorded an appreciable level of roadside parking. This indicates that roadside parking is a possible strong predictor variable that needs to be investigated further. Shoulder and parking is significant only with the inclusion of the sidewalk variable.

Table 4-4 shows the parameter estimates for the different levels for the variables in the ANOVA model for the highway data set. The effect among the various factor levels are similar and generally consistent with the results obtained for the street data analysis for those variables which appear in both models: the posted speed limit, land use and parking. The ordinal effect of the different levels of the posted speed limit on the mean free flow speed is as expected. The estimates for roadside parking indicate that mean speeds on a highway type road section with parking will be about 1.5 mph less than the highway sections without the presence of parking. Though the difference between the parking and no parking is as expected the difference is not statistically significant, perhaps because of the small number of highways with parking in our data-set, as mentioned earlier.

All the land use categories, with the exception of suburban commercial, indicated the expected change in mean speed when compared to the category of general urban as the baseline. The suburban commercial mean speed reflects a decrease from that of the baseline mean speed which is counter to expectation. The suburban residential and rural categories indicate a 1.2 and 3.7 mph increase over the general urban mean speed. Multiple comparison tests suggest three mean sub groupings for the land use levels. The sub groups are general urban, an intermediary group of suburban commercial and residential, and rural, with urban residential overlapping between the general urban group and the intermediary group.

The effect of the different levels of setback is as expected. The larger the setback, the higher the mean free flow speed over the baseline level of small setback.

The multiple test of comparison indicates that mean speeds at all the posted speed limit levels are significantly different from each other except for the 40 and 45 mph highway segments. The parameter estimates for sidewalk show a decreasing effect from one-sided to two-sided sidewalks over the “no” sidewalk even though the change in mean speed among the different levels of sidewalks are not statistically significant. However, the effect is as expected.

For the highway model, also, the variables AADT, road width, lane width, were not significant. Sidewalk and planting strip were not significant as well.

Table 4-3. Analysis of Variance Results for the Highway Model

Source	Type III Sum of Squares	Degrees of Freedom	Mean Square	F-Statistic	Significance
Corrected Model	1912.0	15	127.5	26.0	0.000
Intercept	31697.0	1	31697.0	6455.0	0.000
Posted speed limit	537.6	4	134.4	27.4	0.000
Setback	84.6	2	42.3	8.6	0.000
Land use	177.7	4	44.4	9.0	0.000
Shoulder	29.7	2	14.9	3.0	0.051
Sidewalk	6.2	2	3.1	.6	0.532
Parking	10.9	1	10.9	2.2	0.138
Error	849.5	173	4.9		
Total	332886.5	189			
Corrected Total	2761.5	188			

Table 4-4. Parameter Estimates for the Highway Model

Parameter	Parameter Estimate	Standard Error	t-statistic	Significance
Intercept	34.517	.952	36.270	0.000
Posted Speed Limit ≥ 45 mph	7.600	.822	9.249	0.000
Posted Speed Limit = 40 mph	6.183	.786	7.862	0.000
Posted Speed Limit = 35 mph	3.963	.677	5.852	0.000
Posted Speed Limit = 30 mph	2.579	.743	3.469	0.001
Posted Speed Limit = 25 mph	0(a)	.	.	.
Shoulder = Large	1.311	.538	2.438	0.016
Shoulder = Medium	.498	.423	1.178	0.240
Shoulder = Small	0(a)	.	.	.
Parking = Parking	-1.499	1.006	-1.490	0.138
Parking = No Parking	0(a)	.	.	.
Sidewalk = 2-sided	-.512	.511	-1.001	0.318
Sidewalk = 1-Sided	-.422	.432	-.976	0.330
Sidewalk = None	0(a)	.	.	.
Setback = Large	2.612	.678	3.852	0.000
Setback = Medium	1.345	.609	2.210	0.028
Setback = Small	0(a)	.	.	.
Land Use = Rural	3.689	.939	3.929	0.000
Land Use = Suburban Residential	1.168	.548	2.132	0.034
Land Use = Suburban Commercial	-.857	.675	-1.270	0.206
Land Use = Urban Residential	1.519	.910	1.668	0.097
Land Use = General Urban	0(a)	.	.	.

a. This parameter is set to zero because it is redundant.

4.4 Summary of Speed Analysis

The results of the analysis indicate that roadway and road environment characteristics affect the mean free flow speed on roadway segments. Land use, posted speed limit and roadway types, as defined our study, are significant in predicting mean free flow speeds. Land use types either by association with posted speed limit or roadway types has a very strong influence in predicting mean free flow speeds. Roadside parking is significant in reducing mean free flow speeds especially on the "street" roadway type. The results also indicate that for streets, drivers do not make much distinction between the 30 and 35 mph posted speed limits. The highways also exhibit similar characteristics for the 40 and 45 mph posted speed limits.

The results of this study are promising for providing guidance in the design of roadway cross sections with the aim of influencing the speeds chosen by drivers by means of the physical characteristics of the roadway segment. Establishing clear and distinct roadway types will reinforce the "cue" drivers take from these roadway types and cause them to adjust to reasonable speeds. This is very important, especially in Connecticut and elsewhere in the US, where, in general, two-lane rural roads have varying functionality along their length. This research clearly shows that roadway characteristics such as land use, roadside parking and building setback, perhaps even more than posted speed limit, can help achieve the objective of designing roadways that lead to the reduction in speed, based on the driving environment.

5 ANALYSIS OF SPEED AND SAFETY

5.1 Speed and Safety Analysis Objectives

One of the questions this project proposed to answer was:

Is knowing the actual running speed useful for predicting the expected number and/or severity of crashes on a roadway segment?

This chapter describes the analyses undertaken to answer this question. First, the procedure of estimating models for predicting the crash count as a function of speed is described, along with the results. Then, the procedure for estimating models for predicting the severity of crashes is described, along with the results.

5.2 Crash Prediction Models

5.2.1 Crash Prediction Methodology

In traffic safety research, General Linear Modeling (GLIM) has been more and more frequently adopted for estimation of crash prediction models because of its ability to relax the assumption of a normal distribution for the response variable. Instead, a GLIM framework using a Poisson-related distribution for the crash count is more appropriate, as it confirms to the non-negative and discrete nature of crash counts and leads to a more flexible discrete distribution form (Miaou 1994). In a Poisson distributed case, the probability of observing n_i crashes is represented as:

$$P(n_i) = \frac{m^{n_i} e^{-m}}{n_i!} \tag{5-1}$$

where m is the mean of the Poisson distribution, computed as

$$m = E(n_i) = Np\ , \tag{5-2}$$

with p being the probability of having a crash when the exposure is N.

However, in realistic cases the mean under a Poisson distribution usually cannot represent the crash frequency Np at different observation sites. In fact, the real mean includes the average crash frequency and an error term following a Gamma distribution, due to the between site variation in the database (Miaou 1994). In other words,

$$m = Npe^{\varepsilon}\ , \tag{5-3}$$

assuming e^{ε} follows a Gamma distribution with mean 1 and variance δ. Then the corresponding Poisson distribution is

$$P_i(n_i \mid \varepsilon) = \frac{(Npe^{\varepsilon})^{n_i} e^{-Npe^{\varepsilon}}}{n_i!} \tag{5-4}$$

After integrating on ε for equation (5-4), the NB distribution is obtained as

$$P(n_i) = \frac{\Gamma(n_i + \theta)}{\Gamma(n_i + 1)\Gamma(\theta)} \left(\frac{\theta}{Np + \theta} \right)^{\theta} \left(\frac{Np}{Np + \theta} \right)^{n_i}, \tag{5-5}$$

where θ is the inverse of the dispersion parameter k in the NB distribution. Instead of being equal to the mean, the variance of the NB distribution is

$$Var(n_i) = m + km^2 . \quad (5\text{-}6)$$

When k is not significantly different from 0, the NB distribution is approximately equivalent to a Poisson distribution.

Many previous studies have applied NB GLIM in highway crash analysis under different circumstances. Wang and Nihan (2004) used NB GLIM to estimate bicycle-motor vehicle (BMV) crashes at intersections in the Tokyo metropolitan area. Shankar *et al*. (1995) also adopted NB GLIM in modeling the effects of roadway geometric and environmental features on freeway safety. Miaou (1994) evaluated the performance of negative binomial regression models in establishing the relationship between truck crash and geometry design of road segments. In this project, the crash count is assumed to have a negative binomial distribution and the total vehicle-miles-traveled (VMT) for each segment is used as the exposure. A logarithmic function is used to link the expectation of the distribution of the crash count and the explanatory variables, such as the natural log of AADT and the site characteristics.

5.2.2 Crash Prediction Results

As noted in the discussion of speed prediction models, when estimating statistical prediction models it is critical to choose the set of predictor variables used in the model very carefully. In order to estimate good models, it is important to include variables known or expected to be well correlated with the variable to be predicted. At the same time, the variables included in the model must not be highly correlated with one another, as the coefficients estimated for each variable will not be independent of one another and their effects will be confounded. This presented a problem for specifying the models for predicting crash count as a function of speed: we expected other variables to contribute to the occurrence of crashes as well, and thus wanted to include those variables in the models, however these variables were also found to be good predictors of vehicle running speed, indicating strong correlation with speed. Therefore, if we included speed in the prediction model, we could not also include road width, speed limit, presence of parking, and roadway setback, variables that were all found to be strongly associated with free flow speed and also desirable for predicting crash counts.

Consequently, we estimated simple models of crash count using only three predictor variables: the observed AADT, the observed mean free-flow speed and the land use type. The inclusion of AADT accounts for both exposure to crashes as well as an effect of the traffic intensity on the crash rate. We estimated three models: one for the segments classified as streets, a second for the segments classified as highways, and a third for all roads together. The prediction equation estimated is given in Equation (5.7):

$$NCRASH = L\ AADT^{\beta 1} \exp(\beta 0 + \beta 1\ S + \beta 2\ LU) \quad (5\text{-}7)$$

Where *NCRASH* is the crash count on the segment during the six year time period, 1998 to 2003, *L* is the section length (in miles), *S* is the mean free flow speed (in mi/h), *LU* is the land use type (as defined in Table 3-1) and the β's are coefficients to be estimated. For convenience, this equation is transformed logarithmically to:

$$\ln NCRASH = \ln L + \beta 1 \ln AADT + \beta 0 + \beta 1\, S + \beta 2\, LU \qquad (5\text{-}8)$$

Note that the segment length is included only to normalize for the variability from one segment to another. It is included without an exponent because it is not expected to contribute to the rate of crashes. AADT is scaled to an annual value (multiplied by 365 and divided by 10^7) and included with an exponent, as it is known to have a nonlinear relationship with crash incidence (Ivan 2004). For the model with both road types, an additional dummy variable is added to account for differences in crash count related to streets and highways; this dummy variable takes a value of 1 for the segments classified as street and 0 for those classified as highways.

The modeling results are presented in Table 5-1. Note that the coefficient on ln AADT is greater than 1 for all three models, though not significantly so for the highway model. This is unusual; this value is usually less than 1 for general crash prediction models (Ivan 2004). The intercept is nearly the same in every model, between 4.77 and 4.96. The coefficient on the street dummy variable is not significant at 95 percent confidence, indicating there is no significant difference in safety between streets and highways; note that the coefficient value of 0.19 is also the difference between the intercept values for the street and highway models.

Table 5-1. Crash Prediction Models by Road Type

	Streets			Highways			All Roads		
Variable	**Coef-ficient**	**Std. Err. (a)**	**Sig. (b)**	**Coef-ficient**	**Std. Err.**	**Sig.**	**Coef-ficient**	**Std. Err.**	**Sig.**
Intercept	4.96	1.181	0.000	4.77	0.866	0.000	4.79	0.751	0.000
ln AADT	1.58	0.205	0.000	1.11	0.117	0.000	1.23	0.102	0.000
Mean Speed	-0.01	0.027	0.597	-0.04	0.016	0.008	-0.04	0.014	0.005
Street	(c)			(c)			0.19	0.147	0.198
Downtown	1.15	0.501	0.022	(c)			1.51	0.421	0.000
General Urban	0.58	0.354	0.100	1.09	0.312	0.001	1.11	0.295	0.000
Urban Residential	0.13	0.401	0.736	0.77	0.352	0.028	0.65	0.313	0.036
Suburban Commercial	0.99	0.708	0.160	1.17	0.298	0.000	1.12	0.287	0.000
Suburban Residential	0 (d)			0.73	0.257	0.004	0.70	0.250	0.005
Rural	(c)			0 (d)			0 (d)		
Dispersion	0.34	0.069		0.41	0.049		0.40	0.041	
Log Likelihood	10317.2			10839.4			21153.2		
Deviance	64.6			205.9			271.4		
Degrees of Freedom	51			178			234		

a. Standard Error. c. This variable does not appear in the indicated model.
b. Significance. d. This coefficient is set to zero because it is redundant.

The coefficient on mean speed is negative in all three models, though it is not significant on the streets model. By conventional traffic safety wisdom, this is unexpected, as most traffic safety experts believe that higher *actual* speeds are associated with lower safety. It is, however, commonly accepted that *posted* speed limit is negatively correlated with crash occurrence, generally because the speed limit is set lower on roads that are known to be more dangerous or have lower design speeds, a condition often associated with a lower level of safety. In fact, this was part of the motivation of this project, to use observed actual vehicle speeds instead of posted speed limit, to avoid the confounding of posted speed limit with these other roadway factors and have the opportunity to discover if actual speeds are correlated with safety differently than posted speed limit. This unexpected result may not be so surprising considering that among the locations classified as "streets" there is very little variation in either the observed or the posted speeds. This reduces the importance of speed as a predictor of the variation in crash count in the streets model.

What this tells us is that the effect of speed on safety is much more complicated than just increasing the total crash count. To investigate this, we estimated models for predicting crash count by crash severity; the results are given in Table 5-2. The same prediction equation was used as for the models in Table 5-1, but without the land use category. Four categories of count severity were estimated: fatal, severe injury, minor injury and property damage only (PDO). Note that there were only 21 fatal crashes among the nearly 300 study sites, 841 severe injury crashes and 1737 minor injury crashes.

The small number of fatal crashes (relative to the other severity levels) in the data set made it difficult to estimate a suitable model for predicting the fatal crash count, though for the other crash count categories, suitable models were estimated. Mean speed was significant for predicting all but the fatal crash count. For the other three categories, it has a negative coefficient, indicating that the number of crashes of that severity level is expected to decrease when the speed increases. The coefficient on mean speed in the fatal crash model is positive, though it is not significant. What this means is that on roads with higher speeds, we would expect fewer crashes of lower severity. More observations are needed to confirm the relationship between speed and fatal crashes.

Table 5-2. Crash Count Models by Crash Severity

Variable		Fatal Crashes	Severe Injury Crashes	Minor Injury Crashes	Property Damage Only Crashes
Intercept	Coefficient	-4.77	4.12	5.92	7.66
	Standard Error	2.57	0.55	0.51	0.41
	Significance	0.064	0.000	0.000	0.000
Ln AADT	Coefficient	1.33	1.31	1.48	1.45
	Standard Error	0.65	0.15	0.13	0.11
	Significance	0.041	0.000	0.000	0.000
Mean Speed	Coefficient	0.077	-0.05	-0.075	-0.092
	Standard Error	0.064	0.014	0.013	0.010
	Significance	0.234	0.000	0.000	0.000
Dispersion	Value	1.95	0.59	0.54	0.50
	Standard Error	1.96	0.089	0.071	0.054
Log Likelihood		-63.1	413.1	2250.6	12309.6
Deviance		72.2	251.6	261.2	258.2
Degrees of Freedom		226	226	226	226

5.3 Severity Prediction Models

5.3.1 Severity Prediction Methodology

Ordered Probit Modeling was developed for analyzing the relationship between an ordered multiple response variable and one or more explanatory variables, which could be either continuous or categorical. An ordered response variable differs from an unordered one in that the possible values are ranked in some way. For example, the choice of travel mode (by car, bus, or train) is unordered, but bond ratings, taste tests (from strong dislike to strong liking), levels of insurance coverage (none, part, or full) are ordered by design. Take the outcome of an ordered response survey. If the responses are coded 0, 1, 2, 3, or 4, then linear regression would treat the difference between a 4 and a 3 the same as that between a 3 and a 2, whereas in fact they are only a ranking. Due to the definition of driver injury severity, the variable inherently has such an ordinal nature. In other words, the variable takes integer values, which as they increase indicate increasing levels of severity, but not necessarily in equal incremental steps.

The analysis of categorical dependent variables sometimes is motivated by threshold theory in mechanics. The main idea is, considering the case of the breaking strength of a concrete block, each block is assumed to have a threshold T_i, such that it will break if pressure equal to or greater than T_i is applied and it will not break if smaller pressure is applied. Concrete is composed of four ingredients: cement, sand, aggregate (stones, gravel, etc.), and water. The strength and other properties of concrete depend on how these four ingredients are proportioned and mixed, and the compressive strengths of different types of concrete are in different ranges. Obviously, it is impractical to test each block for its specific threshold. However, different pressures can be applied to different

blocks in order to obtain information about the breaking strength thresholds of any blocks in the population (Neter *et al.* 1996). Thus we can get the statistical distribution of the threshold value.

Ordered Probit modeling is theoretically superior to most other approaches for this type of modeling problem and is implemented in several commercially available software packages (Kockelman and Kweon 2002). Let y denote the occupant's observed injury severity level, y^* the latent (unobserved), continuous injury severity measure and μ_i (i=1, 2, 3) the thresholds for injury severity, such that the following hold:

$y = 0$ (O, no injury) if $y^* \leq 0$ (a)

$y = 1$ (C, probable injury, but not visible) if $0 < y^* \leq \mu_1$ (b)

$y = 2$ (B, non-disabling injury) if $\mu_1 < y^* \leq \mu_2$ (5-9) (c)

$y = 3$ (A, disabling injury) if $\mu_2 < y^* \leq \mu_3$ (d)

$y = 4$ (K, fatality) if $y^* > \mu_3$ (e)

The latent injury severity measure y^* is obtained using a linear equation:

$$y^* = \boldsymbol{\beta}' \boldsymbol{X} + \varepsilon \tag{5-10}$$

where $\boldsymbol{X}$ is the set of explanatory variables, with associated parameters $\boldsymbol{\beta}$, and the random error term ε indicates the effect of all unobserved factors on y^* , which is assumed to follow a normal distribution with mean 0 and variance 1. Thus, we get the probability of each severity level as:

$P(y = 0) = \Phi(-\boldsymbol{\beta}' \boldsymbol{X})$ (a)

$P(y = 1) = \Phi(\mu_1 - \boldsymbol{\beta}' \boldsymbol{X}) - \Phi(-\boldsymbol{\beta}' \boldsymbol{X})$ (b)

$P(y = 2) = \Phi(\mu_2 - \boldsymbol{\beta}' \boldsymbol{X}) - \Phi(\mu_1 - \boldsymbol{\beta}' \boldsymbol{X})$ (5-11) (c)

$P(y = 3) = \Phi(\mu_3 - \boldsymbol{\beta}' \boldsymbol{X}) - \Phi(\mu_2 - \boldsymbol{\beta}' \boldsymbol{X})$ (d)

$P(y = 4) = 1 - \Phi(\mu_3 - \boldsymbol{\beta}' \boldsymbol{X})$ (e)

where Φ is the cumulative density function of the standard normal distribution.

However, the marginal effects of the regressors $\boldsymbol{X}$ on the probabilities are not equal to the coefficients. In fact, in an ordered model, the sign of any parameter $\boldsymbol{\beta_i}$ can only clearly determine the marginal effect of variable x_i on the extreme probabilities, in this case, the probabilities of no injury and the probability of a fatal injury (Greene and Keller 2002). The marginal effects on all other probabilities are ambiguous, since a shift in the distribution can cause the probability of intermediate injury levels to either fall or rise, depending on the position of the average response. Indeed, without a fair amount of extra calculation, it is quite unclear how the coefficients in the Ordered Probit model should be interpreted (Greene 2003).

This point could be illustrated using Figure 5-1. When the distribution plot of y^* shifts due to a change in $\boldsymbol{X}$, only the expected changes in the probability of y=0 and y=4 are obvious. Since the change of probability of a specific y value could be measured by the change in the area under the probability density function between the applicable thresholds, if the distribution plot of y^* shifts as shown in the above figure, we can see that the probability of y=0 decreases while the probability of y=4 increases. However, changes in the probabilities of other possible y values (y=1, 2, 3) are ambiguous. Therefore, one must be very careful in explaining the outcomes of an ordered modeling analysis.

5.3.2 Severity Prediction Model Selection

The goodness of fit for different models estimated from the same set of data can be compared using either the likelihood ratio statistic (LRS) or Akaike's Information Criterion (AIC). The LRS is only applicable with nested models, that is, when one model is a restricted version of the other, where a restriction indicates that one or more coefficients are removed or identical to one another. The form of the test is given by

$$LRS = -2\ln\left(\frac{L_r(\hat{\theta})}{L_u(\hat{\theta})}\right) \tag{5-12}$$

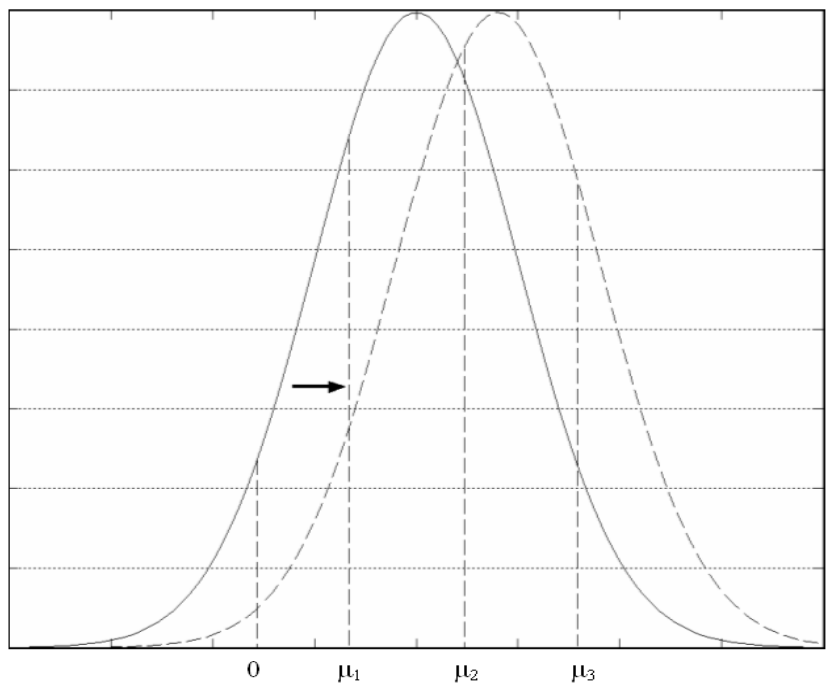

Figure 5-1. Effects of Change in *X* on Predicted Probabilities

where $L_r(\hat{\theta})$ is the likelihood value of the restricted model (r) and the $L_u(\hat{\theta})$ is the likelihood value of the unrestricted model (u). The test statistic is distributed as a chi-squared random variable, with degrees of freedom equal to the difference in the number of parameters between the two models.

AIC is useful for both nested and non-nested models. The model yielding the smallest value of AIC is estimated to be the "closest" to the unknown truth, among the candidate models considered.

$$AIC = -2\ln(L(\hat{\theta})) + 2K \tag{5-13}$$

where K is the number of free parameters in the model.

However, the AIC criterion may perform poorly if there are too many parameters in relation to the size of the sample. Sugiura (1978) derived a small-sample (second order) expression which leads to a refined criterion denoted as AIC_c,

$$AIC_C = -2\log(L(\hat{\theta})) + 2K + \frac{2K(K+1)}{n-K-1} \quad (5\text{-}14)$$

or

$$AIC_C = AIC + \frac{2K(K+1)}{n-K-1} \quad (5\text{-}15)$$

where n is the sample size. Generally, AIC_c is recommended when the ratio n/K is small (say < 40), which is not the case with this data set.

5.3.3 Severity Prediction Model Results

The focus of this analysis is to identify a relationship between the mean of the observed speed on a road segment or its standard deviation and the severity of any crashes that occur on it. In other words, given that a crash occurs on the segment, does the mean or the standard deviation of the observed speed help to predict the severity of the crash? It was also important for the model to control for other factors that are likely to impact the severity of a crash. Past research has shown that characteristics of the persons involved in the crash are often the best for predicting the severity of the crash, such as the person's age and whether or not the driver was under the influence of alcohol or drugs (Zajac and Ivan 2003). Unfortunately, we were not able to include these variables in this analysis. Instead, we include the following categorical variables:

- Road type, in two categories, "street" and "highway";
- AADT, separated into 6 categories by the following boundaries: 3000; 8000; 12,000; 16,000 and 20,000; and
- Land use, in the categories listed in Table 3-1.

The mean or the standard deviation of the observed speed was included in each model as a continuous variable stratified by one of the above three categorical variables. In other words, a different coefficient on speed was estimated for each category of the associated variable. The idea behind this was to determine if the effect of speed on crash severity depends upon the road context. So finally, six classes of models were estimated according to Table 5-3.

Table 5-3. Numerical Naming of Crash Severity Prediction Models

Speed Variable	Speed Stratified by Road Type	Speed Stratified by AADT Category	Speed Stratified by Land Use Type
Mean Speed	Model 1	Model 2	Model 3
Speed Deviation	Model 4	Model 5	Model 6

The results of estimating these six models for predicting crash severity are given in Table 5-4 and Table 5-5 for Models 1 through 3 and 4 through 6, respectively. These tables give the significance of each categorical variable and the group of speed coefficients as a factor for predicting the crash severity. First, each model was estimated using all of the variables, then any variable classes found to be insignificant were removed and the model was estimated again without them. Such a second model was named, for example, Model 2-2 as the second iteration of Model 2. If any variable classes were insignificant in the second round, then a third model, for example, Model 2-3, was estimated with those insignificant variables removed. Note that a variable class may be

significant for predicting the crash severity, but certain of the individual categories may not be significantly different from one another. This is actually a very useful result as it indicates that only certain conditions are significant for predicting the crash severity.

All of the variable classes in Model 1 and Model 4 were significant, so no additional estimations were required. However, at least one variable class was not significant in the first estimation for the other models, and Model 2 required two additional iterations until all remaining variables were significant. The best fitting model is the one with the lowest AIC, which in this case is Model 3-2, which includes AADT class, land use category and mean speed stratified by land use category.

Table 5-4. Fit Statistics: Severity Prediction Models with Mean Speed

Effect	DF	Model 1		Model 2-1		Model 2-2		Model 2-3		Model 3-1		Model 3-2	
		Wald Chi-Square	Pr > Chi-Square	Wald Chi-Square	Pr > Chi-Square	Wald Chi-Square	Pr > Chi-Square	Wald Chi-Square	Pr > Chi-Square	Wald Chi-Square	Pr > Chi-Square	Wald Chi-Square	Pr > Chi-Square
Road Type	1	6.1328	0.0133	0.4562	0.4994					0.0099	0.9206		
AADT Category	5	13.8044	0.0169	9.1893	0.1017	10.9775	0.0518			12.7616	0.0257	12.7697	0.0256
Land Use Category	6	14.4342	0.0251	24.0733	0.0005	23.8306	0.0006	65.9287	<.0001	21.3840	0.0016	22.1056	0.0012
Mean Speed × Road Type	1	5.1914	0.0227										
Mean Speed × AADT Category	5			6.0953	0.2971	7.7426	0.171	12.4196	0.0295				
Mean Speed × Land Use Category	6									24.3648	0.0004	26.3269	0.0002
Model Fit Statistics													
Null Deviance		13434.8		13434.8		13434.8		13434.8		13434.8		13434.8	
Model Deviance		13309.7		13308.9		13309.3		13320.2		13290.6		13290.6	
AIC		13341.7		13348.9		13347.3		13348.2		13332.6		13330.6	
Wald Chi-Sq		119.339	<.0001	121.878	<.0001	121.422	<.0001	109.861	<.0001	138.986	<.0001	138.977	<.0001
Model DF		13		17		16		11		18		17	

DF = Degrees of Freedom
Pr > Chi-Square = Probability of incorrectly rejecting the hypothesis that the indicated factor is not related to crash severity.

Table 5-5. Fit Statistics: Severity Prediction Models with Speed Deviation

		Model 4		Model 5-1		Model 5-2		Model 6-1		Model 6-2	
Effect	**DF**	**Wald Chi-Square**	**Pr > Chi-Square**	**Wald Chi-Square**	**Pr > Chi-Square**	**Wald Chi-Square**	**Pr > Chi-Square**	**Wald Chi-Square**	**Pr > Chi-Square**	**Wald Chi-Square**	**Pr > Chi-Square**
Road_Type	1	4.7000	0.0302	2.2996	0.1294			1.4901	0.2222		
AADT Category	5	13.6183	0.0182	8.1997	0.1456			12.1663	0.0326	12.6105	0.0273
Land Use Category	6	50.9283	<.0001	54.4386	<.0001	91.2219	<.0001	40.2136	<.0001	53.6533	<.0001
Speed Standard Deviation × Road Type	1	3.8981	0.0483								
Speed Standard Deviation × AADT Category	5			9.6874	0.0846	17.2574	0.004				
Speed Standard Deviation × Land Use Category	6							11.9894	0.0622	12.5838	0.0501
Model Fit Statistics											
Null Deviance		13434.8		13434.8		13434.8		13434.8		13434.8	
Model Deviance		13311.0		13305.3		13315.5		13303.1		13304.6	
AIC		13343.0		13345.3		13343.5		13345.1		13344.6	
Wald Chi-Sq		119.042	<.0001	124.745	<.0001	114.588	<.0001	127.005	<.0001	125.49	<.0001
Model DF		13		17		11		18		17	

DF = Degrees of Freedom
Pr > Chi-Square = Probability of incorrectly rejecting the hypothesis that the indicated factor is not related to crash severity.

Table 5-6 lists the parameter estimates for each category of each variable in this model. Note that although AADT Category is significant as a factor overall for predicting the crash severity, only one of the categories is significantly different from the base category (>20,000) at 5 percent, and two more are significantly different at 10 percent. All of these coefficients are positive, which means they increase the probability of a crash being more severe than a crash on an otherwise identical road with the base AADT level. The AADT is a representation of the intensity of the traffic level on the road; the relative values of the AADT coefficients therefore make sense, as the lower AADT categories have higher coefficients, which would represent higher speed traffic conditions and more vehicles traveling at free flow speeds and less in platoons. These are the conditions that offer more opportunities for high speed impacts.

The land use category coefficients also offer some interesting results. Only one category is significantly different from the base category (downtown area) at 5 percent: Suburban Residential, with a negative coefficient. No others are significant at 10 percent. The coefficient on mean speed is significant at 10 percent for only two categories, General Urban and Urban Commercial, but with a *negative* slope. To illustrate the interaction between the slope on mean speed and the land use category, the predicted equation for y^* is plotted versus mean speed by land use category on Figure 5-2. The AADT category of greater than 8000 and up to 12,000 veh/day was used for all categories. The significant negative slope on the two urban land use types is counter to what would be expected, as higher impact speeds are usually associated with more severe injuries to the crash victims. One possible explanation for this is that in the urban areas the locations with lower vehicular speeds may also have more pedestrian activity, and thus, more pedestrian collisions, which would have higher severities than collisions involving no pedestrians. Also, it is important to note that the mean speed is not in the same range on the roads in each land use category. Table 5-7 lists the mean, minimum and maximum values of observed mean speed for the roads in each land use category. The values of mean speed for General Urban and Urban Commercial are no lower than 28.5 mph; their predicted severity indices are no higher than the Downtown land use at that speed. Therefore, the model shows that crash severities are highest in Downtown areas (where the slope is flat, indicating that severity is not dependent on speed). This further strengthens the notion that the issue is with the dominance of pedestrian involvements in the crash data set. It is also noteworthy that nearly all of the fatalities occurred on sections with mean speeds above 35 miles per hour. Also, the data relating parking to number of crashes is relatively thin, but in general, parking is associated with higher crash rate but much lower fatality rates in most of the studies that have been conducted.

Table 5-6. Parameter Estimates for Severity Prediction Model 3-2

Factor	Value	Estimate	Standard Error	Wald Chi-Square	Pr > Chi-Square
Intercept (μ)	Minor Injury	0.6355	0.4664	1.8565	0.1730
	Severe Injury	1.4389	0.4666	9.5111	0.0020
	Fatality	3.0157	0.4716	40.8951	< 0.0001
Mean Speed		0.0002	0.0162	0.0001	0.9922
AADT Category (veh/day)	<= 3000	0.3609	0.2270	2.5282	0.1118
	> 3000 and ≤ 8000	0.2134	0.1254	2.8967	0.0888
	> 8000 and ≤ 12,000	0.1777	0.1240	2.0518	0.1520
	> 12,000 and ≤ 16,000	0.2851	0.1238	5.3053	0.0213
	> 16,000 and ≤ 20,000	0.2139	0.1264	2.8665	0.0904
	> 20,000	(a)			
Land Use Category	Downtown	(a)			
	General Urban	0.6801	0.5182	1.7223	0.1894
	Urban Commercial	1.4625	1.0046	2.1196	0.1454
	Urban Residential	-0.9816	0.9277	1.1196	0.2900
	Suburban Commercial	-0.2043	0.6863	0.0886	0.7660
	Suburban Residential	-1.1829	0.5680	4.3376	0.0373
	Rural	0.1293	1.9203	0.0045	0.9463
Mean Speed × Land Use Category	Downtown	(a)			
	General Urban	-0.0302	0.0176	2.9289	0.0870
	Urban Commercial	-0.0487	0.0295	2.7322	0.0983
	Urban Residential	0.0123	0.0262	0.2211	0.6382
	Suburban Commercial	-0.00706	0.0205	0.1180	0.7312
	Suburban Residential	0.0154	0.0181	0.7246	0.3946
	Rural	-0.0164	0.0414	0.1570	0.6920

Pr > Chi-Square = Probability of incorrectly rejecting the hypothesis that the indicated factor is not related to crash severity.

a. This coefficient is set to zero because it is redundant.

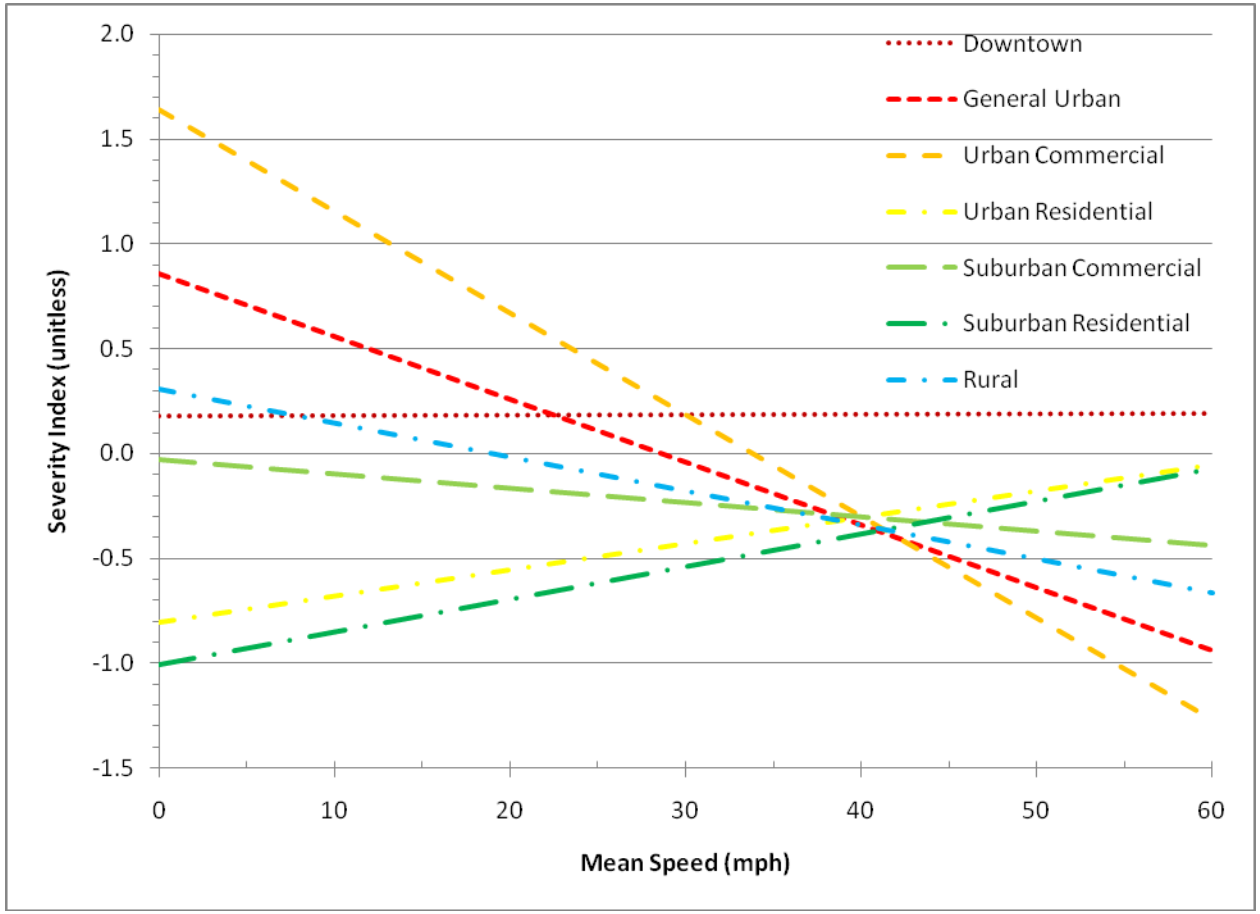

Figure 5-2 . Predicted Severity Index y* Versus Mean Speed by Land Use Category

(AADT greater than 8000 and less than or equal to 12,000 veh/day)

Table 5-7. Range of Mean Speed by Land Use Category

	Mean	Minimum	Maximum
Downtown	27.55	20.00	31.30
General Urban	36.85	29.20	47.45
Urban Commercial	35.49	28.50	40.20
Urban Residential	38.11	29.20	45.63
Suburban Commercial	41.09	32.60	46.80
Suburban Residential	42.16	33.96	51.10
Rural	47.58	41.16	52.87

5.4 Summary of Safety Findings

Unfortunately, the safety analysis was not successful in finding a conclusive answer to the question about whether or not knowing the free flow speed on a road is useful for predicting its level of safety. More research that is beyond the scope of this project will be required to reach definitive findings. In particular, a larger dataset that includes more observations locations will be helpful to achieve greater statistical significance for fatal crash analysis. As well, more sophisticated statistical analysis may be helpful to isolate the effect of speed on crash incidence from that of other variables.

6 SUMMARY AND RECOMMENDATIONS

6.1 Summary of Findings

This report describes an investigation into whether or not physical characteristics of the roadway and the roadside environment are associated with actual vehicle running speeds, and how actual vehicle running speeds are associated with the occurrence and severity of motor vehicle crashes in conjunction with other roadway and roadside characteristics. Actual vehicle running speeds were observed at about 300 locations in urban, suburban and rural areas across Connecticut, at locations without horizontal curves or traffic control devices. Only vehicles traveling through the section unimpeded either by leading or turning vehicles were observed in order to get true free flow traffic speeds. Roadway and roadside characteristics were observed, and statistical prediction models were estimated to learn more about how free flow vehicle speed, roadway and roadside characteristics and crash incidence and severity are related.

The objectives of the project were to answer the following questions:

1. Which road features are most useful for predicting expected running speeds?
2. Is knowing the actual running speed useful for predicting the expected number and/or severity of crashes on a roadway segment?
3. Which are the most significant features for designing a safe road in environments such as village and town centers, school zones and residential neighborhoods?

The rest of this section gives the answers that were found to these questions.

Table 6-1 lists the features that were found to be significant for predicting running speed. The factors associated with higher average running speeds are wide shoulders, large building setbacks and a residential location. The factors associated with lower average running speeds are on-street parking, sidewalks and a downtown or commercial location. These findings suggest that drivers slow down where the road feels "hemmed-in" or there is noticeable street activity, and they speed up where the road feels "wide open" or street activity is less noticeable. This finding is not surprising, but these relationships are quite strong in the observed data, and it is a useful result to isolate this short list of factors that are significantly correlated with actual vehicle running speeds.

Table 6-1. Factors Significantly Associated with Average Running Speed

Factors Associated with Higher Average Running Speeds	Factors Associated with Lower Average Running Speeds
Wide shoulders	On-street Parking
Large Building Setbacks	Sidewalks
Residential Location	Downtown or Commercial Location

The answer to the second question about relating observed free flow speed to safety is less definite. Speed was either not found to be significant for predicting crash count or severity or was significant with an unexpected coefficient (*i.e.*, negative rather than positive). In the count models, the coefficient on speed when significant had a negative coefficient, indicating that an increase in speed would reduce the expected crash

count. In the severity count models, an increase in speed increases the count of non-fatal crashes but is not significantly related to the count of fatal crashes. In predicting the severity of a single crash, an increase in speed reduces the expected severity for some area types, increases the expected severity for some others, and is not significant for the rest. The most plausible interpretation of these results is that higher speed is actually related to the occurrence of fatal crashes, but because there were so few of these in the data set, that relationship was not significant. Another problem was that the observed running speed is related to most of the other independent variables available to the models, so that in conjunction with those variables, the speed became insignificant. More observation locations and more sophisticated statistical analyses are needed to estimate meaningful results, both of which are beyond the scope of work for this project.

The less than definitive answer to the second question limits the scope of the possibility to answer the third question. Although a definitive relationship between speed and safety was not found, it is known for certain that a crash with a higher impact speed than another crash will tend to be more severe than a crash with a lower impact speed (Kloeden *et al.* 1997), especially for pedestrians and bicyclists. Also, perceptions of safety can be important for place-making and the public's acceptance of walking and bicycling as travel modes, and the presence of high speed traffic through a neighborhood reduces the attractiveness of the space for sidewalk and storefront activity. Consequently, it is reasonable to use reduced vehicle running speeds as a surrogate measure of effectiveness for safety in areas with significant pedestrian and sidewalk activity, or areas where such activity is desired or to be promoted, such as village and town centers, and residential neighborhoods. This objective suggests the following recommendations for designing roads and other elements of the right of way with respect to desired vehicle speeds:

1. Wide shoulders should only be used on roads intended for high speed through traffic, such as inter-urban roads in open land. Wide shoulders should be avoided in town and village centers or other areas where high speed traffic would be considered disruptive to the community.
2. Sidewalks and on-street parking should be considered wherever there is potential street activity, such as collections of shops and homes or in the vicinity of public institutions.

By following these guidelines, the road and roadside characteristics can be used to help enforce the desired vehicle running speed.

6.2 Illustration of Findings

This section presents photo pairings of observation sites that are virtually identical in all but one of the features found to be most significant for predicting free flow speed. The following three factors are compared:

- Building setbacks
- Sidewalks
- On-street parking

In each photo pair, other characteristics such as the usable pavement width, AADT and the speed limit are virtually identical.

6.2.1 Building Setbacks

Figure 6-1 presents photographs of two roads with the following characteristics in common:

- 28-ft cross-section
- 30-mph speed limit

The observed average running speed, AADT and building setback value are given next to each photo. The road with the large building setbacks has a mean speed almost 10 mph higher than the road with the small building setbacks.

	Mean speed = 42.3 mph ADT = 3800 veh/day Setback = large
	Mean speed = 32.6 mph ADT = 7800 veh/day Setback = small

Figure 6-1. Comparison of Running Speed by Building Setback

6.2.2 Sidewalks

Figure 6-2 presents photographs of two roads with the following characteristics in common:

- 32-ft Cross-section
- 35-mph speed limit

The observed average running speed, AADT and sidewalk status are given next to each photo. The road without sidewalks has a mean speed more than 7 mph higher than the road with sidewalks.

	Mean speed = 42 mph ADT = 12,800 veh/day No sidewalks
	Mean speed = 34.7 mph ADT = 10,500 veh/day Sidewalks

Figure 6-2. Comparison of Running Speed by Presence of Sidewalk

6.2.3 On-Street Parking

Figure 6-3 presents photographs of two sections of the same road about a mile apart in the same town (Rte. 77 in Guilford). The pavement widths are different, as one location has on-street parking but the other doesn't. However, the pavement width at the site without parking is about the same as the width of the travel lanes at the site with parking.

The observed average running speed and AADT and parking situation are given next to each photo. The section without on-street parking has a mean speed more than 13 mph higher than the section with on-street parking.

	Mean speed = 33.2 mph ADT = 5500 veh/day No parking
	Mean speed = 20 mph ADT = 6900 veh/day Heavy Parking

Figure 6-3. Comparison of Running Speed by Presence of On-Street Parking

6.3 Conclusion and Recommendations

The findings from this project clearly demonstrate that through careful, intentional selection of roadway and roadside design elements, it is possible to influence the running speed of traffic on a road. It appears that drivers indeed take cues from elements of the roadway and roadside environment to decide how fast to drive and these cues are independent of the posted speed limit and other considerations that might be important to the community for reducing speeds. So the good news is that it is possible to influence drivers' choice of speed through design of roadway and roadside elements; but the bad news is that many existing roads cue drivers to travel much faster than the posted speed limit and the community would like.

The analysis for this report defined two different types of roads, "streets" and "highways", based on basic roadway design elements. Streets generally had very narrow shoulders, no shoulders or on-street parking, with un-mountable curbs and often with sidewalks, and were most commonly found in urban environments. Highways generally had edge striping rather than curbing and a range of shoulder widths, and generally no on-street parking, and were most commonly found in suburban or rural environments. Streets tend to have characteristics associated with lower vehicle speeds, such as on-street parking and sidewalks, and highways have characteristics associated with higher vehicle speeds, such as wide shoulders and no curbs.

Consequently, it may be convenient to use these two definitions to create a simple scheme for designing roads to cue drivers to using an appropriate speed for the environment. This scheme is to define two classes of roadway, each with a range of possible design details that are to be used in different environments depending on the surrounding land environment. For example, any road in a location with urban or residential land use should be designed as a street, and the highway design scheme should only be used in locations with suburban commercial or rural land use, generally with large building setbacks. Table 6-2 lists the recommended implementation context (land use classification) and design parameters for each road type. Table 6-3 gives the expected free flow speed on streets for different combinations of critical factors and Table 6-4 and Table 6-5 for highways in rural and suburban commercial areas, respectively (the shading on the tables indicates bands of similar speed ranges).

Table 6-2. Recommended Design Parameters by Road Type

Roadway or Roadside Feature	Street	Highway
Implementation Context	Downtown General Urban Urban Commercial Urban Residential Suburban Residential	Suburban Commercial or Rural, with large building setbacks
Lane width	≤ 11 ft	> 11 ft
Shoulder width	≤ 2 ft	> 2 ft
On-street parking	Recommended	Optional
Curbs and sidewalks	Recommended	Optional
Expected speeds	See Table 6-3	See Table 6-4 and Table 6-5

Table 6-3. Expected Speeds on Streets by Land Use Type, Level of Parking and Posted Speed Limit

Land Use Type	Parking	Posted Speed Limit (mph)		
		25	30	35
Downtown	Heavy	27.6	29.7	30.1
	None	29.9	32.0	32.5
General Urban	Heavy	32.4	34.5	34.9
	None	34.7	36.8	37.3
Urban Residential	Heavy	33.4	35.5	35.9
	None	35.7	37.8	38.2
Suburban Residential	Heavy	34.9	37.0	37.5
	None	37.3	39.4	39.8

Table 6-4. Expected Speeds on Highways in Rural Areas by Shoulder Width, Presence of Parking and Speed Limit (with Large Building Setbacks and no Sidewalks)

Shoulder Width	Parking	Posted Speed Limit (mph)				
		25	30	35	40	45
≤ 2 ft	Yes	39.3	41.9	43.3	45.5	46.9
	No	40.8	43.4	44.8	47.0	48.4
> 2 and ≤ 6 ft	Yes	39.8	42.4	43.8	46.0	47.4
	No	41.3	43.9	45.3	47.5	48.9
> 6 ft	Yes	40.6	43.2	44.6	46.8	48.2
	No	42.1	44.7	46.1	48.3	49.7

Table 6-5. Expected Speeds on Highways in Suburban Commercial Areas by Shoulder Width, Level of Parking and Speed Limit (with Large Building Setbacks and no Sidewalks)

Shoulder Width	Parking	Posted Speed Limit (mph)				
		25	30	35	40	45
≤ 2 ft	Yes	34.8	37.4	38.7	41.0	42.4
	No	36.3	38.9	40.2	42.5	43.9
> 2 and ≤ 6 ft	Yes	35.3	37.9	39.2	41.5	42.9
	No	36.8	39.3	40.7	43.0	44.4
> 6 ft	Yes	36.1	38.7	40.0	42.3	43.7
	No	37.6	40.2	41.5	43.8	45.2

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APPENDIX A: OBSERVED DATA

Table A-1: Speed Characteristics

Table A-2: Roadway Characteristics

Table A-3: Roadside Characteristics

Table A-4: AADT Data by Year, 1996 to 2000

Table A-5: AADT Data by Year, 2001 to 2004 and Average

Table A-6: Crash Data

Definitions of values in the tables:

Shoulder Width		
0	None	None
1	Small	≤ 2 ft
2	Medium	> 2 and ≤ 6 ft
3	Large	> 6 ft

Parking		Merged Categories
0	None	None/negligible
1	Negligible	None/negligible
2	Light	Present
3	Heavy	Present

Setback		
1	Small	≤ 30 ft
2	Medium	> 30 and ≤ 70 ft
3	Large	> 70 ft

Land Use Type (see Table 3-1)	
DT	Downtown
GU	General Urban
UR	Urban Residential
UC	Urban Commercial
SR	Suburban Residential
SC	Suburban Commercial
RU	Rural

Table A-1. Speed Characteristics

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road Type +	Pos-ted Speed	Mean Speed	S. D. of Speed	Speed 85th %ile
Jackson St	Ash St	Summit St	Windham			1	30	36.1	4.7	42
Boulevard	Mountain Rd	Ridgewood Rd	W Hartford			1	35	37.3	4.3	42
Boulevard	Ridgewood Rd	Woodrow St	W Hartford			1	35	38.8	4.6	43
Mountain Rd	Hedwig Court	Farmington Av	W Hartford			1	25	35.9	4.5	41
Mountain Rd	Flagg Rd	Mountain Farm Rd	W Hartford			1	30	41.1	4.5	46
Mountain Rd	Richmond Ln	Fairfield Rd	W Hartford			1	30	41.1	4.8	46
Flagg Rd	Coolidge Rd	Blue Ridge Ln	W Hartford			1	30	38.2	5.0	43
Asylum Av	Lincoln Av	Trout Brook Dr	W Hartford			2	35	41.8	4.5	46
Farmington Av	Trout Brook Dr	Ardmore Rd	W Hartford			1	35	36.1	4.6	41
Farmington Av	N. Quaker Ln	Whiting Ln	W Hartford			1	35	33.0	4.7	37
Farmington Av	Whiting Ln	Highland St	W Hartford			1	35	33.2	4.1	37
Prospect Av	Cone St	Farmington Av	Hartford			1	30	34.2	5.1	39
Prospect Av	Asylum Av	Fern St	Hartford			1	30	40.0	5.4	45
Prospect Av	Asylum Av	Albany Av	Hartford			1	25	39.2	4.9	44
Prospect Av	Farmington Av	West Boulevard	Hartford			1	30	36.0	4.6	41
Fern St	Concord St	Steele Rd	W Hartford			2	30	38.2	4.3	42
Fern St	N. Quaker Ln	Trout Brook Dr	W Hartford			1	25	35.1	5.0	41
Fern St	Clifton Av	Cobbs Rd	W Hartford			1	30	36.9	4.1	41
Fern St	Fernbel Lane	Cobbs Rd	W Hartford			1	30	37.4	4.7	42
Lake St	Montauk Dr	Phoenix St	Vernon			2	35	38.6	4.7	43
Washington St	Phoenix St	Brookview St	Vernon			2	25	41.9	5.6	46
Central Av	Hickory St	13th St	Norwich			1	25	29.8	4.3	35
Spring Hill Rd	Storrs Rd		Mansfield			1	25	37.1	5.1	43
Colony St	Brooks St	Church St	Meriden			1	25	31.0	3.7	35
Oakwood Av	Park Rd		W Hartford			1	30	37.8	4.4	42
White St	(Driveway b/f garage)	Bates Pl	Danbury			1	25	32.2	3.4	36
Deer Hill Rd	Wilson St	Wooster Rd	Danbury			1	25	36.0	4.0	39
Main St	Newberry St	Pleasant Rd	So Windsor			1	35	37.1	4.8	42
Broadway	Broad St	Chelsea Parade S	Norwich			1	25	36.3	4.5	41

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road Type +	Pos-ted Speed	Mean Speed	S. D. of Speed	Speed 85th %ile
Fairfield Av	Ansonia St	Fairfield Rd Spur	Hartford			1	30	39.3	4.8	44
Fairfield Av	Freeman St	Maple Av	Hartford			1	30	35.3	4.6	39
Flatbush Av	Oakwood Av	S. Quaker Ln	W Hartford			1	25	38.7	4.2	42
Grand St	State St	Field St	Waterbury			1	25	29.9	3.9	33
Main St	Montowese St	Harrison Av	Branford			1	25	25.6	3.5	29
Park Rd	S. Quaker Ln	Washington Cir	W Hartford			1	30	32.8	3.8	37
Quaker Ln	Farmington Av	Boulevard	W Hartford			1	30	37.2	4.7	42
South Quaker Ln	Flatbush Av	Wilfred St	W Hartford			1	35	40.6	3.5	44
Asylum Av	Griswold Dr	N. Quaker Lane	W Hartford			2	35	40.8	4.0	45
Ella T Grasso Blvd	Glenn Rd	Crescent St	New Haven			1	25	39.4	4.7	44
Boston Post Rd (Rt 1)	Mansfield Av	Sedgwick Av	Darien	11.66	11.74	1	25	31.3	4.4	37
Boston Post Rd (Rt 1)	Sedgwick Ave	Brookside Rd	Darien	11.74	11.95	1	35	35.9	3.9	40
Boston Post Rd (Rt 1)	Brookside Rd	Old King Hwy N	Darien	11.98	12.27	1	35	36.4	3.5	40
North Av (Rt 1)	James St	Oak St	Bridgeport	29.26	29.57	1	25	35.3	5.4	41
North Av (Rt 1)	Catherine St #2	Fairmount St	Bridgeport	29.67	29.85	1	25	35.4	4.3	40
Bridgeport Av (Rt 1)	Kerema Av	Spring St	Millford	35.53	35.71	1	30	37.5	4.2	42
Columbus Av (Rt 1)	Davenport Av	West St	New Haven	46.69	47.06	1	25	37.2	5.7	43
North Main St (Rt 1)	Cherry Hill Rd	Liesi Lane	Branford	54.32	54.55	2	45	42.9	3.8	46
North Main St (Rt 1)	Cedar St	Ivy St	Branford	54.81	55.02	2	45	42.4	5.1	48
North Main St (Rt 1)	Ivy St	Pvt Dr	Branford	55.02	55.27	2	45	41.5	5.2	46
Boston Post Rd (Rt 1)	River St	Fair St/Cherry St	Guilford	62.83	62.98	2	35	34.7	4.8	40
Boston Post Rd (Rt 1)	Village Walk	Dunkin Donut Exit	Guilford	63.59	63.97	2	45	40.2	5.6	47
Boston Post Rd (Rt 1)	(horizontal curve)	Old Post Rd	Madison	66.46	66.83	2	35	43.6	4.5	48
Boston Post Rd (Rt 1)	Britton lane	Island Av	Madison	67.49	67.72	2	35	35.9	3.8	39
Boston Post Rd (Rt 1)	Wall St	Scotland Av	Madison	68.07	68.30	2	30	32.6	3.2	36
East Main St (Rt 1)	Waterside Ln	Morgan Park	Clinton	72.06	72.16	1	25	33.3	3.6	37
Boston Post Rd (Rt 1)	309 Boston Post Rd	Springbrook Rd	Old Saybrook	81.28	81.58	2	40	40.3	4.0	44
Boston Post Rd (Rt 1)	After Townwoods Rd	B/4 Grassy Hill Rd	Old Lyme	86.57	86.70	2	45	40.0	3.9	44
Bank St (Rt 1)	Backwith St	Braemer Pl (De)	New London	98.32	98.50	1	25	33.5	3.6	37
Boston Post Rd (Rt 1)	Guilford Med Bldg Exit	Op East Creek	Guilford							
Newfield St (Rt 3)	Rose Circle WB	Congdon St E	Middletown	0.76	1.12	2	40	40.4	5.5	46
Shunpike Rd (Rt 3)	Court St	Freihofers Bakery Dr	Cromwell	4.78	5.05	2	45	44.5	5.2	50
Cromwell Av (Rt 3)	Shunpike Business Ctr	Inwood Rd	Rocky Hill	5.63	5.80	2	45	43.3	4.7	47

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road Type +	Pos-ted Speed	Mean Speed	S. D. of Speed	Speed 85th %ile
Maple St (Rt 3)	Harvest Lane	Westerly Terr	Rocky Hill	7.66	7.88	2	40	45.2	4.0	49
Maple St (Rt 3)	Sandy Dr	Hang Dog Lane	Rocky Hill	7.92	8.19	2	40	45.4	4.5	50
Maple St (Rt 3)	Gilbert Av	Two Stone Dr	Wethersfield	8.41	8.96	2	40	43.0	4.5	48
Maple St (Rt 3)	Griswold Rd	Butler St (One way)	Wethersfield	9.01	9.29	2	35	42.1	5.5	48
Maple St (Rt 3)	Kimball Rd	Charter Rd	Wethersfield	9.44	9.69	2	35	43.1	4.8	47
Newsfield St (Rt 3)	Wilderman's Way		Middletown			2	40	41.6	5.0	47
Sharon Tpke (Rt 4)	Bartholomew Rd	(horizontal curve)	Goshen	14.00	14.44	2	45	51.1	4.9	56
Sharon Tpke (Rt 4)	School Hill Rd	West St	Goshen	16.52	16.92	2	40	47.4	5.0	52
Migeon Av (Rt 4)	Gardenhurst Av		Torrington	22.34	22.51	2	35	39.0	4.4	43
North Elm St (Rt 4)	Migeon Av	Eagle St	Torrington	22.89	23.23	2	25	34.6	4.2	39
Main St	Rourke Pl	Elm St	Farmington	38.39	38.67	2	30	40.8	4.9	46
Farmington Av	W. Avon Rd (Rt 167)	Beyond Walnut St	Farmington	39.10	39.47	2	35	42.1	4.8	47
State St (Rt 5)	Edmund St	London Dr	Hamden	1.76	2.04	2	45	41.4	4.9	46
State St (Rt 5)	Fernwood Dr	Foote St	Hamden	2.23	2.62	2	45	45.3	4.6	50
State St (Rt 5)	Stevens St	Daniel Rd	Hamden	2.71	3.08	2	45	43.7	4.7	48
S. Colony St (Rt 5)	Ward St	Prince St	Wallingford	11.09	11.31	1	30	34.3	3.9	38
N. Colony St (Rt 5)	Church St	Christian St	Wallingford	11.55	11.82	1	30	33.7	3.8	37
N. Colony St (Rt 5)	Wallace Row	North St	Wallingford	11.87	12.14	1	30	36.7	4.1	41
S. Broad St (Rt 5)	Green Rd	Layman Av	Meriden	15.60	15.90	2	40	39.4	4.3	44
S. Broad St (Rt 5)	Hall Av	Gale Av	Meriden	16.06	16.45	1	35	40.0	4.6	45
Broad St (Rt 5)	Ann St	Silver St	Meriden	16.47	16.70	1	35	40.1	4.5	43
Broad St (Rt 5)	Atkins St	Sherman Av	Meriden	17.98	18.18	1	35	37.4	4.7	42
N Broad St (Rt 5)	Clark St	Golden St	Meriden	18.55	18.77	2	35	43.9	4.2	48
King St	Depot Hill Rd	AT&T Entrance	Enfield	48.60	48.92	2	45	47.2	5.0	52
Enfield St (Rt 5)	Orbit Dr	Post Office Rd	Enfield	50.38	50.76	2	45	44.8	4.7	50
Enfield St (Rt 5)	Enfield Terr	Fairview Av	Enfield	51.32	51.91	2	45	45.6	3.9	50
Fitch St (Rt 10)	Crescent St.	Dyer St.	New Haven	3.79	3.98	1	25	38.3	4.3	42
Arch St (Rt 10) Local	Wamer St	Alstrum St	Hamden	4.77	4.94	1	25	29.6	3.5	33
S. Main St (Rt 10)	Bradford Dr	Cook Hill Rd	Cheshire	14.31	14.72	2	40	47.2	4.7	54
S Main St (Rt 10)	Bradford Dr	Mt Sanford Rd	Cheshire	14.31	14.02	2	40	45.6	3.8	50
S. Main St (Rt 10)	Cook Hill Rd	Brentwood Dr.	Cheshire	14.72	15.53	2	40	43.0	4.0	47
South Main St (Rt 10)	Werking St	Buckland St	Southington	22.65	23.00	2	35	41.6	4.3	46
Hopmeadow St (Rt 10)	Plank Hill Rd	Seminary Rd	Simsbury	45.30	45.66	2	35			

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road Type +	Pos-ted Speed	Mean Speed	S. D. of Speed	Speed 85th %ile
Laurel Hill Rd (Rt 12)	Hillcrest Rd	Ridgewood Dr	Norwich	10.28	10.50	2	35			
N. Main St (Rt 12)	East Main St	Russell St	Jewett City	21.05	21.51	1	25	31.8	5.2	37
Middletown Av (Rt 17)	Flint St	Cross St	New Haven	1.10	0.82	2	35	42.9	5.3	49
Main St (Rt 17)	Old Maids Lane	Great Pond Rd (Pvt)	Glastonbury	30.89	31.30	2	40	46.0	5.0	51
Ellington Rd (Rt 30)	Overpass (I-291)	1.64 km b/f Chapel Rd	So Windsor	0.55	0.74	2	45	47.4	5.1	52
Ellington Rd (Rt 30)	Chapel Rd (1.640km)	Parkview Dr	So Windsor	0.86	1.40	2	40	43.4	4.6	48
Ellington Rd (Rt 30)	Northview Dr	Lakewood Dr (Pvt)	So Windsor	1.57	1.90	2	40	43.4	4.6	48
Hartford Turnpike (Rt 30)	Mt. Vernon Dr	South St	Vernon	11.50	11.95	2	45	42.8	4.3	46
Hartford Turnpike (Rt 30)	(Tolland Town Line)	(Industrial Park)	Vernon	12.55	12.71	2	45	43.9	4.4	48
Grove St (Rt 31)	Fern St	Hale St Ext.	Vernon	0.36	0.65	2	30	40.5	4.7	46
Bread & Milk St (Rt 31)	N. School Rd	Zeya Dr	Coventry	4.76	4.24	2	40	48.9	5.5	55
Main St (Rt 31)	Wright Mill Rd	Dunkin Donuts	Coventry	7.05	7.23	2	40	42.2	4.2	46
Main St (Rt 31)	Talcott Hill Rd	Dexter Rd	Coventry	8.38	8.14	2	40	47.1	4.4	51
Main St (Rt 31)	Beverly Tr	Sam Green Rd	Coventry	8.87	8.62	2	35	45.9	5.0	51
Main St (Rt 31)	Monument Hill Rd	Mason St	Coventry	11.25	11.53	2	30	38.9	4.3	44
Main St (Rt 31)	Plains Rd	South St Ext	Coventry	13.05	13.30	2	45	47.4	4.3	51
West Thames (Rt 32)	Dunham St	Brown St	Norwich	11.25	11.52	1	25			
Washington St (Rt 2/32)	Taylor Dr	Chelsea Parade S	Norwich	12.91	13.07	2	25	37.9	4.4	42
Windham Rd (Rt 32)	Seldon St	Old Plains Rd	Windham	27.97	27.71	2	40	46.1	5.4	51
Pleasant St (Rt 32)	John St	Mountain St	Windham	28.64	29.01	2	25	37.4	4.6	42
Stafford Rd (Rt 32)	Jude Ln	Coventry Rd	Mansfield	33.18	33.86	2	40			
River Rd (Rt 32)	Pinney Hill Rd		Willington	41.03	41.19	2				
S. Main St (Rt 41)	(Private Dr)	Cornwall Bridge Rd (Rt 4)	Sharon	4.13	4.33	2	35	41.9	5.0	5
N. Main St (Rt 41)	Cornwall Bridge Rd (Rt 4)	West Main St	Sharon	4.36	4.56	2	30	37.9	5.7	44
Gay St (Rt 41)	Calkinstown Rd	Rhynus Rd	Sharon	5.18	5.65	2	30	38.8	6.2	46
N. Brookvale Rd (Rt 42)	Long Hill Rd	King Rd	Cheshire	12.86	13.15	2	25	35.9	4.4	40
Main Rd (Rt 44)	Porter St	Bostwick St	Salisbury	3.14	3.31	2	30	39.0	5.3	45
Center St (Rt 44)	Thomas Dr	Adams St South	Manchester	70.99	71.16	2	35	43.4	4.4	47
School St (Rt 44)	May St	Providence St (Rt 171)	Putnam	100.12	100.38	1	30	33.7	4.3	37

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road Type +	Pos-ted Speed	Mean Speed	S. D. of Speed	Speed 85th %ile
South St (Rt 53)	Coal Pit Hill Rd	Starr Rd	Danbury	21.89	21.63	1	25	38.3	4.4	42
Stratfield Rd (Rt 59)	Cornell Rd	Brooklawn Pkwy (SB)	Fairfield	1.29	1.47	2	35	38.4	5.2	44
Stratfield Rd (Rt 59)	Argonne St	Gate Ridge Rd	Fairfield	2.17	2.45	2	35	38.7	4.8	44
Easton Tpke (Rt 59)	Wellner Dr	Shady Brook Rd	Fairfield	3.01	3.33	2	30	34.2	4.2	38
South St (Rt 63)	West St	Old South Rd	Litchfield	34.86	34.41	2	30	39.5	4.9	44
North St (Rt 63)	West St	Norfolk Rd	Litchfield	35.03	35.54	2	35	45.3	5.9	50
Main St (Rt 66)	Wall St (Rt 316)	Savings Institute	Hebron	26.07	26.47	2	35	41.6	5.2	46
Main St (Rt 66)	Winter St	Tingley St	Windham	35.41	35.57	1	25	30.9	4.0	36
Main St (Rt 66)	High St	North St	Windham	35.74	35.99	1	25	24.0	3.7	28
Percival Av (Rt 71)	Near Kenton St	Carbo Lane	Berlin	10.27	10.57	2	30	38.1	5.1	43
New Britain Rd (Rt 71)	Langdon Ct	Newton St	Berlin	11.55	12.00	2	35	38.5	4.0	43
S Main St (Rt 71)	Veterans Dr	South St	New Britain	12.38	12.56	2	25	40.4	6.1	45
Stanley St (Rt 71)	Roxbury Rd / Stanley St	Stratford Rd	New Britain	15.12	15.31	2	30	38.8	4.9	44
Stanley St (Rt 71)	Blake Rd	Drury Lane	New Britain	16.00	16.27	2	30	38.8	4.2	43
East Main St (Rt 72)	Horizontal Curve	Lincoln Av	Bristol	6.47	6.88	2	35	40.8	4.9	46
School St (Rt 72)	Main St (Rt 72)	Church St / N Main St	Bristol	9.58	9.70	1	25	33.9	30.1	36
Park St (Rt 72)	Divinity St	Tulip St	Bristol	9.97	10.31	1	25	39.7	48.4	40
Park St (Rt 72)	Tulip St	Muzzy St	Bristol	10.31	10.43	1	25	35.3	4.9	40
Park St (Rt 72)	Dutton St	Spruce St	Bristol	10.55	10.80	1	25	37.8	4.9	42
Wapping Wood Rd (Rt 74)	Grant Rd	Near Eva Circle #1	Ellington	3.65	3.87	2	30	40.8	4.7	45
Wapping Wood Rd (Rt 74)	Hillsdale Dr	Windsorville Rd	Ellington	4.00	4.23	2	30	39.2	4.9	44
Union St (Rt 74)	Rheel St	Orchard St	Vernon	6.04	6.15	1	30	37.3	4.1	42
East Main St	Ann St	Snipsic St	Vernon	7.11	7.47	1	30	38.2	5.6	44
Tolland Av (Rt 74)	Kingsbury Av		Vernon	7.77	8.05	2	30	43.9	4.9	50
Poquonook Av (Rt 75)	Pigeon Hill Rd	Tiffany Dr	Windsor	0.85	1.07	2	40	41.4	4.8	46
Poquonook Av (Rt 75)	near Hansom Hill Rd	near Hansom Hill Rd	Windsor	2.45	2.60	2	35	43.5	4.0	48
South Main St (Rt 75)	Kent Av	High St	Suffield	9.46	9.87	2	35	41.5	4.8	46
North Main St (Rt 75)	Day Av	(horizontal curve)	Suffield	10.29	10.64	2	35	44.7	3.4	48
North St (Rt 75)	Mapleton Av (Rt 190)		Suffield	11.02	11.58	2	45	45.7	5.2	51
N Main St (Rt 75)	Mapleton Av (Rt 190)	Russell St	Suffield	11.02	10.76	2	35	43.0	4.7	48
North St (Rt 75)	Halladay	Longview Dr	Windsor	12.07	12.56	2	45	48.8	5.3	55

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road Type +	Pos-ted Speed	Mean Speed	S. D. of Speed	Speed 85th %ile
Whitfield St (Rt 77)	Boston St (Rt 146)	Broad St	Guilford	0.00	0.19	1	25	20.0	4.2	25
Church St (Rt 77)	Broad St	Boston Post Rd (US 1)	Guilford	0.25	0.50	2	25	33.2	3.8	37
Church St (Rt 77)	Boston Post Rd (US 1)	End of School Prop	Guilford	0.50	0.87	2	25	35.7	2.8	39
Foxon Rd (Rt 80)	River Rd	Circle Dr	East Haven	2.75	2.99	2	45	47.4	4.6	51
Foxon Rd (Rt 80)	Edward Rd	Sunset Rd	No Branford	4.29	3.97	2	45	46.4	4.4	50
Winthrop Rd (Rt 80)	Woodbury Rd	Town Park	Deep River	23.55	23.91	2	40	46.9	4.1	51
Elm St (Rt 80)	Union St	Main St (Rt 154)	Deep River	25.73	25.91	1	25	29.2	3.6	32
High St (Rt 81)	Central Av	John St	Clinton	0.16	0.37	2	30	38.1	4.3	42
High St (Rt 81)	Old Mill Rd (De)	PVT Dr B/4 High St	Clinton	0.47	0.63	2	40	36.8	4.8	42
Clinton Rd (Rt 81)	Stevens Rd	Green Hill Rd	Killingworth	5.21	5.57	2	40	46.8	4.6	51
Higganum Rd (Rt 81)	Old Bedford Farm Rd	Tooley Rd (Rt 148)	Killingworth	8.00	8.29	2	40	45.5	3.1	49
Manchester Rd (Rt 83)	Chimney Sweep Hill Rd	Eastbury Hill Rd	Glastonbury	0.38	0.55	2	35	42.6	4.3	47
Manchester Rd (Rt 83)	Shoddy Mill Rd	(2.063 miles away)	Glastonbury	1.85	2.05	2	30	40.6	4.4	45
Manchester Rd (Rt 83)	Howe St	Fairway Crossing	Glastonbury	3.81	4.11	2	30	41.8	4.2	46
S. Main St (Rt 83)	Fairway Crossing (Pvt)	NA	Manchester	4.55	4.81	2	30	42.4	4.0	46
S. Main St (Rt 83)	Jct B/4 Fern St	Golf Course	Manchester	5.47	5.91	2	35	41.0	3.3	44
S. Main St (Rt 83)	Lakewood Circle South	Spring St	Manchester	6.09	6.28	2	35	39.1	4.4	44
Main St (Rt 83)	Delmont St (Cds)	Firehouse	Manchester	8.15	8.49	1	30	35.5	4.0	39
Oakland St (Rt 83)	Sheldon Rd	Rachel Rd	Manchester	9.29	9.55	2	35	39.4	5.2	46
Oakland St (Rt 83)	Tudor La (Pvt)	South St	Manchester	9.63	9.80	2	35	41.3	4.1	46
J Trumbull Hwy (Rt 87)	Samuel Hill Rd	Latham Hill Rd	Columbia	11.12	11.49	2	45	47.4	5.0	52
Hebron Av (Rt 94)	Wickham Rd	Pinnacle Ln	Glastonbury	2.24	2.47	2	35	42.6	4.0	46
Taftville Occum Rd (Rt 97)	DOT Garage	Hooper St	Norwich	2.31	2.78	2	30	40.1	4.8	44
Main St (Rt 97)	River St	Brookside Av	Sprague	4.89	5.30	1	25	36.4	5.9	42
Main St (Rt 99)	Evergreen Rd	Court St	Cromwell	2.25	2.63	2	40	43.0	2.1	46
Main St (Rt 99)	Court St	Park Place	Cromwell	2.63	2.88	2	40	42.0	3.8	46
Main St (Rt 99)	Evensen Place	Sunset Dr	Cromwell	3.03	3.48	2	40	47.1	4.9	51
Quinnipiac Av (Rt 103)	Hemingway Place	Foxon Hill Rd	New Haven	0.49	0.80	2	35	41.9	5.3	47
Nichols Av (Rt 108)	Montrose Pl	Calfornia St	Stratford	0.13	0.32	2	35	40.3	4.0	45
Nichols Av (Rt 108)	Marcroft St	Greenfield Av	Stratford	0.65	0.89	2	35	40.4	3.9	44
Branch Rd (Rt 109)	NA	Old Branch Rd #2	Thomaston	20.19	20.52	2	40	48.8	5.5	55
Branch Rd (Rt 109)	Old Branch Rd #2	Edgewood Av	Thomaston	20.52	20.88	2	40	46.7	5.0	52

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road Type +	Pos-ted Speed	Mean Speed	S. D. of Speed	Speed 85th %ile
East Main St (Rt 110)	Sunnyside Ter	Wakelee	Stratford	0.50	0.72	2	35	39.9	4.6	44
East Main St (Rt 110)	Evergreen Dr/Diane Ter	Marchant Dr	Stratford	0.76	1.19	2	35	42.0	4.8	46
Interlaken Rd / Lime Rock Rd (Rt 112)	Sharon Rd (Rt 41)	Town Hill Rd (Pvt)	Salisbury	2.05	2.45	2	40	46.0	4.4	50
Oak Bluff Av (Rt 113)	Stratford Rd	Roundabout	Stratford	2.33	2.60	2	30	36.6	4.6	42
Prospect Dr (RT 113)	Lordship Rd	Ivy/Stratford Rd	Stratford	2.72	3.10	2	30	38.6	5.3	44
Stratford Rd (Rt 113)	Prospect Dr	Short Beach Rd	Stratford	3.10	3.67	2	30	42.2	4.9	47
Main St (Rt 113)	Birdseye St	South Av	Stratford	5.11	5.33	2	35	39.3	5.0	45
Main St (Rt 115)	Tremont St	Bridge St	Ansonia	1.62	1.71	1	25	28.0	3.1	31
Main St (Rt 115)	Bridge St	Maple St	Ansonia	1.71	1.97	1	25	27.7	3.3	31
Slater Av (Rt 138)	Lincoln Sq	Ann St	Jewett City	6.27	6.69	2	30	38.3	4.7	42
Elm St (Rt 140)	Ash Dr	Southwest Av /Woodland St	Windsor Lcks	0.54	0.82	2	40	43.2	4.7	48
Elm St (Rt 140)	Southwest Av	South Elm St	Windsor Lcks	0.82	1.21	2	40	40.1	3.9	44
Elm St (Rt 140)	Briarcliff Dr (De)	South Center St	Windsor Lcks	1.48	1.96	2	35	38.7	4.3	43
Maple St (Rt 140)	Church St	School Entrance	Ellington	12.84	13.35	2	35	41.1	5.4	46
South Main St (Rt 146)	Eades St	Montowese St	Branford	0.84	1.07	1	25	33.8	4.3	38
Boston St (Rt 146)	Wheaton Av	Lovers Lane	Guilford	11.84	12.08	2	25	32.0	5.1	37
Westchester Rd (Rt 149)	Just after curve (12.10 km)	Pickerel Lake Rd	Colchester	6.38	6.07	2	40	48.1	5.0	53
Woodhouse Av (Rt 150)	Wheatfield Dr	Harrison Rd	Wallingford	2.18	2.47	2	35	43.4	4.8	49
Woodhouse Av (Rt 150)	Liandina Rd	Harrison Av	Wallingford	3.36	2.47	2	35	38.1	3.9	42
Center St (Rt 150)	Pomeroy Av	N Elm St	Wallingford	4.44	4.65	2	30	38.4	4.0	43
Center St (Rt 150)	South Orchard	South Colony (Rt 5)	Wallingford	4.99	5.16	1	25	29.6	3.6	33
N. Turnpike Rd (Rt 150)	Stetson St	Knollwood Dr	Wallingford	6.45	6.69	2	35	38.5	4.2	42
Great Hammock Rd (Rt 154)	Old Boston Post Rd	Oyester Pl	Old Saybrook	0.12	0.58	2	35	39.1	5.4	43
College St (Rt 154)	Marina Point Dr	Willard Av	Old Saybrook	4.60	4.88	2	35	38.0	4.0	42
College St (Rt 154)	Dana Dr	N Cove Rd	Old Saybrook	4.92	5.17	2	35	37.9	5.7	42
Main St (Rt 154)	Union St	Elm/River St	Deep River	14.01	14.42	2	30	39.0	3.8	42
Main St (Rt 154)	Elm/River St	High St	Deep River	14.42	14.57	1	30	28.1	4.7	31
Main St (Rt 156)	Pennsylvania Av	Columbus Av	East Lyme	19.01	18.55	1	25	30.7	5.0	35
Palisado Av (Rt 159)	North Meadow Rd	Old Kennedy Rd	Windsor	4.31	4.93	2	45	43.3	5.4	49

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road Type +	Pos-ted Speed	Mean Speed	S. D. of Speed	Speed 85th %ile
Palisado Av (Rt 159)	Bissellls Ferry Rd (Pvt)	(horizontal curve)	Windsor	4.98	5.39	2	45	46.6	4.7	51
Palisado Av (Rt 159)	Clapp Rd N	Hayden Station Rd	Windsor Lcks	6.98	6.58	2	45	49.2	4.7	53
Palisado Av (Rt 159)		near Clapp Rd North	Windsor	7.11	7.49	2	45	49.0	4.7	53
North Main St (Rt 159)	Fairview St	Fernwood Dr	Windsor Lcks	9.97	10.11	2	***35***	41.2	5.6	46
East St S. (Rt 159)	Paper St	Alexander Lane	Suffield	11.63	12.03	2	45	47.7	4.9	51
East St S (Rt 159)	Bridge St	Thrail Av	Suffield	13.00	13.37	2	45	47.6	3.8	51
East St N. (Rt 159)	Thompsonville Rd	Burbank Av	Suffield	14.43	14.60	2	45	44.7	4.5	48
New Britain Av (Rt 160)	Catherine Rd	(horizontal curve)	Rocky Hill	1.95	2.22	2	40	42.4	4.1	46
Elm St (Rt 160)	Griems Rd	Main St (Rt 99)	Rocky Hill	5.17	5.42	2	30	35.8	3.8	40
Pennsylvania Av (Rt 161)	Grand St	Smith St	East Lyme	0.06	0.31	1	25	28.5	3.8	32
New Haven Av (Rt 162)	Mary Ellen Dr	Sparrowbush Lane	Millford	3.79	4.05	2	35	43.2	4.6	47
Willard Av (Rt 173)	Stanwell Rd (Pvt)	Halleran Dr	Newington	0.60	0.85	2	40	43.9	4.7	50
Willard Av (Rt 173)	New Britain Av	Robbins Av	Newington	1.38	1.74	2	40	41.4	4.8	46
Willard Av (Rt 173)	Pheasant Run	Robbins Av	Newington	1.38	1.74	2	40	42.5	3.8	46
Willard Av (Rt 173)	Robbins Av	Wilson Av	Newington	1.74	2.16	2	40	43.9	4.6	49
New Britain Av (Rt 174)	Eleanor Pl	Roberts St	Newington	1.84	1.60	2	35	39.4	3.7	43
Wells Rd (Rt 175)	Knight St	Wells Farm Dr	Wethersfield	5.33	5.03	2	40	45.0	4.9	50
Wells Rd (Rt 175)	Folly Brook Blvd	Knight St	Wethersfield	5.60	5.36	2	40	44.6	5.1	49
Wells Rd (Rt 175)	Jay St	Folly Brook Blvd	Wethersfield	5.79	5.60	2	40	42.6	3.7	46
Main St (Rt 176)	Northwood Rd	Cheney Ln	Newington	1.64	1.37	2	35	40.7	4.2	45
Main St (Rt 176)	Elleworth St	Kirkham St	Newington	2.09	2.31	2	35	40.3	5.0	46
Hartford Av (Rt 176)	Garvan St	Thomas St	Newington	3.43	3.20	2	35	41.3	4.1	46
S. Washington St (Rt 177)	Duval La	Madeley Ct	Plainville	0.34	0.95	2	35	41.6	4.8	46
S. Washington St (Rt 177)	Madeley Ct	Broad St	Plainville	0.95	1.36	2	25	39.2	4.1	43
Washington St (Rt 177)	Broad St	West Main St (Rt 372)	Plainville	1.36	1.56	2	25	34.0	4.0	37
Simsbury Rd (Rt 185)	Tumblebrook La	Mohegan Dr	W Hartford	5.25	5.60	2	45	47.9	5.0	51
Mapleton Av (Rt 190)	(Horizontal curve)	Wren Dr	Suffield	0.45	0.28	2	40	42.2	4.1	46
Thompsonville Rd (Rt 190)	Quail Run Rd	4th St.	Suffield	0.92	1.24	2	40	45.2	5.1	50
Hazard Av (Rt 190)	Beverly St	Martin Terr	Enfield	5.56	5.74	2	35	39.7	4.3	44

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road Type +	Pos-ted Speed	Mean Speed	S. D. of Speed	Speed 85th %ile
Main St (Rt 190)	Shaker Rd	Hall Hill Rd (Rt 186)	Somers	8.70	9.05	2	35	39.9	3.8	42
Storrs Rd (Rt 195)	Warrenville Rd (Rt 98)	Bassett Bridge Rd	Mansfield	3.74	3.28	2	40	42.7	5.6	48
Storrs Rd (Rt 195)	East Road	Agronomy Rd	Mansfield	6.02	6.33	2	40	46.6	5.3	51
Storrs Rd (Rt 195)	Private Rd	Rockridge Rd (E-1)	Mansfield	10.44	11.30	2	50	52.9	4.6	57
Hopeville Rd (Rt 201)	Near Monroe St	NA	Jewett City	19.35	19.57	2	25	38.4	6.7	45
East Main St (Rt 201)	Palmer Av	End of Sidewalk	Jewett City	19.89	19.57	2	25	38.7	5.9	45
New Litchfield St (Rt 202)	Blake St	Earl St	Torrington	43.46	43.61	1	25	29.5	3.7	32
East Main St (Rt 202)	Willow St	Main St	Torrington	44.39	44.15	1	25	28.6	3.8	32
Great Neck Rd (Rt 213)	Jordan Terr.	Pfizer Dr	Waterford	0.07	0.52	2	45	45.5	4.6	50
Great Neck Rd (Rt 213)	Pfizer Dr	Breman Rd	Waterford	0.52	1.19	2	**35**	41.3	3.8	46
Great Neck Rd (Rt 213)	Braman Rd	Colonial Dr	Waterford	1.19	0.73	2				
Ocean Av (Rt 213)	Near School St	Sherman St	New London	5.64	5.47	2	25	33.7	3.7	37
Ocean Av (Rt 213)	Faire Harbour Pl	Sunset St	New London	5.83	6.05	2	25	34.5	4.4	39
N. Main St (Rt 218)	Huron Dr	Miler/Old Meadow Rd	W Hartford	0.50	0.85	2	35	40.7	4.3	45
South Eagleville Rd (Rt 275)			Mansfield	2.94	2.69	2	35	41.2	4.9	46
South Eagleville Rd (Rt 275)	Maple Rd	(Apartment entrance)	Mansfield	3.52	4.02	3	30	42.0	6.4	50
Pinney St (Rt 286)	Windermere Av	Private Rd	Ellington	0.89	1.49	3	40	43.7	4.0	48
Main St (Rt 286)	Tomoka St	Maple St	Ellington	2.60	2.97	3	35	37.2	4.7	43
E Robbins Av (Rt 287)	Lydall Rd	Kitts Lane #1	Newington	0.38	0.57	3	35	41.2	4.4	46
Prospect St (Rt 287)	Thornbush Rd	Collier Rd	Wethersfield	1.58	1.76	3	35	43.3	4.4	48
Prospect St (Rt 287)	Olney Rd #1	Griswold Rd	Wethersfield	2.53	2.76	3	35	41.7	4.3	46
Prospect St (Rt 287)	Millwoods Park Dr	Harris Hill Rd	Wethersfield	2.96	3.14	3	35	42.0	3.6	46
Beaumont Hwy (Rt 289)	Valley Hill Rd	Rafferty Rd	Lebanon	2.76	3.34	3	45	51.1	6.7	58
Jordan Lane (Rt 314)	Ridge Crest Circle	Godwin Park Rd	Wethersfield	0.96	1.41	3	40	43.8	4.4	48
Townsend Av (Rt 337)	Sound View Ter	Hervey St	New Haven	0.73	1.14	1	30	41.0	5.1	46
Townsend Av (Rt 337)	Concord St	Fort Hale Rd	New Haven	1.50	1.22	1	25	36.4	5.4	41
W. Center St (502)	Moore St	Cooper St	Manchester	5.94	6.19	3	35	41.2	4.0	45
Lake St (Rt 533)	Lydall St	Berkeley Dr	Vernon	1.19	1.62	3	30	42.9	5.1	48
Tunnel Rd (Rt 533)	Russell Dr	Old Stone Rd	Vernon	2.39	2.60	3	30	38.4	4.6	43
Norwich Av (SR 616)	Main St (Rt 85)	Pleasant St	Colchester	0.00	0.34	1	35	40.2	4.7	46

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road Type +	Pos-ted Speed	Mean Speed	S. D. of Speed	Speed 85th %ile
Main St (Rt 800)	King St	Scoville St	Torrington	1.67	1.87	3	25	29.2	3.2	32
Main St (Rt 800)	Linden St	East Albert St	Torrington	2.10	2.28	1	25	29.2	2.9	32
Thomaston Av (Rt 847)	Plaza Driveway	W. Main St	Waterbury	4.25	3.96	3	35	38.5	5.1	44
Thomaston Av (Rt 847)	Shefield St	Boyden St	Waterbury	6.22	6.10	1	25	33.3	4.8	38
Thomaston Av (Rt 847)	Driggs St	Shefield St	Waterbury	6.32	6.22	1	25	36.4	4.4	41
Thomaston Av (Rt 847)	Plaza driveway	Huntingdon Av	Waterbury			3				

Table A-2. Roadway Characteristics

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road width (ft)	Lane width (ft)	Shoul -der	Bike Lane	Park-ing
Jackson St	Ash St	Summit St	Windham			31.0	15.5	0	None	0
Boulevard	Mountain Rd	Ridgewood Rd	W Hartford			40.0	20.0	0	None	0
Boulevard	Ridgewood Rd	Woodrow St	W Hartford			40.0	20.0	0	None	0
Mountain Rd	Hedwig Court	Farmington Av	W Hartford			28.0	14.0	0	None	0
Mountain Rd	Flagg Rd	Mountain Farm Rd	W Hartford			28.0	14.0	0	None	0
Mountain Rd	Richmond Ln	Fairfield Rd	W Hartford			28.0	14.0	0	None	0
Flagg Rd	Coolidge Rd	Blue Ridge Ln	W Hartford			20.0	10.0	0	None	0
Asylum Av	Lincoln Av	Trout Brook Dr	W Hartford			40.0	11.0	3	None	0
Farmington Av	Trout Brook Dr	Ardmore Rd	W Hartford			48.0	24.0	0	no	2
Farmington Av	N. Quaker Ln	Whiting Ln	W Hartford			48.0	24.0	0	None	3
Farmington Av	Whiting Ln	Highland St	W Hartford			48.0	24.0	0	None	2
Prospect Av	Cone St	Farmington Av	Hartford			40.0	20.0	0	None	3
Prospect Av	Asylum Av	Fern St	Hartford			40.0	20.0	0	None	0
Prospect Av	Asylum Av	Albany Av	Hartford			22.0	11.0	0	None	0
Prospect Av	Farmington Av	West Boulevard	Hartford			40.0	20.0	0	None	3
Fern St	Concord St	Steele Rd	W Hartford			36.0	12.0	2	None	0
Fern St	N. Quaker Ln	Trout Brook Dr	W Hartford						None	0
Fern St	Clifton Av	Cobbs Rd	W Hartford			30.0	15.0	0	None	0
Fern St	Fernbel Lane	Cobbs Rd	W Hartford						None	0
Lake St	Montauk Dr	Phoenix St	Vernon							0
Washington St	Phoenix St	Brookview St	Vernon							0
Central Av	Hickory St	13th St	Norwich			40.0	20.0	0	None	3
Spring Hill Rd	Storrs Rd		Mansfield							0
Colony St	Brooks St	Church St	Meriden			46.0	15.0	0	None	3
Oakwood Av	Park Rd		W Hartford			30.0	18.0	0	None	0
White St	(Driveway b/f garage)	Bates Pl	Danbury			36.0	18.0	0	None	0
Deer Hill Rd	Wilson St	Wooster Rd	Danbury			36.0	18.0	0	None	1
Main St	Newberry St	Pleasant Rd	So Windsor			34.0	17.0	0	None	0
Broadway	Broad St	Chelsea Parade S	Norwich			34.0	17.0	0	None	0

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road width (ft)	Lane width (ft)	Shoul -der	Bike Lane	Park-ing
Fairfield Av	Ansonia St	Fairfield Rd Spur	Hartford			38.0	19.0	0	None	1
Fairfield Av	Freeman St	Maple Av	Hartford			38.0	19.0	0	None	1
Flatbush Av	Oakwood Av	S. Quaker Ln	W Hartford			44.0	22.0	0	None	0
Grand St	State St	Field St	Waterbury			46.0	25.0	0	None	3
Main St	Montowese St	Harrison Av	Branford			26.0	13.0	0	None	3
Park Rd	S. Quaker Ln	Washington Cir	W Hartford			29.0	14.5	0	None	3
Quaker Ln	Farmington Av	Boulevard	W Hartford			40.0	20.0	0	None	2
South Quaker Ln	Flatbush Av	Wilfred St	W Hartford			40.0	20.0	0	None	1
Asylum Av	Griswold Dr	N. Quaker Lane	W Hartford			40.0	12.0	3	None	1
Ella T Grasso Blvd	Glenn Rd	Crescent St	New Haven			31.0	10.5	2	Both	1
Boston Post Rd (Rt 1)	Mansfield Av	Sedgwick Av	Darien	11.66	11.74	46.0	23.0	0	None	2
Boston Post Rd (Rt 1)	Sedgwick Ave	Brookside Rd	Darien	11.74	11.95	44.0	22.0	0	None	0
Boston Post Rd (Rt 1)	Brookside Rd	Old King Hwy N	Darien	11.98	12.27	42.0	21.0	0	None	0
North Av (Rt 1)	James St	Oak St	Bridgeport	29.26	29.57	38.0	13.0	0	None	2
North Av (Rt 1)	Catherine St #2	Fairmount St	Bridgeport	29.67	29.85	34.0	13.0	0	None	2
Bridgeport Av (Rt 1)	Kerema Av	Spring St	Millford	35.53	35.71	44.0	22.0	0	None	0
Columbus Av (Rt 1)	Davenport Av	West St	New Haven	46.69	47.06	36.0	14.0	0	None	3
North Main St (Rt 1)	Cherry Hill Rd	Liesi Lane	Branford	54.32	54.55	37.0	12.0	3	None	0
North Main St (Rt 1)	Cedar St	Ivy St	Branford	54.81	55.02	40.5	12.0	3	None	0
North Main St (Rt 1)	Ivy St	Pvt Dr	Branford	55.02	55.27	36.0	12.0	2	None	0
Boston Post Rd (Rt 1)	River St	Fair St/Cherry St	Guilford	62.83	62.98	35.0	13.0	2	None	0
Boston Post Rd (Rt 1)	Village Walk	Dunkin Donut Exit	Guilford	63.59	63.97	43.0	13.0	3	None	0
Boston Post Rd (Rt 1)	(horizontal curve)	Old Post Rd	Madison	66.46	66.83	40.0	12.0	3	None	0
Boston Post Rd (Rt 1)	Britton lane	Island Av	Madison	67.49	67.72				None	0
Boston Post Rd (Rt 1)	Wall St	Scotland Av	Madison	68.07	68.30	29.0	12.0	1	None	0
East Main St (Rt 1)	Waterside Ln	Morgan Park	Clinton	72.06	72.16	40.0	20.0	0	None	0
Boston Post Rd (Rt 1)	309 Boston Post Rd	Springbrook Rd	Old Saybrook	81.28	81.58	33.0	13.0	2	None	0
Boston Post Rd (Rt 1)	After Townwoods Rd	B/4 Grassy Hill Rd	Old Lyme	86.57	86.70	30.0	12.0	2	None	0
Bank St (Rt 1)	Backwith St	Braemer Pl (De)	New London	98.32	98.50	45.0	22.5	0	None	0
Boston Post Rd (Rt 1)	Guilford Med Bldg Exit	Op East Creek	Guilford							
Newfield St (Rt 3)	Rose Circle WB	Congdon St E	Middletown	0.76	1.12	29.0	13.0	1	None	0
Shunpike Rd (Rt 3)	Court St	Freihofers Bakery Dr	Cromwell	4.78	5.05	34.8	12.0	2	None	0
Cromwell Av (Rt 3)	Shunpike Business Ctr	Inwood Rd	Rocky Hill	5.63	5.80	28.0	12.0	1	None	0

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road width (ft)	Lane width (ft)	Shoul -der	Bike Lane	Park-ing
Maple St (Rt 3)	Harvest Lane	Westerly Terr	Rocky Hill	7.66	7.88	35.5	13.0	2	None	0
Maple St (Rt 3)	Sandy Dr	Hang Dog Lane	Rocky Hill	7.92	8.19	35.0	12.0	2	None	0
Maple St (Rt 3)	Gilbert Av	Two Stone Dr	Wethersfield	8.41	8.96	28.4	12.0	1	None	0
Maple St (Rt 3)	Griswold Rd	Butler St (One way)	Wethersfield	9.01	9.29	32.5	12.0	2	None	0
Maple St (Rt 3)	Kimball Rd	Charter Rd	Wethersfield	9.44	9.69	31.5	11.5	2	None	0
Newsfield St (Rt 3)	Wilderman's Way		Middletown			30.0	12.0	2	None	0
Sharon Tpke (Rt 4)	Bartholomew Rd	(horizontal curve)	Goshen	14.00	14.44	35.5	12.0	2	None	0
Sharon Tpke (Rt 4)	School Hill Rd	West St	Goshen	16.52	16.92	36.0	12.5	2	None	0
Migeon Av (Rt 4)	Gardenhurst Av		Torrington	22.34	22.51	36.0	12.0	2	None	0
North Elm St (Rt 4)	Migeon Av	Eagle St	Torrington	22.89	23.23	31.0	11.0	2	None	0
Main St	Rourke Pl	Elm St	Farmington	38.39	38.67	28.0	12.0	1	None	0
Farmington Av	W. Avon Rd (Rt 167)	Beyond Walnut St	Farmington	39.10	39.47	30.0	12.0	2	None	0
State St (Rt 5)	Edmund St	London Dr	Hamden	1.76	2.04	40.0	14.5	2	None	0
State St (Rt 5)	Fernwood Dr	Foote St	Hamden	2.23	2.62	41.0	14.0	3	None	0
State St (Rt 5)	Stevens St	Daniel Rd	Hamden	2.71	3.08	40.0	15.0	2	None	0
S. Colony St (Rt 5)	Ward St	Prince St	Wallingford	11.09	11.31	38.0	19.0	0	None	1
N. Colony St (Rt 5)	Church St	Christian St	Wallingford	11.55	11.82	39.0	19.5	0	None	0
N. Colony St (Rt 5)	Wallace Row	North St	Wallingford	11.87	12.14	38.5	19.0	0	None	0
S. Broad St (Rt 5)	Green Rd	Layman Av	Meriden	15.60	15.90	42.5	14.5	3	None	0
S. Broad St (Rt 5)	Hall Av	Gale Av	Meriden	16.06	16.45	40.0	20.0	0	None	1
Broad St (Rt 5)	Ann St	Silver St	Meriden	16.47	16.70	40.0	20.0	0	None	1
Broad St (Rt 5)	Atkins St	Sherman Av	Meriden	17.98	18.18	40.0	20.0	0	None	1
N Broad St (Rt 5)	Clark St	Golden St	Meriden	18.55	18.77	44.5	13.0	3	None	0
King St	Depot Hill Rd	AT&T Entrance	Enfield	48.60	48.92	40.0	15.0	2	None	0
Enfield St (Rt 5)	Orbit Dr	Post Office Rd	Enfield	50.38	50.76	40.0	12.0	3	None	0
Enfield St (Rt 5)	Enfield Terr	Fairview Av	Enfield	51.32	51.91	39.0	12.5	3	None	0
Fitch St (Rt 10)	Crescent St.	Dyer St.	New Haven	3.79	3.98	36.0	18.0	0	None	0
Arch St (Rt 10) Local	Wamer St	Alstrum St	Hamden	4.77	4.94	23.0	11.5	0	None	0
S. Main St (Rt 10)	Bradford Dr	Cook Hill Rd	Cheshire	14.31	14.72	40.0	14.0	3	None	0
S Main St (Rt 10)	Bradford Dr	Mt Sanford Rd	Cheshire	14.31	14.02	42.0	14.0	3	None	0
S. Main St (Rt 10)	Cook Hill Rd	Brentwood Dr.	Cheshire	14.72	15.53	47.0	14.0	3	None	0
South Main St (Rt 10)	Werking St	Buckland St	Southington	22.65	23.00	32.5	13.0	2	None	0
Hopmeadow St (Rt 10)	Plank Hill Rd	Seminary Rd	Simsbury	45.30	45.66					

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road width (ft)	Lane width (ft)	Shoul -der	Bike Lane	Park-ing
Laurel Hill Rd (Rt 12)	Hillcrest Rd	Ridgewood Dr	Norwich	10.28	10.50					
N. Main St (Rt 12)	East Main St	Russell St	Jewett City	21.05	21.51	36.0	18.0	0	None	3
Middletown Av (Rt 17)	Flint St	Cross St	New Haven	1.10	0.82	38.5	11.5	3	Both	0
Main St (Rt 17)	Old Maids Lane	Great Pond Rd (Pvt)	Glastonbury	30.89	31.30	28.0	12.0	1	None	0
Ellington Rd (Rt 30)	Overpass (I-291)	1.64 km b/f Chapel Rd	So Windsor	0.55	0.74	28.0	12.0	1	None	0
Ellington Rd (Rt 30)	Chapel Rd (1.640km)	Parkview Dr	So Windsor	0.86	1.40					
Ellington Rd (Rt 30)	Northview Dr	Lakewood Dr (Pvt)	So Windsor	1.57	1.90					
Hartford Turnpike (Rt 30)	Mt. Vernon Dr	South St	Vernon	11.50	11.95	32.0	12.0	2	None	0
Hartford Turnpike (Rt 30)	(Tolland Town Line)	(Industrial Park)	Vernon	12.55	12.71	32.5	12.5	2	None	0
Grove St (Rt 31)	Fern St	Hale St Ext.	Vernon	0.36	0.65	38.0	14.0	2	None	0
Bread & Milk St (Rt 31)	N. School Rd	Zeya Dr	Coventry	4.76	4.24	30.0	11.0	2	None	0
Main St (Rt 31)	Wright Mill Rd	Dunkin Donuts	Coventry	7.05	7.23	29.0	12.0	2	None	0
Main St (Rt 31)	Talcott Hill Rd	Dexter Rd	Coventry	8.38	8.14	31.0	12.0	2	None	0
Main St (Rt 31)	Beverly Tr	Sam Green Rd	Coventry	8.87	8.62	30.8	12.0	2	None	0
Main St (Rt 31)	Monument Hill Rd	Mason St	Coventry	11.25	11.53	28.0	12.0	1	None	0
Main St (Rt 31)	Plains Rd	South St Ext	Coventry	13.05	13.30	31.5	12.0	2	None	0
West Thames (Rt 32)	Dunham St	Brown St	Norwich	11.25	11.52				None	
Washington St (Rt 2/32)	Taylor Dr	Chelsea Parade S	Norwich	12.91	13.07	33.0	11.5	2	None	0
Windham Rd (Rt 32)	Seldon St	Old Plains Rd	Windham	27.97	27.71	33.2	12.4	2	None	0
Pleasant St (Rt 32)	John St	Mountain St	Windham	28.64	29.01	36.5	12.0	3	None	0
Stafford Rd (Rt 32)	Jude Ln	Coventry Rd	Mansfield	33.18	33.86					
River Rd (Rt 32)	Pinney Hill Rd		Willington	41.03	41.19				None	
S. Main St (Rt 41)	(Private Dr)	Cornwall Bridge Rd (Rt 4)	Sharon	4.13	4.33	30.0	12.0	2	None	0
N. Main St (Rt 41)	Cornwall Bridge Rd (Rt 4)	West Main St	Sharon	4.36	4.56	35.0	10.5	3	None	0
Gay St (Rt 41)	Calkinstown Rd	Rhynus Rd	Sharon	5.18	5.65	30.0	12.0	2	None	0
N. Brookvale Rd (Rt 42)	Long Hill Rd	King Rd	Cheshire	12.86	13.15	26.0	11.0	2	None	0
Main Rd (Rt 44)	Porter St	Bostwick St	Salisbury	3.14	3.31	36.0	12.0	2	None	0
Center St (Rt 44)	Thomas Dr	Adams St South	Manchester	70.99	71.16	?		3	None	0

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road width (ft)	Lane width (ft)	Shoul -der	Bike Lane	Park-ing
School St (Rt 44)	May St	Providence St (Rt 171)	Putnam	100.12	100.38	28.0	14.0	0	None	0
South St (Rt 53)	Coal Pit Hill Rd	Starr Rd	Danbury	21.89	21.63	36.0	18.0	0	None	0
Stratfield Rd (Rt 59)	Cornell Rd	Brooklawn Pkwy (SB)	Fairfield	1.29	1.47	37.0	12.0	3	None	0
Stratfield Rd (Rt 59)	Argonne St	Gate Ridge Rd	Fairfield	2.17	2.45	38.0	13.0	3	None	0
Easton Tpke (Rt 59)	Wellner Dr	Shady Brook Rd	Fairfield	3.01	3.33	35.0	13.0	2	None	0
South St (Rt 63)	West St	Old South Rd	Litchfield	34.86	34.41	39.0	17.5	3	None	1
North St (Rt 63)	West St	Norfolk Rd	Litchfield	35.03	35.54				None	0
Main St (Rt 66)	Wall St (Rt 316)	Savings Institute	Hebron	26.07	26.47				None	0
Main St (Rt 66)	Winter St	Tingley St	Windham	35.41	35.57	40.0	20.0	0	None	0
Main St (Rt 66)	High St	North St	Windham	35.74	35.99	46.0	23.0	0	None	3
Percival Av (Rt 71)	Near Kenton St	Carbo Lane	Berlin	10.27	10.57	26.5	11.5	1	None	0
New Britain Rd (Rt 71)	Langdon Ct	Newton St	Berlin	11.55	12.00	28.5	12.0	1	None	0
S Main St (Rt 71)	Veterans Dr	South St	New Britain	12.38	12.56	33.5	12.0	2	None	0
Stanley St (Rt 71)	Roxbury Rd / Stanley St	Stratford Rd	New Britain	15.12	15.31	29.5	11.5	2	None	0
Stanley St (Rt 71)	Blake Rd	Drury Lane	New Britain	16.00	16.27	33.0	11.5	2	None	0
East Main St (Rt 72)	Horizontal Curve	Lincoln Av	Bristol	6.47	6.88	30.0	12.0	2	None	0
School St (Rt 72)	Main St (Rt 72)	Church St / N Main St	Bristol	9.58	9.70	32.0	16.0	0	None	0
Park St (Rt 72)	Divinity St	Tulip St	Bristol	9.97	10.31	28.0	14.0	0	None	0
Park St (Rt 72)	Tulip St	Muzzy St	Bristol	10.31	10.43	28.0	14.0	0	None	0
Park St (Rt 72)	Dutton St	Spruce St	Bristol	10.55	10.80	28.0	14.0	0	None	0
Wapping Wood Rd (Rt 74)	Grant Rd	Near Eva Circle #1	Ellington	3.65	3.87	22.0	10.0	1	None	0
Wapping Wood Rd (Rt 74)	Hillsdale Dr	Windsorville Rd	Ellington	4.00	4.23	25.0	10.5	1	None	0
Union St (Rt 74)	Rheel St	Orchard St	Vernon	6.04	6.15	34.5	17.0	0	None	0
East Main St	Ann St	Snipsic St	Vernon	7.11	7.47	26.0	13.0	0	None	0
Tolland Av (Rt 74)	Kingsbury Av		Vernon	7.77	8.05	27.0	11.5	1	None	0
Poquonook Av (Rt 75)	Pigeon Hill Rd	Tiffany Dr	Windsor	0.85	1.07	27.0	11.5	1	None	0
Poquonook Av (Rt 75)	near Hansom Hill Rd	near Hansom Hill Rd	Windsor	2.45	2.60	29.5	11.5	2	None	0
South Main St (Rt 75)	Kent Av	High St	Suffield	9.46	9.87	32.0	13.0	2	None	0
North Main St (Rt 75)	Day Av	(horizontal curve)	Suffield	10.29	10.64	37.5	12.0	3	None	0
North St (Rt 75)	Mapleton Av (Rt 190)		Suffield	11.02	11.58					

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road width (ft)	Lane width (ft)	Shoul -der	Bike Lane	Park-ing
N Main St (Rt 75)	Mapleton Av (Rt 190)	Russell St	Suffield	11.02	10.76	30.0	12.0	2	None	0
North St (Rt 75)	Halladay	Longview Dr	Windsor	12.07	12.56	34.0	11.5	2	None	0
Whitfield St (Rt 77)	Boston St (Rt 146)	Broad St	Guilford	0.00	0.19	34.0	12.0	2	None	0
Church St (Rt 77)	Broad St	Boston Post Rd (US 1)	Guilford	0.25	0.50					
Church St (Rt 77)	Boston Post Rd (US 1)	End of School Prop	Guilford	0.50	0.87	41.0	14.0	0	None	3
Foxon Rd (Rt 80)	River Rd	Circle Dr	East Haven	2.75	2.99	28.0	12.0	1	None	0
Foxon Rd (Rt 80)	Edward Rd	Sunset Rd	No Branford	4.29	3.97	28.0	12.0	1	None	0
Winthrop Rd (Rt 80)	Woodbury Rd	Town Park	Deep River	23.55	23.91	38.0	12.0	3	None	0
Elm St (Rt 80)	Union St	Main St (Rt 154)	Deep River	25.73	25.91	33.0	12.0	2	None	0
High St (Rt 81)	Central Av	John St	Clinton	0.16	0.37	40.0	12.0	3	None	0
High St (Rt 81)	Old Mill Rd (De)	PVT Dr B/4 High St	Clinton	0.47	0.63	23.0	12.0	0	None	0
Clinton Rd (Rt 81)	Stevens Rd	Green Hill Rd	Killingworth	5.21	5.57	26.0	11.5	1	None	0
Higganum Rd (Rt 81)	Old Bedford Farm Rd	Tooley Rd (Rt 148)	Killingworth	8.00	8.29	26.0	11.5	1	None	0
Manchester Rd (Rt 83)	Chimney Sweep Hill Rd	Eastbury Hill Rd	Glastonbury	0.38	0.55	27.0	11.5	1	None	0
Manchester Rd (Rt 83)	Shoddy Mill Rd	(2.063 miles away)	Glastonbury	1.85	2.05	30.0	12.0	2	None	0
Manchester Rd (Rt 83)	Howe St	Fairway Crossing	Glastonbury	3.81	4.11	29.0	12.0	1	None	0
S. Main St (Rt 83)	Fairway Crossing (Pvt)	NA	Manchester	4.55	4.81	21.0	10.0	1	None	0
S. Main St (Rt 83)	Jct B/4 Fern St	Golf Course	Manchester	5.47	5.91	21.0	10.0	1	None	0
S. Main St (Rt 83)	Lakewood Circle South	Spring St	Manchester	6.09	6.28					
Main St (Rt 83)	Delmont St (Cds)	Firehouse	Manchester	8.15	8.49	28.5	12.0	2	None	0
Oakland St (Rt 83)	Sheldon Rd	Rachel Rd	Manchester	9.29	9.55	30.0	12.0	2	None	0
Oakland St (Rt 83)	Tudor La (Pvt)	South St	Manchester	9.63	9.80	35.0	17.5	0	None	0
J Trumbull Hwy (Rt 87)	Samuel Hill Rd	Latham Hill Rd	Columbia	11.12	11.49	30.0	12.0	2	None	0
Hebron Av (Rt 94)	Wickham Rd	Pinnacle Ln	Glastonbury	2.24	2.47	37.0	12.0	3	None	0
Taftville Occum Rd (Rt 97)	DOT Garage	Hooper St	Norwich	2.31	2.78	26.0	11.0	1	None	0
Main St (Rt 97)	River St	Brookside Av	Sprague	4.89	5.30					
Main St (Rt 99)	Evergreen Rd	Court St	Cromwell	2.25	2.63	40.0	13.0	3	None	0
Main St (Rt 99)	Court St	Park Place	Cromwell	2.63	2.88					
Main St (Rt 99)	Evensen Place	Sunset Dr	Cromwell	3.03	3.48					
Quinnipiac Av (Rt 103)	Hemingway Place	Foxon Hill Rd	New Haven	0.49	0.80	39.0	12.5	3	None	0
Nichols Av (Rt 108)	Montrose Pl	Calfornia St	Stratford	0.13	0.32	40.0	13.0	3	None	0
Nichols Av (Rt 108)	Marcroft St	Greenfield Av	Stratford	0.65	0.89	39.0	12.5	3	None	0

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road width (ft)	Lane width (ft)	Shoul -der	Bike Lane	Park-ing
Branch Rd (Rt 109)	NA	Old Branch Rd #2	Thomaston	20.19	20.52	35.0	12.0	2	None	0
Branch Rd (Rt 109)	Old Branch Rd #2	Edgewood Av	Thomaston	20.52	20.88	39.0	11.5	3	None	2
East Main St (Rt 110)	Sunnyside Ter	Wakelee	Stratford	0.50	0.72	39.5	12.0	3	None	1
East Main St (Rt 110)	Evergreen Dr/Diane Ter	Marchant Dr	Stratford	0.76	1.19	41.0	13.0	3	None	0
Interlaken Rd / Lime Rock Rd (Rt 112)	Sharon Rd (Rt 41)	Town Hill Rd (Pvt)	Salisbury	2.05	2.45	33.0	13.0	2	None	0
Oak Bluff Av (Rt 113)	Stratford Rd	Roundabout	Stratford	2.33	2.60	37.0	12.0	3	None	0
Prospect Dr (RT 113)	Lordship Rd	Ivy/Stratford Rd	Stratford	2.72	3.10	28.5	11.5	2	None	0
Stratford Rd (Rt 113)	Prospect Dr	Short Beach Rd	Stratford	3.10	3.67	30.0	12.0	2	None	0
Main St (Rt 113)	Birdseye St	South Av	Stratford	5.11	5.33	28.0	11.0	2	None	0
Main St (Rt 115)	Tremont St	Bridge St	Ansonia	1.62	1.71	31.0	11.5	2	None	0
Main St (Rt 115)	Bridge St	Maple St	Ansonia	1.71	1.97	30.5	11.5	2	None	0
Slater Av (Rt 138)	Lincoln Sq	Ann St	Jewett City	6.27	6.69	38.0	12.5	2	None	0
Elm St (Rt 140)	Ash Dr	Southwest Av /Woodland St	Windsor Lcks	0.54	0.82	40.0	12.0	0	None	3
Elm St (Rt 140)	Southwest Av	South Elm St	Windsor Lcks	0.82	1.21	40.0	12.0	0	None	3
Elm St (Rt 140)	Briarcliff Dr (De)	South Center St	Windsor Lcks	1.48	1.96	30.5	12.0	2	None	0
Maple St (Rt 140)	Church St	School Entrance	Ellington	12.84	13.35	34.0	12.0	2	None	0
South Main St (Rt 146)	Eades St	Montowese St	Branford	0.84	1.07	34.0	12.0	2	None	0
Boston St (Rt 146)	Wheaton Av	Lovers Lane	Guilford	11.84	12.08	28.0	12.0	1	None	0
Westchester Rd (Rt 149)	Just after curve (12.10 km)	Pickerel Lake Rd	Colchester	6.38	6.07	30.5	12.0	2	None	0
Woodhouse Av (Rt 150)	Wheatfield Dr	Harrison Rd	Wallingford	2.18	2.47	27.0	13.5	0	None	0
Woodhouse Av (Rt 150)	Liandina Rd	Harrison Av	Wallingford	3.36	2.47	28.5	10.0	2	Both	1
Center St (Rt 150)	Pomeroy Av	N Elm St	Wallingford	4.44	4.65	21.5	10.0	1	None	0
Center St (Rt 150)	South Orchard	South Colony (Rt 5)	Wallingford	4.99	5.16	32.0	11.5	2	None	0
N. Turnpike Rd (Rt 150)	Stetson St	Knollwood Dr	Wallingford	6.45	6.69	23.5	10.5	1	None	0
Great Hammock Rd (Rt 154)	Old Boston Post Rd	Oyester Pl	Old Saybrook	0.12	0.58	35.0	11.0	3	None	0
College St (Rt 154)	Marina Point Dr	Willard Av	Old Saybrook	4.60	4.88	46.0	23.0	0	None	3
College St (Rt 154)	Dana Dr	N Cove Rd	Old Saybrook	4.92	5.17	32.5	13.0	2	None	0
Main St (Rt 154)	Union St	Elm/River St	Deep River	14.01	14.42	29.5	11.0	2	None	0
Main St (Rt 154)	Elm/River St	High St	Deep River	14.42	14.57	31.0	11.5	2	None	0

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road width (ft)	Lane width (ft)	Shoul -der	Bike Lane	Park-ing
Main St (Rt 156)	Pennsylvania Av	Columbus Av	East Lyme	19.01	18.55	26.0	11.0	1	None	0
Palisado Av (Rt 159)	North Meadow Rd	Old Kennedy Rd	Windsor	4.31	4.93	31.5	12.0	2	None	0
Palisado Av (Rt 159)	Bissellls Ferry Rd (Pvt)	(horizontal curve)	Windsor	4.98	5.39	37.0	18.5	0	None	2
Palisado Av (Rt 159)	Clapp Rd N	Hayden Station Rd	Windsor Lcks	6.98	6.58	41.0	20.5	0	None	2
Palisado Av (Rt 159)		near Clapp Rd North	Windsor	7.11	7.49	31.5	12.0	2	None	0
North Main St (Rt 159)	Fairview St	Fernwood Dr	Windsor Lcks	9.97	10.11	33.5	12.0	2	None	0
East St S. (Rt 159)	Paper St	Alexander Lane	Suffield	11.63	12.03	30.0	12.0	2	None	0
East St S (Rt 159)	Bridge St	Thrail Av	Suffield	13.00	13.37	32.0	12.0	2	None	0
East St N. (Rt 159)	Thompsonville Rd	Burbank Av	Suffield	14.43	14.60	34.0	14.0	2	None	0
New Britain Av (Rt 160)	Catherine Rd	(horizontal curve)	Rocky Hill	1.95	2.22	32.5	12.0	2	None	0
Elm St (Rt 160)	Griems Rd	Main St (Rt 99)	Rocky Hill	5.17	5.42	34.0	12.0	2	None	0
Pennsylvania Av (Rt 161)	Grand St	Smith St	East Lyme	0.06	0.31	33.0	11.0	2	None	0
New Haven Av (Rt 162)	Mary Ellen Dr	Sparrowbush Lane	Millford	3.79	4.05	27.0	11.5	1	None	0
Willard Av (Rt 173)	Stanwell Rd (Pvt)	Halleran Dr	Newington	0.60	0.85	22.0	9.5	1	None	0
Willard Av (Rt 173)	New Britain Av	Robbins Av	Newington	1.38	1.74	33.0	16.5	0	None	0
Willard Av (Rt 173)	Pheasant Run	Robbins Av	Newington	1.38	1.74	38.0	11.5	3	None	0
Willard Av (Rt 173)	Robbins Av	Wilson Av	Newington	1.74	2.16	28.5	11.5	2	None	0
New Britain Av (Rt 174)	Eleanor Pl	Roberts St	Newington	1.84	1.60	31.0	12.5	2	None	0
Wells Rd (Rt 175)	Knight St	Wells Farm Dr	Wethersfield	5.33	5.03	30.0	12.0	2	None	0
Wells Rd (Rt 175)	Folly Brook Blvd	Knight St	Wethersfield	5.60	5.36	29.5	12.0	2	None	0
Wells Rd (Rt 175)	Jay St	Folly Brook Blvd	Wethersfield	5.79	5.60	35.5	12.0	2	None	0
Main St (Rt 176)	Northwood Rd	Cheney Ln	Newington	1.64	1.37	29.0	11.5	2	None	0
Main St (Rt 176)	Elleworth St	Kirkham St	Newington	2.09	2.31	28.0	12.0	1	None	0
Hartford Av (Rt 176)	Garvan St	Thomas St	Newington	3.43	3.20	29.0	12.0	2	None	0
S. Washington St (Rt 177)	Duval La	Madeley Ct	Plainville	0.34	0.95	31.0	12.0	2	None	0
S. Washington St (Rt 177)	Madeley Ct	Broad St	Plainville	0.95	1.36				None	0
Washington St (Rt 177)	Broad St	West Main St (Rt 372)	Plainville	1.36	1.56				None	0
Simsbury Rd (Rt 185)	Tumblebrook La	Mohegan Dr	W Hartford	5.25	5.60	30.0	12.0	2	None	0
Mapleton Av (Rt 190)	(Horizontal curve)	Wren Dr	Suffield	0.45	0.28	33.5	11.5	2	None	0

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road width (ft)	Lane width (ft)	Shoul -der	Bike Lane	Park-ing
Thompsonville Rd (Rt 190)	Quail Run Rd	4th St.	Suffield	0.92	1.24	33.0	12.5	2	None	0
Hazard Av (Rt 190)	Beverly St	Martin Terr	Enfield	5.56	5.74	33.5	13.0	2	None	0
Main St (Rt 190)	Shaker Rd	Hall Hill Rd (Rt 186)	Somers	8.70	9.05	29.5	12.5	2	None	0
Storrs Rd (Rt 195)	Warrenville Rd (Rt 98)	Bassett Bridge Rd	Mansfield	3.74	3.28	32.0	12.0	2	None	0
Storrs Rd (Rt 195)	East Road	Agronomy Rd	Mansfield	6.02	6.33	37.0	13.5	2	None	0
Storrs Rd (Rt 195)	Private Rd	Rockridge Rd (E-1)	Mansfield	10.44	11.30	33.0	13.5	2	None	0
Hopeville Rd (Rt 201)	Near Monroe St	NA	Jewett City	19.35	19.57					
East Main St (Rt 201)	Palmer Av	End of Sidewalk	Jewett City	19.89	19.57					
New Litchfield St (Rt 202)	Blake St	Earl St	Torrington	43.46	43.61	40.0	12.0	3	None	0
East Main St (Rt 202)	Willow St	Main St	Torrington	44.39	44.15					
Great Neck Rd (Rt 213)	Jordan Terr.	Pfizer Dr	Waterford	0.07	0.52	29.0	11.0	2	None	0
Great Neck Rd (Rt 213)	Pfizer Dr	Breman Rd	Waterford	0.52	1.19	30.0		1	None	0
Great Neck Rd (Rt 213)	Braman Rd	Colonial Dr	Waterford	1.19	0.73	34.0	17.0	0	None	3
Ocean Av (Rt 213)	Near School St	Sherman St	New London	5.64	5.47	42.5	13.0	3	None	0
Ocean Av (Rt 213)	Faire Harbour Pl	Sunset St	New London	5.83	6.05	34.0	12.0	2	None	0
N. Main St (Rt 218)	Huron Dr	Miler/Old Meadow Rd	W Hartford	0.50	0.85					
South Eagleville Rd (Rt 275)			Mansfield	2.94	2.69	41.0	12.0	3	None	
South Eagleville Rd (Rt 275)	Maple Rd	(Apartment entrance)	Mansfield	3.52	4.02				None	1
Pinney St (Rt 286)	Windermere Av	Private Rd	Ellington	0.89	1.49	30.0	13.0	1	None	0
Main St (Rt 286)	Tomoka St	Maple St	Ellington	2.60	2.97					
E Robbins Av (Rt 287)	Lydall Rd	Kitts Lane #1	Newington	0.38	0.57					
Prospect St (Rt 287)	Thornbush Rd	Collier Rd	Wethersfield	1.58	1.76	28.5	12.0	1	None	0
Prospect St (Rt 287)	Olney Rd #1	Griswold Rd	Wethersfield	2.53	2.76	28.0	12.0	1	None	0
Prospect St (Rt 287)	Millwoods Park Dr	Harris Hill Rd	Wethersfield	2.96	3.14	27.5	11.5	1	None	0
Beaumont Hwy (Rt 289)	Valley Hill Rd	Rafferty Rd	Lebanon	2.76	3.34	31.0	12.0	2	None	0
Jordan Lane (Rt 314)	Ridge Crest Circle	Godwin Park Rd	Wethersfield	0.96	1.41	27.0	11.5	1	None	0
Townsend Av (Rt 337)	Sound View Ter	Hervey St	New Haven	0.73	1.14	30.0	12.0	2	None	0
Townsend Av (Rt 337)	Concord St	Fort Hale Rd	New Haven	1.50	1.22	26.0	12.0	1	None	0
W. Center St (502)	Moore St	Cooper St	Manchester	5.94	6.19	38.0	14.0	2	None	0

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Road width (ft)	Lane width (ft)	Shoul -der	Bike Lane	Park-ing
Lake St (Rt 533)	Lydall St	Berkeley Dr	Vernon	1.19	1.62	36.0	18.0	0	None	
Tunnel Rd (Rt 533)	Russell Dr	Old Stone Rd	Vernon	2.39	2.60	36.0	18.0	0	None	
Norwich Av (SR 616)	Main St (Rt 85)	Pleasant St	Colchester	0.00	0.34	43.0	11.5	3	None	0
Main St (Rt 800)	King St	Scoville St	Torrington	1.67	1.87					
Main St (Rt 800)	Linden St	East Albert St	Torrington	2.10	2.28					
Thomaston Av (Rt 847)	Plaza Driveway	W. Main St	Waterbury	4.25	3.96	37.0	18.0	0	None	0
Thomaston Av (Rt 847)	Shefield St	Boyden St	Waterbury	6.22	6.10	33.0	12.0	2	None	0
Thomaston Av (Rt 847)	Driggs St	Shefield St	Waterbury	6.32	6.22	32.0	16.0	0	None	0
Thomaston Av (Rt 847)	Plaza driveway	Huntingdon Av	Waterbury			35.5	11.5	2	None	0

Table A-3. Roadside Characteristics

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Curb	Plant Strip	Side-walk	Set-back	Land Use
Jackson St	Ash St	Summit St	Windham			Both	None	Both	1	GU
Boulevard	Mountain Rd	Ridgewood Rd	W Hartford			Both	Both	Both	2	UR
Boulevard	Ridgewood Rd	Woodrow St	W Hartford			Both	Both	Both	2	UR
Mountain Rd	Hedwig Court	Farmington Av	W Hartford			Both	Both	Both	2	UR
Mountain Rd	Flagg Rd	Mountain Farm Rd	W Hartford			Both	1-side	1-side	3	SR
Mountain Rd	Richmond Ln	Fairfield Rd	W Hartford			Both	1-side	1-side	2	SR
Flagg Rd	Coolidge Rd	Blue Ridge Ln	W Hartford			None	1-side	1-side	2	SR
Asylum Av	Lincoln Av	Trout Brook Dr	W Hartford			Both	1-side	1-side	3	GU
Farmington Av	Trout Brook Dr	Ardmore Rd	W Hartford			Both	Both	Both	2	GU
Farmington Av	N. Quaker Ln	Whiting Ln	W Hartford			Both	Both	Both	2	GU
Farmington Av	Whiting Ln	Highland St	W Hartford			Both	Both	Both	2	GU
Prospect Av	Cone St	Farmington Av	Hartford			Both	Both	Both	2	GU
Prospect Av	Asylum Av	Fern St	Hartford			Both	Both	Both	2	UR
Prospect Av	Asylum Av	Albany Av	Hartford			None	Both	Both	2	UR
Prospect Av	Farmington Av	West Boulevard	Hartford			Both	Both	Both	2	GU
Fern St	Concord St	Steele Rd	W Hartford			Both	Both	1-side	2	GU
Fern St	N. Quaker Ln	Trout Brook Dr	W Hartford			Both	Both	Both	2	GU
Fern St	Clifton Av	Cobbs Rd	W Hartford			Both	Both	Both	2	GU
Fern St	Fernbel Lane	Cobbs Rd	W Hartford			Both		Both	2	GU
Lake St	Montauk Dr	Phoenix St	Vernon							SR
Washington St	Phoenix St	Brookview St	Vernon							SR
Central Av	Hickory St	13th St	Norwich			Both	1-side	Both	1	DT
Spring Hill Rd	Storrs Rd		Mansfield							SR
Colony St	Brooks St	Church St	Meriden				Both	Both	3	DT
Oakwood Av	Park Rd		W Hartford				Both	Both		GU
White St	(Driveway b/f garage)	Bates Pl	Danbury				Both	Both		GU
Deer Hill Rd	Wilson St	Wooster Rd	Danbury				1-side	Both	2	UR
Main St	Newberry St	Pleasant Rd	So Windsor				None	None	3	SR
Broadway	Broad St	Chelsea Parade S	Norwich				1-side	Both	3	GU

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Curb	Plant Strip	Side-walk	Set-back	Land Use
Fairfield Av	Ansonia St	Fairfield Rd Spur	Hartford				1-side		3	GU
Fairfield Av	Freeman St	Maple Av	Hartford				Both	Both	2	GU
Flatbush Av	Oakwood Av	S. Quaker Ln	W Hartford				1-side	1-side		GU
Grand St	State St	Field St	Waterbury				None	Both		DT
Main St	Montowese St	Harrison Av	Branford				Both	Both	3	DT
Park Rd	S. Quaker Ln	Washington Cir	W Hartford				None	Both	2	GU
Quaker Ln	Farmington Av	Boulevard	W Hartford				Both	Both	1	GU
South Quaker Ln	Flatbush Av	Wilfred St	W Hartford				Both	Both	2	UR
Asylum Av	Griswold Dr	N. Quaker Lane	W Hartford			Both	1-side	1-side		GU
Ella T Grasso Blvd	Glenn Rd	Crescent St	New Haven				Both	Both	2	UR
Boston Post Rd (Rt 1)	Mansfield Av	Sedgwick Av	Darien	11.66	11.74	Both	None	Both	1	DT
Boston Post Rd (Rt 1)	Sedgwick Ave	Brookside Rd	Darien	11.74	11.95	Both	Both	Both	2	GU
Boston Post Rd (Rt 1)	Brookside Rd	Old King Hwy N	Darien	11.98	12.27	Both	Both	Both	2	UC
North Av (Rt 1)	James St	Oak St	Bridgeport	29.26	29.57	Both	Both	Both	1	GU
North Av (Rt 1)	Catherine St #2	Fairmount St	Bridgeport	29.67	29.85	Both	Both	Both	1	GU
Bridgeport Av (Rt 1)	Kerema Av	Spring St	Millford	35.53	35.71	Both	None	Both	1	GU
Columbus Av (Rt 1)	Davenport Av	West St	New Haven	46.69	47.06	Both	Both	Both	1	GU
North Main St (Rt 1)	Cherry Hill Rd	Liesi Lane	Branford	54.32	54.55	1-side	None	None	3	SC
North Main St (Rt 1)	Cedar St	Ivy St	Branford	54.81	55.02	Both	None	None	2	SC
North Main St (Rt 1)	Ivy St	Pvt Dr	Branford	55.02	55.27		Both	Both	2	SC
Boston Post Rd (Rt 1)	River St	Fair St/Cherry St	Guilford	62.83	62.98	Both	Both	Both	2	UC
Boston Post Rd (Rt 1)	Village Walk	Dunkin Donut Exit	Guilford	63.59	63.97	Both	Both	Both	3	UC
Boston Post Rd (Rt 1)	(horizontal curve)	Old Post Rd	Madison	66.46	66.83	1-side	None	None	2	SR
Boston Post Rd (Rt 1)	Britton lane	Island Av	Madison	67.49	67.72					SR
Boston Post Rd (Rt 1)	Wall St	Scotland Av	Madison	68.07	68.30	Both	1-side	1-side		SC
East Main St (Rt 1)	Waterside Ln	Morgan Park	Clinton	72.06	72.16	Both	Both	Both	1	GU
Boston Post Rd (Rt 1)	309 Boston Post Rd	Springbrook Rd	Old Saybrook	81.28	81.58	None	None	None	2	SC
Boston Post Rd (Rt 1)	After Townwoods Rd	B/4 Grassy Hill Rd	Old Lyme	86.57	86.70	1-side	None	None	2	SR
Bank St (Rt 1)	Backwith St	Braemer Pl (De)	New London	98.32	98.50	Both	1-side	Both	1	GU
Boston Post Rd (Rt 1)	Guilford Med Bldg Exit	Op East Creek	Guilford							
Newfield St (Rt 3)	Rose Circle WB	Congdon St E	Middletown	0.76	1.12	Both	1-side	1-side	2	SR
Shunpike Rd (Rt 3)	Court St	Freihofers Bakery Dr	Cromwell	4.78	5.05	1-side	None	None	3	SR
Cromwell Av (Rt 3)	Shunpike Business Ctr	Inwood Rd	Rocky Hill	5.63	5.80	Both	1-side	1-side		SC

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Curb	Plant Strip	Side-walk	Set-back	Land Use
Maple St (Rt 3)	Harvest Lane	Westerly Terr	Rocky Hill	7.66	7.88	Both	1-side	1-side	3	SR
Maple St (Rt 3)	Sandy Dr	Hang Dog Lane	Rocky Hill	7.92	8.19	Both	1-side	1-side	3	SR
Maple St (Rt 3)	Gilbert Av	Two Stone Dr	Wethersfield	8.41	8.96	Both	1-side	1-side	3	SR
Maple St (Rt 3)	Griswold Rd	Butler St (One way)	Wethersfield	9.01	9.29	Both	Both	Both	3	UR
Maple St (Rt 3)	Kimball Rd	Charter Rd	Wethersfield	9.44	9.69	Both	Both	Both	2	SR
Newsfield St (Rt 3)	Wilderman's Way		Middletown			Both	1-side	1-side	3	SC
Sharon Tpke (Rt 4)	Bartholomew Rd	(horizontal curve)	Goshen	14.00	14.44	None	None	None	2	RU
Sharon Tpke (Rt 4)	School Hill Rd	West St	Goshen	16.52	16.92	None	None	None	3	RU
Migeon Av (Rt 4)	Gardenhurst Av		Torrington	22.34	22.51	None	None	None	2	GU
North Elm St (Rt 4)	Migeon Av	Eagle St	Torrington	22.89	23.23	Both	None	Both	2	GU
Main St	Rourke Pl	Elm St	Farmington	38.39	38.67	Both	Both	Both	2	GU
Farmington Av	W. Avon Rd (Rt 167)	Beyond Walnut St	Farmington	39.10	39.47	Both	Both	Both	2	SR
State St (Rt 5)	Edmund St	London Dr	Hamden	1.76	2.04	None	Both	Both	2	SC
State St (Rt 5)	Fernwood Dr	Foote St	Hamden	2.23	2.62	1-side	1-side	1-side	3	SC
State St (Rt 5)	Stevens St	Daniel Rd	Hamden	2.71	3.08	1-side	None	None	2	SC
S. Colony St (Rt 5)	Ward St	Prince St	Wallingford	11.09	11.31	Both	None	Both	1	GU
N. Colony St (Rt 5)	Church St	Christian St	Wallingford	11.55	11.82	Both	1-side	Both	1	UC
N. Colony St (Rt 5)	Wallace Row	North St	Wallingford	11.87	12.14	Both	1-side	Both	1	UC
S. Broad St (Rt 5)	Green Rd	Layman Av	Meriden	15.60	15.90	Both	Both	Both	2	SC
S. Broad St (Rt 5)	Hall Av	Gale Av	Meriden	16.06	16.45	Both	Both	Both	2	GU
Broad St (Rt 5)	Ann St	Silver St	Meriden	16.47	16.70	Both	Both	Both	2	GU
Broad St (Rt 5)	Atkins St	Sherman Av	Meriden	17.98	18.18	1-side	1-side	Both	1	UC
N Broad St (Rt 5)	Clark St	Golden St	Meriden	18.55	18.77	Both	Both	Both	2	SR
King St	Depot Hill Rd	AT&T Entrance	Enfield	48.60	48.92	None	None	None	3	SR
Enfield St (Rt 5)	Orbit Dr	Post Office Rd	Enfield	50.38	50.76	Both	1-side	1-side	3	SR
Enfield St (Rt 5)	Enfield Terr	Fairview Av	Enfield	51.32	51.91	None	1-side	1-side	3	UR
Fitch St (Rt 10)	Crescent St.	Dyer St.	New Haven	3.79	3.98	Both	Both	Both	1	GU
Arch St (Rt 10) Local	Wamer St	Alstrum St	Hamden	4.77	4.94	Both	Both	Both	1	GU
S. Main St (Rt 10)	Bradford Dr	Cook Hill Rd	Cheshire	14.31	14.72	1-side	None	None	3	SR
S Main St (Rt 10)	Bradford Dr	Mt Sanford Rd	Cheshire	14.31	14.02	1-side	None	None	3	SR
S. Main St (Rt 10)	Cook Hill Rd	Brentwood Dr.	Cheshire	14.72	15.53	None	1-side	1-side	3	SC
South Main St (Rt 10)	Werking St	Buckland St	Southington	22.65	23.00	1-side	Both	Both	2	SR
Hopmeadow St (Rt 10)	Plank Hill Rd	Seminary Rd	Simsbury	45.30	45.66					SC

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Curb	Plant Strip	Side-walk	Set-back	Land Use
Laurel Hill Rd (Rt 12)	Hillcrest Rd	Ridgewood Dr	Norwich	10.28	10.50					SR
N. Main St (Rt 12)	East Main St	Russell St	Jewett City	21.05	21.51	Both	None	Both	1	GU
Middletown Av (Rt 17)	Flint St	Cross St	New Haven	1.10	0.82	Both	1-side	1-side	2	GU
Main St (Rt 17)	Old Maids Lane	Great Pond Rd (Pvt)	Glastonbury	30.89	31.30	Both	1-side	1-side	3	SR
Ellington Rd (Rt 30)	Overpass (I-291)	1.64 km b/f Chapel Rd	So Windsor	0.55	0.74	None	None	None	3	RU
Ellington Rd (Rt 30)	Chapel Rd (1.640km)	Parkview Dr	So Windsor	0.86	1.40					SR
Ellington Rd (Rt 30)	Northview Dr	Lakewood Dr (Pvt)	So Windsor	1.57	1.90					SR
Hartford Turnpike (Rt 30)	Mt. Vernon Dr	South St	Vernon	11.50	11.95	1-side	None	None	2	SC
Hartford Turnpike (Rt 30)	(Tolland Town Line)	(Industrial Park)	Vernon	12.55	12.71	1-side	None	None	2	SC
Grove St (Rt 31)	Fern St	Hale St Ext.	Vernon	0.36	0.65	1-side	None	1-side	1	UR
Bread & Milk St (Rt 31)	N. School Rd	Zeya Dr	Coventry	4.76	4.24	1-side	None	None	3	RU
Main St (Rt 31)	Wright Mill Rd	Dunkin Donuts	Coventry	7.05	7.23	1-side	None	None	3	SC
Main St (Rt 31)	Talcott Hill Rd	Dexter Rd	Coventry	8.38	8.14	None	None	None	3	SR
Main St (Rt 31)	Beverly Tr	Sam Green Rd	Coventry	8.87	8.62	1-side	None	None	2	SR
Main St (Rt 31)	Monument Hill Rd	Mason St	Coventry	11.25	11.53	1-side	None	1-side	2	GU
Main St (Rt 31)	Plains Rd	South St Ext	Coventry	13.05	13.30	None	None	None	3	RU
West Thames (Rt 32)	Dunham St	Brown St	Norwich	11.25	11.52					UR
Washington St (Rt 2/32)	Taylor Dr	Chelsea Parade S	Norwich	12.91	13.07	Both	None	Both	2	UR
Windham Rd (Rt 32)	Seldon St	Old Plains Rd	Windham	27.97	27.71	None	None	None	2	SR
Pleasant St (Rt 32)	John St	Mountain St	Windham	28.64	29.01	Both	Both	Both	2	UR
Stafford Rd (Rt 32)	Jude Ln	Coventry Rd	Mansfield	33.18	33.86					SR
River Rd (Rt 32)	Pinney Hill Rd		Willington	41.03	41.19					SR
S. Main St (Rt 41)	(Private Dr)	Cornwall Bridge Rd (Rt 4)	Sharon	4.13	4.33	1-side	None	None	3	SR
N. Main St (Rt 41)	Cornwall Bridge Rd (Rt 4)	West Main St	Sharon	4.36	4.56		None	None		GU
Gay St (Rt 41)	Calkinstown Rd	Rhynus Rd	Sharon	5.18	5.65	None	None	None	2	SR
N. Brookvale Rd (Rt 42)	Long Hill Rd	King Rd	Cheshire	12.86	13.15		Both	Both	2	SR
Main Rd (Rt 44)	Porter St	Bostwick St	Salisbury	3.14	3.31		Both	Both	2	SC
Center St (Rt 44)	Thomas Dr	Adams St South	Manchester	70.99	71.16		Both	Both	2	GU

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Curb	Plant Strip	Side-walk	Set-back	Land Use
School St (Rt 44)	May St	Providence St (Rt 171)	Putnam	100.12	100.38	Both	None	Both	1	GU
South St (Rt 53)	Coal Pit Hill Rd	Starr Rd	Danbury	21.89	21.63	Both	Both	Both	2	GU
Stratfield Rd (Rt 59)	Cornell Rd	Brooklawn Pkwy (SB)	Fairfield	1.29	1.47	Both	Both	Both	2	SR
Stratfield Rd (Rt 59)	Argonne St	Gate Ridge Rd	Fairfield	2.17	2.45	Both	1-side	1-side	1	SR
Easton Tpke (Rt 59)	Wellner Dr	Shady Brook Rd	Fairfield	3.01	3.33	1-side	None	None	2	SR
South St (Rt 63)	West St	Old South Rd	Litchfield	34.86	34.41		Both	Both	3	SR
North St (Rt 63)	West St	Norfolk Rd	Litchfield	35.03	35.54	None	Both	Both	3	SR
Main St (Rt 66)	Wall St (Rt 316)	Savings Institute	Hebron	26.07	26.47		None	None	3	SC
Main St (Rt 66)	Winter St	Tingley St	Windham	35.41	35.57	Both	None	Both	1	GU
Main St (Rt 66)	High St	North St	Windham	35.74	35.99	Both	None	Both	1	DT
Percival Av (Rt 71)	Near Kenton St	Carbo Lane	Berlin	10.27	10.57	1-side	None	None	2	SR
New Britain Rd (Rt 71)	Langdon Ct	Newton St	Berlin	11.55	12.00	Both	1-side	1-side	2	SC
S Main St (Rt 71)	Veterans Dr	South St	New Britain	12.38	12.56	1-side	Both	Both	2	GU
Stanley St (Rt 71)	Roxbury Rd / Stanley St	Stratford Rd	New Britain	15.12	15.31	Both	Both	Both	2	SR
Stanley St (Rt 71)	Blake Rd	Drury Lane	New Britain	16.00	16.27	Both	Both	Both	2	SR
East Main St (Rt 72)	Horizontal Curve	Lincoln Av	Bristol	6.47	6.88	Both	Both	Both	2	SC
School St (Rt 72)	Main St (Rt 72)	Church St / N Main St	Bristol	9.58	9.70	Both	None	Both	2	
Park St (Rt 72)	Divinity St	Tulip St	Bristol	9.97	10.31	Both	Both	Both	1	GU
Park St (Rt 72)	Tulip St	Muzzy St	Bristol	10.31	10.43	Both	Both	Both	1	GU
Park St (Rt 72)	Dutton St	Spruce St	Bristol	10.55	10.80	Both	Both	Both	1	GU
Wapping Wood Rd (Rt 74)	Grant Rd	Near Eva Circle #1	Ellington	3.65	3.87	Both	1-side	1-side	3	SR
Wapping Wood Rd (Rt 74)	Hillsdale Dr	Windsorville Rd	Ellington	4.00	4.23	Both	None	None	2	SR
Union St (Rt 74)	Rheel St	Orchard St	Vernon	6.04	6.15	Both	None	Both	1	GU
East Main St	Ann St	Snipsic St	Vernon	7.11	7.47		None		1	SR
Tolland Av (Rt 74)	Kingsbury Av		Vernon	7.77	8.05	None	None	None	2	SR
Poquonook Av (Rt 75)	Pigeon Hill Rd	Tiffany Dr	Windsor	0.85	1.07	None	None	None	2	SR
Poquonook Av (Rt 75)	near Hansom Hill Rd	near Hansom Hill Rd	Windsor	2.45	2.60	Both	None	None	3	SR
South Main St (Rt 75)	Kent Av	High St	Suffield	9.46	9.87	None	Both	Both	3	SR
North Main St (Rt 75)	Day Av	(horizontal curve)	Suffield	10.29	10.64	None	Both	Both	3	SR
North St (Rt 75)	Mapleton Av (Rt 190)		Suffield	11.02	11.58					

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Curb	Plant Strip	Side-walk	Set-back	Land Use
N Main St (Rt 75)	Mapleton Av (Rt 190)	Russell St	Suffield	11.02	10.76	1-side	None	None	3	SR
North St (Rt 75)	Halladay	Longview Dr	Windsor	12.07	12.56	Both	Both	Both	3	SR
Whitfield St (Rt 77)	Boston St (Rt 146)	Broad St	Guilford	0.00	0.19	1-side	None	None	3	SR
Church St (Rt 77)	Broad St	Boston Post Rd (US 1)	Guilford	0.25	0.50					
Church St (Rt 77)	Boston Post Rd (US 1)	End of School Prop	Guilford	0.50	0.87	Both	1-side	1-side	1	DT
Foxon Rd (Rt 80)	River Rd	Circle Dr	East Haven	2.75	2.99	Both	Both	Both	2	GU
Foxon Rd (Rt 80)	Edward Rd	Sunset Rd	No Branford	4.29	3.97	1-side	Both	Both	1	GU
Winthrop Rd (Rt 80)	Woodbury Rd	Town Park	Deep River	23.55	23.91	Both	Both	Both	2	GU
Elm St (Rt 80)	Union St	Main St (Rt 154)	Deep River	25.73	25.91	1-side	None	None	3	SR
High St (Rt 81)	Central Av	John St	Clinton	0.16	0.37	None	None	None	3	RU
High St (Rt 81)	Old Mill Rd (De)	PVT Dr B/4 High St	Clinton	0.47	0.63	Both	Both	Both	1	UR
Clinton Rd (Rt 81)	Stevens Rd	Green Hill Rd	Killingworth	5.21	5.57	Both	1-side	1-side	1	SR
Higganum Rd (Rt 81)	Old Bedford Farm Rd	Tooley Rd (Rt 148)	Killingworth	8.00	8.29	Both	1-side	1-side	2	SR
Manchester Rd (Rt 83)	Chimney Sweep Hill Rd	Eastbury Hill Rd	Glastonbury	0.38	0.55	None	None	None	3	SC
Manchester Rd (Rt 83)	Shoddy Mill Rd	(2.063 miles away)	Glastonbury	1.85	2.05	None	None	None	3	SR
Manchester Rd (Rt 83)	Howe St	Fairway Crossing	Glastonbury	3.81	4.11	Both	Both	Both	3	SR
S. Main St (Rt 83)	Fairway Crossing (Pvt)	NA	Manchester	4.55	4.81	Both	1-side	1-side	3	SR
S. Main St (Rt 83)	Jct B/4 Fern St	Golf Course	Manchester	5.47	5.91	Both	None	None	2	SR
S. Main St (Rt 83)	Lakewood Circle South	Spring St	Manchester	6.09	6.28		None	None	3	SR
Main St (Rt 83)	Delmont St (Cds)	Firehouse	Manchester	8.15	8.49	None	None	None	3	SR
Oakland St (Rt 83)	Sheldon Rd	Rachel Rd	Manchester	9.29	9.55	1-side	None	1-side	2	SR
Oakland St (Rt 83)	Tudor La (Pvt)	South St	Manchester	9.63	9.80	Both	Both	Both	2	GU
J Trumbull Hwy (Rt 87)	Samuel Hill Rd	Latham Hill Rd	Columbia	11.12	11.49	Both	Both	Both	2	GU
Hebron Av (Rt 94)	Wickham Rd	Pinnacle Ln	Glastonbury	2.24	2.47	Both	Both	Both	2	GU
Taftville Occum Rd (Rt 97)	DOT Garage	Hooper St	Norwich	2.31	2.78	None	None	None	3	SR
Main St (Rt 97)	River St	Brookside Av	Sprague	4.89	5.30					
Main St (Rt 99)	Evergreen Rd	Court St	Cromwell	2.25	2.63		1-side	1-side	3	SR
Main St (Rt 99)	Court St	Park Place	Cromwell	2.63	2.88				1	GU
Main St (Rt 99)	Evensen Place	Sunset Dr	Cromwell	3.03	3.48				1	UR
Quinnipiac Av (Rt 103)	Hemingway Place	Foxon Hill Rd	New Haven	0.49	0.80	1-side	1-side	1-side	3	SC
Nichols Av (Rt 108)	Montrose Pl	Calfornia St	Stratford	0.13	0.32	Both	1-side	1-side	2	SC
Nichols Av (Rt 108)	Marcroft St	Greenfield Av	Stratford	0.65	0.89	1-side	None	1-side	2	SR

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Curb	Plant Strip	Side-walk	Set-back	Land Use
Branch Rd (Rt 109)	NA	Old Branch Rd #2	Thomaston	20.19	20.52	Both	1-side	1-side	1	GU
Branch Rd (Rt 109)	Old Branch Rd #2	Edgewood Av	Thomaston	20.52	20.88	Both	Both	Both	1	UR
East Main St (Rt 110)	Sunnyside Ter	Wakelee	Stratford	0.50	0.72	Both	Both	Both	2	UR
East Main St (Rt 110)	Evergreen Dr/Diane Ter	Marchant Dr	Stratford	0.76	1.19	Both	None	None	3	RU
Interlaken Rd / Lime Rock Rd (Rt 112)	Sharon Rd (Rt 41)	Town Hill Rd (Pvt)	Salisbury	2.05	2.45	1-side	1-side	1-side	3	SR
Oak Bluff Av (Rt 113)	Stratford Rd	Roundabout	Stratford	2.33	2.60	Both	Both	Both	1	SR
Prospect Dr (RT 113)	Lordship Rd	Ivy/Stratford Rd	Stratford	2.72	3.10	Both	Both	Both	2	SR
Stratford Rd (Rt 113)	Prospect Dr	Short Beach Rd	Stratford	3.10	3.67	None	None	None	3	RU
Main St (Rt 113)	Birdseye St	South Av	Stratford	5.11	5.33	1-side	None	None	2	SR
Main St (Rt 115)	Tremont St	Bridge St	Ansonia	1.62	1.71	1-side	None	None	2	SR
Main St (Rt 115)	Bridge St	Maple St	Ansonia	1.71	1.97		1-side	1-side	2	SR
Slater Av (Rt 138)	Lincoln Sq	Ann St	Jewett City	6.27	6.69	None	Both	Both	2	GU
Elm St (Rt 140)	Ash Dr	Southwest Av /Woodland St	Windsor Lcks	0.54	0.82	Both	None	Both	1	DT
Elm St (Rt 140)	Southwest Av	South Elm St	Windsor Lcks	0.82	1.21	Both	None	Both	1	DT
Elm St (Rt 140)	Briarcliff Dr (De)	South Center St	Windsor Lcks	1.48	1.96	Both	None	Both	1	UR
Maple St (Rt 140)	Church St	School Entrance	Ellington	12.84	13.35	Both	1-side	1-side	2	SR
South Main St (Rt 146)	Eades St	Montowese St	Branford	0.84	1.07	1-side	1-side	1-side	2	SR
Boston St (Rt 146)	Wheaton Av	Lovers Lane	Guilford	11.84	12.08	Both	None	1-side	2	SR
Westchester Rd (Rt 149)	Just after curve (12.10 km)	Pickerel Lake Rd	Colchester	6.38	6.07	None	1-side	1-side	2	SR
Woodhouse Av (Rt 150)	Wheatfield Dr	Harrison Rd	Wallingford	2.18	2.47	Both	1-side	1-side	2	GU
Woodhouse Av (Rt 150)	Liandina Rd	Harrison Av	Wallingford	3.36	2.47	Both	1-side	Both	1	GU
Center St (Rt 150)	Pomeroy Av	N Elm St	Wallingford	4.44	4.65	None	None	None	3	SR
Center St (Rt 150)	South Orchard	South Colony (Rt 5)	Wallingford	4.99	5.16	1-side	1-side	1-side	3	SR
N. Turnpike Rd (Rt 150)	Stetson St	Knollwood Dr	Wallingford	6.45	6.69	Both	None	None	2	SR
Great Hammock Rd (Rt 154)	Old Boston Post Rd	Oyester Pl	Old Saybrook	0.12	0.58	Both	Both	Both	1	GU
College St (Rt 154)	Marina Point Dr	Willard Av	Old Saybrook	4.60	4.88	Both	None	Both	1	DT
College St (Rt 154)	Dana Dr	N Cove Rd	Old Saybrook	4.92	5.17	Both	Both	Both	2	SC
Main St (Rt 154)	Union St	Elm/River St	Deep River	14.01	14.42	Both	1-side	1-side	2	SR
Main St (Rt 154)	Elm/River St	High St	Deep River	14.42	14.57	None	1-side	1-side	3	SR

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Curb	Plant Strip	Side-walk	Set-back	Land Use
Main St (Rt 156)	Pennsylvania Av	Columbus Av	East Lyme	19.01	18.55	None	1-side	1-side	2	SR
Palisado Av (Rt 159)	North Meadow Rd	Old Kennedy Rd	Windsor	4.31	4.93	Both	None	1-side	2	SC
Palisado Av (Rt 159)	Bissellls Ferry Rd (Pvt)	(horizontal curve)	Windsor	4.98	5.39	Both	1-side	Both	1	DT
Palisado Av (Rt 159)	Clapp Rd N	Hayden Station Rd	Windsor Lcks	6.98	6.58	Both	Both	Both	1	DT
Palisado Av (Rt 159)		near Clapp Rd North	Windsor	7.11	7.49	None	None	None	3	SR
North Main St (Rt 159)	Fairview St	Fernwood Dr	Windsor Lcks	9.97	10.11	None	None	None	2	SR
East St S. (Rt 159)	Paper St	Alexander Lane	Suffield	11.63	12.03	None	None	None	3	RU
East St S (Rt 159)	Bridge St	Thrail Av	Suffield	13.00	13.37	None	None	None	2	SR
East St N. (Rt 159)	Thompsonville Rd	Burbank Av	Suffield	14.43	14.60	Both	Both	Both	2	SR
New Britain Av (Rt 160)	Catherine Rd	(horizontal curve)	Rocky Hill	1.95	2.22	None	None	None	3	SR
Elm St (Rt 160)	Griems Rd	Main St (Rt 99)	Rocky Hill	5.17	5.42	None	None	None	3	SR
Pennsylvania Av (Rt 161)	Grand St	Smith St	East Lyme	0.06	0.31	None	None	None	1	SR
New Haven Av (Rt 162)	Mary Ellen Dr	Sparrowbush Lane	Millford	3.79	4.05		None	None	3	SR
Willard Av (Rt 173)	Stanwell Rd (Pvt)	Halleran Dr	Newington	0.60	0.85	1-side	1-side	1-side	2	SR
Willard Av (Rt 173)	New Britain Av	Robbins Av	Newington	1.38	1.74	1-side	1-side	Both	2	UC
Willard Av (Rt 173)	Pheasant Run	Robbins Av	Newington	1.38	1.74		Both	Both	2	SR
Willard Av (Rt 173)	Robbins Av	Wilson Av	Newington	1.74	2.16	Both	1-side	1-side	2	SR
New Britain Av (Rt 174)	Eleanor Pl	Roberts St	Newington	1.84	1.60	Both	1-side	1-side	2	SR
Wells Rd (Rt 175)	Knight St	Wells Farm Dr	Wethersfield	5.33	5.03	Both	1-side	1-side	2	SR
Wells Rd (Rt 175)	Folly Brook Blvd	Knight St	Wethersfield	5.60	5.36	Both	1-side	1-side	2	SR
Wells Rd (Rt 175)	Jay St	Folly Brook Blvd	Wethersfield	5.79	5.60	Both	1-side	1-side	2	SR
Main St (Rt 176)	Northwood Rd	Cheney Ln	Newington	1.64	1.37	Both	Both	Both	2	SR
Main St (Rt 176)	Elleworth St	Kirkham St	Newington	2.09	2.31	Both	Both	Both	2	SR
Hartford Av (Rt 176)	Garvan St	Thomas St	Newington	3.43	3.20		Both	Both	2	SR
S. Washington St (Rt 177)	Duval La	Madeley Ct	Plainville	0.34	0.95	Both	Both	Both	2	SR
S. Washington St (Rt 177)	Madeley Ct	Broad St	Plainville	0.95	1.36	Both	Both	Both	2	SR
Washington St (Rt 177)	Broad St	West Main St (Rt 372)	Plainville	1.36	1.56		1-side	1-side	2	SR
Simsbury Rd (Rt 185)	Tumblebrook La	Mohegan Dr	W Hartford	5.25	5.60		None	None	2	SC
Mapleton Av (Rt 190)	(Horizontal curve)	Wren Dr	Suffield	0.45	0.28		1-side	1-side	2	SR

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Curb	Plant Strip	Side-walk	Set-back	Land Use
Thompsonville Rd (Rt 190)	Quail Run Rd	4th St.	Suffield	0.92	1.24		Both	Both	2	SR
Hazard Av (Rt 190)	Beverly St	Martin Terr	Enfield	5.56	5.74	None	1-side	1-side	2	SR
Main St (Rt 190)	Shaker Rd	Hall Hill Rd (Rt 186)	Somers	8.70	9.05	None	None	None	2	SR
Storrs Rd (Rt 195)	Warrenville Rd (Rt 98)	Bassett Bridge Rd	Mansfield	3.74	3.28	None	None	None	3	SR
Storrs Rd (Rt 195)	East Road	Agronomy Rd	Mansfield	6.02	6.33	None	None	None	1	SR
Storrs Rd (Rt 195)	Private Rd	Rockridge Rd (E-1)	Mansfield	10.44	11.30		1-side	1-side	2	SC
Hopeville Rd (Rt 201)	Near Monroe St	NA	Jewett City	19.35	19.57					SC
East Main St (Rt 201)	Palmer Av	End of Sidewalk	Jewett City	19.89	19.57					SR
New Litchfield St (Rt 202)	Blake St	Earl St	Torrington	43.46	43.61		None	None		RU
East Main St (Rt 202)	Willow St	Main St	Torrington	44.39	44.15					SR
Great Neck Rd (Rt 213)	Jordan Terr.	Pfizer Dr	Waterford	0.07	0.52		None	Both	2	UR
Great Neck Rd (Rt 213)	Pfizer Dr	Breman Rd	Waterford	0.52	1.19		None	Both	2	UR
Great Neck Rd (Rt 213)	Braman Rd	Colonial Dr	Waterford	1.19	0.73	Both	None	Both	1	DT
Ocean Av (Rt 213)	Near School St	Sherman St	New London	5.64	5.47		1-side	1-side	2	SR
Ocean Av (Rt 213)	Faire Harbour Pl	Sunset St	New London	5.83	6.05	None	1-side	1-side	1	SR
N. Main St (Rt 218)	Huron Dr	Miler/Old Meadow Rd	W Hartford	0.50	0.85					SR
South Eagleville Rd (Rt 275)			Mansfield	2.94	2.69			Both	1	GU
South Eagleville Rd (Rt 275)	Maple Rd	(Apartment entrance)	Mansfield	3.52	4.02					GU
Pinney St (Rt 286)	Windermere Av	Private Rd	Ellington	0.89	1.49	None	1-side	1-side	2	SR
Main St (Rt 286)	Tomoka St	Maple St	Ellington	2.60	2.97					RU
E Robbins Av (Rt 287)	Lydall Rd	Kitts Lane #1	Newington	0.38	0.57					SR
Prospect St (Rt 287)	Thornbush Rd	Collier Rd	Wethersfield	1.58	1.76	None	None	None	3	RU
Prospect St (Rt 287)	Olney Rd #1	Griswold Rd	Wethersfield	2.53	2.76		1-side	1-side	2	SR
Prospect St (Rt 287)	Millwoods Park Dr	Harris Hill Rd	Wethersfield	2.96	3.14		1-side	1-side	2	SR
Beaumont Hwy (Rt 289)	Valley Hill Rd	Rafferty Rd	Lebanon	2.76	3.34		1-side	1-side	2	SR
Jordan Lane (Rt 314)	Ridge Crest Circle	Godwin Park Rd	Wethersfield	0.96	1.41		1-side	1-side	2	SR
Townsend Av (Rt 337)	Sound View Ter	Hervey St	New Haven	0.73	1.14		Both	Both	2	SR
Townsend Av (Rt 337)	Concord St	Fort Hale Rd	New Haven	1.50	1.22	None			2	SR
W. Center St (502)	Moore St	Cooper St	Manchester	5.94	6.19		None	1-side	2	SR

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Curb	Plant Strip	Side-walk	Set-back	Land Use
Lake St (Rt 533)	Lydall St	Berkeley Dr	Vernon	1.19	1.62		1-side	1-side	3	SR
Tunnel Rd (Rt 533)	Russell Dr	Old Stone Rd	Vernon	2.39	2.60		Both	Both	2	GU
Norwich Av (SR 616)	Main St (Rt 85)	Pleasant St	Colchester	0.00	0.34		Both	Both	2	GU
Main St (Rt 800)	King St	Scoville St	Torrington	1.67	1.87					SR
Main St (Rt 800)	Linden St	East Albert St	Torrington	2.10	2.28					SR
Thomaston Av (Rt 847)	Plaza Driveway	W. Main St	Waterbury	4.25	3.96		Both	Both	2	GU
Thomaston Av (Rt 847)	Shefield St	Boyden St	Waterbury	6.22	6.10	1-side	None	Both	2	GU
Thomaston Av (Rt 847)	Driggs St	Shefield St	Waterbury	6.32	6.22	Both	None	Both	2	GU
Thomaston Av (Rt 847)	Plaza driveway	Huntingdon Av	Waterbury				None	1-side	2	UC

Table A-4. AADT by Year, 1996 to 2000

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	1996	1997	1998	1999	2000
Jackson St	Ash St	Summit St	Windham							
Boulevard	Mountain Rd	Ridgewood Rd	W Hartford							
Boulevard	Ridgewood Rd	Woodrow St	W Hartford							
Mountain Rd	Hedwig Court	Farmington Av	W Hartford							
Mountain Rd	Flagg Rd	Mountain Farm Rd	W Hartford							
Mountain Rd	Richmond Ln	Fairfield Rd	W Hartford							
Flagg Rd	Coolidge Rd	Blue Ridge Ln	W Hartford							
Asylum Av	Lincoln Av	Trout Brook Dr	W Hartford							
Farmington Av	Trout Brook Dr	Ardmore Rd	W Hartford							
Farmington Av	N. Quaker Ln	Whiting Ln	W Hartford							
Farmington Av	Whiting Ln	Highland St	W Hartford							
Prospect Av	Cone St	Farmington Av	Hartford							
Prospect Av	Asylum Av	Fern St	Hartford							
Prospect Av	Asylum Av	Albany Av	Hartford							
Prospect Av	Farmington Av	West Boulevard	Hartford							
Fern St	Concord St	Steele Rd	W Hartford							
Fern St	N. Quaker Ln	Trout Brook Dr	W Hartford							
Fern St	Clifton Av	Cobbs Rd	W Hartford							
Fern St	Fernbel Lane	Cobbs Rd	W Hartford							
Lake St	Montauk Dr	Phoenix St	Vernon							
Washington St	Phoenix St	Brookview St	Vernon							
Central Av	Hickory St	13th St	Norwich							
Spring Hill Rd	Storrs Rd		Mansfield							
Colony St	Brooks St	Church St	Meriden							
Oakwood Av	Park Rd		W Hartford							
White St	(Driveway b/f garage)	Bates Pl	Danbury							
Deer Hill Rd	Wilson St	Wooster Rd	Danbury							
Main St	Newberry St	Pleasant Rd	So Windsor							
Broadway	Broad St	Chelsea Parade S	Norwich							

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	1996	1997	1998	1999	2000
Fairfield Av	Ansonia St	Fairfield Rd Spur	Hartford							
Fairfield Av	Freeman St	Maple Av	Hartford							
Flatbush Av	Oakwood Av	S. Quaker Ln	W Hartford							
Grand St	State St	Field St	Waterbury							
Main St	Montowese St	Harrison Av	Branford							
Park Rd	S. Quaker Ln	Washington Cir	W Hartford							
Quaker Ln	Farmington Av	Boulevard	W Hartford							
South Quaker Ln	Flatbush Av	Wilfred St	W Hartford							
Asylum Av	Griswold Dr	N. Quaker Lane	W Hartford							
Ella T Grasso Blvd	Glenn Rd	Crescent St	New Haven							
Boston Post Rd (Rt 1)	Mansfield Av	Sedgwick Av	Darien	11.66	11.74					
Boston Post Rd (Rt 1)	Sedgwick Ave	Brookside Rd	Darien	11.74	11.95	15400	15400	15400	15400	15400
Boston Post Rd (Rt 1)	Brookside Rd	Old King Hwy N	Darien	11.98	12.27	15400	15400	15400	15400	15400
North Av (Rt 1)	James St	Oak St	Bridgeport	29.26	29.57	19200	19200	19200	19200	19200
North Av (Rt 1)	Catherine St #2	Fairmount St	Bridgeport	29.67	29.85	16700	16700	16700	16700	16700
Bridgeport Av (Rt 1)	Kerema Av	Spring St	Millford	35.53	35.71	16700	16700	16700	16700	16700
Columbus Av (Rt 1)	Davenport Av	West St	New Haven	46.69	47.06	20500	20500	20500	20500	20500
North Main St (Rt 1)	Cherry Hill Rd	Liesi Lane	Branford	54.32	54.55	5400	5400	5400	5400	5400
North Main St (Rt 1)	Cedar St	Ivy St	Branford	54.81	55.02	17100	17100	17100	17100	17100
North Main St (Rt 1)	Ivy St	Pvt Dr	Branford	55.02	55.27	12700	12700	12700	12700	12700
Boston Post Rd (Rt 1)	River St	Fair St/Cherry St	Guilford	62.83	62.98	12700	12700	12700	12700	12700
Boston Post Rd (Rt 1)	Village Walk	Dunkin Donut Exit	Guilford	63.59	63.97	11100	11100	11100	11100	11100
Boston Post Rd (Rt 1)	(horizontal curve)	Old Post Rd	Madison	66.46	66.83	13800	13800	13800	13800	13800
Boston Post Rd (Rt 1)	Britton lane	Island Av	Madison	67.49	67.72	10000	10000	10000	10000	10000
Boston Post Rd (Rt 1)	Wall St	Scotland Av	Madison	68.07	68.30	10000	10000	10000	10000	10000
East Main St (Rt 1)	Waterside Ln	Morgan Park	Clinton	72.06	72.16	7700	7700	7700	7700	7700
Boston Post Rd (Rt 1)	309 Boston Post Rd	Springbrook Rd	Old Saybrook	81.28	81.58	15500	15500	15500	15500	15500
Boston Post Rd (Rt 1)	After Townwoods Rd	B/4 Grassy Hill Rd	Old Lyme	86.57	86.70	15400	15400	15400	15400	15400
Bank St (Rt 1)	Backwith St	Braemer Pl (De)	New London	98.32	98.50	5500	5500	5500	5500	5500
Boston Post Rd (Rt 1)	Guilford Med Bldg Exit	Op East Creek	Guilford			14000	14000	14000	14000	14000
Newfield St (Rt 3)	Rose Circle WB	Congdon St E	Middletown	0.76	1.12					
Shunpike Rd (Rt 3)	Court St	Freihofers Bakery Dr	Cromwell	4.78	5.05	16200	16200	16200	16200	16200
Cromwell Av (Rt 3)	Shunpike Business Ctr	Inwood Rd	Rocky Hill	5.63	5.80	10100	10100	10100	10100	10100

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	1996	1997	1998	1999	2000
Maple St (Rt 3)	Harvest Lane	Westerly Terr	Rocky Hill	7.66	7.88	10100	10100	10100	10100	10100
Maple St (Rt 3)	Sandy Dr	Hang Dog Lane	Rocky Hill	7.92	8.19	9600	9600	9600	9600	9600
Maple St (Rt 3)	Gilbert Av	Two Stone Dr	Wethersfield	8.41	8.96	9600	9600	9600	9600	9600
Maple St (Rt 3)	Griswold Rd	Butler St (One way)	Wethersfield	9.01	9.29	9600	9600	9600	9600	9600
Maple St (Rt 3)	Kimball Rd	Charter Rd	Wethersfield	9.44	9.69	8400	8400	8400	8400	8400
Newsfield St (Rt 3)	Wilderman's Way		Middletown			8400	8400	8400	8400	8400
Sharon Tpke (Rt 4)	Bartholomew Rd	(horizontal curve)	Goshen	14.00	14.44					
Sharon Tpke (Rt 4)	School Hill Rd	West St	Goshen	16.52	16.92	2700	2700	2700	2700	2700
Migeon Av (Rt 4)	Gardenhurst Av		Torrington	22.34	22.51	5400	5400	5400	5400	5400
North Elm St (Rt 4)	Migeon Av	Eagle St	Torrington	22.89	23.23	11800	11800	11800	11800	11800
Main St	Rourke Pl	Elm St	Farmington	38.39	38.67	10500	10500	10500	10500	10500
Farmington Av	W. Avon Rd (Rt 167)	Beyond Walnut St	Farmington	39.10	39.47	12400	12400	12400	12400	12400
State St (Rt 5)	Edmund St	London Dr	Hamden	1.76	2.04	18000	18000	18000	18000	18000
State St (Rt 5)	Fernwood Dr	Foote St	Hamden	2.23	2.62	8800	8800	8800	8800	8800
State St (Rt 5)	Stevens St	Daniel Rd	Hamden	2.71	3.08	8800	8800	8800	8800	8800
S. Colony St (Rt 5)	Ward St	Prince St	Wallingford	11.09	11.31	8800	8800	8800	8800	8800
N. Colony St (Rt 5)	Church St	Christian St	Wallingford	11.55	11.82	10600	10600	10600	10600	10600
N. Colony St (Rt 5)	Wallace Row	North St	Wallingford	11.87	12.14	16500	16500	16500	16500	16500
S. Broad St (Rt 5)	Green Rd	Layman Av	Meriden	15.60	15.90	16500	16500	16500	16500	16500
S. Broad St (Rt 5)	Hall Av	Gale Av	Meriden	16.06	16.45	14700	14700	14700	14700	14700
Broad St (Rt 5)	Ann St	Silver St	Meriden	16.47	16.70	12600	12600	12600	12600	12600
Broad St (Rt 5)	Atkins St	Sherman Av	Meriden	17.98	18.18	12600	12600	12600	12600	12600
N Broad St (Rt 5)	Clark St	Golden St	Meriden	18.55	18.77	17500	17500	17500	17500	17500
King St	Depot Hill Rd	AT&T Entrance	Enfield	48.60	48.92	10900	10900	10900	10900	10900
Enfield St (Rt 5)	Orbit Dr	Post Office Rd	Enfield	50.38	50.76	9100	9100	9100	9100	9100
Enfield St (Rt 5)	Enfield Terr	Fairview Av	Enfield	51.32	51.91	14300	14300	14300	14300	14300
Fitch St (Rt 10)	Crescent St.	Dyer St.	New Haven	3.79	3.98	14300	14300	14300	14300	14300
Arch St (Rt 10) Local	Wamer St	Alstrum St	Hamden	4.77	4.94	13200	13200	13200	13200	13200
S. Main St (Rt 10)	Bradford Dr	Cook Hill Rd	Cheshire	14.31	14.72					
S Main St (Rt 10)	Bradford Dr	Mt Sanford Rd	Cheshire	14.31	14.02					
S. Main St (Rt 10)	Cook Hill Rd	Brentwood Dr.	Cheshire	14.72	15.53					
South Main St (Rt 10)	Werking St	Buckland St	Southington	22.65	23.00	21400	21400	21400	21400	21400
Hopmeadow St (Rt 10)	Plank Hill Rd	Seminary Rd	Simsbury	45.30	45.66	6200	6200	6200	6200	6200

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	1996	1997	1998	1999	2000
Laurel Hill Rd (Rt 12)	Hillcrest Rd	Ridgewood Dr	Norwich	10.28	10.50					
N. Main St (Rt 12)	East Main St	Russell St	Jewett City	21.05	21.51	8000	8000	8000	8000	8000
Middletown Av (Rt 17)	Flint St	Cross St	New Haven	1.10	0.82	7100	7100	7100	7100	7100
Main St (Rt 17)	Old Maids Lane	Great Pond Rd (Pvt)	Glastonbury	30.89	31.30	10000	10000	10000	10000	10000
Ellington Rd (Rt 30)	Overpass (I-291)	1.64 km b/f Chapel Rd	So Windsor	0.55	0.74	8500	8500	8500	8500	8500
Ellington Rd (Rt 30)	Chapel Rd (1.640km)	Parkview Dr	So Windsor	0.86	1.40	5500	5500	5500	5500	5500
Ellington Rd (Rt 30)	Northview Dr	Lakewood Dr (Pvt)	So Windsor	1.57	1.90					
Hartford Turnpike (Rt 30)	Mt. Vernon Dr	South St	Vernon	11.50	11.95					
Hartford Turnpike (Rt 30)	(Tolland Town Line)	(Industrial Park)	Vernon	12.55	12.71	6800	6800	6800	6800	6800
Grove St (Rt 31)	Fern St	Hale St Ext.	Vernon	0.36	0.65	13300	13300	13300	13300	13300
Bread & Milk St (Rt 31)	N. School Rd	Zeya Dr	Coventry	4.76	4.24	8800	8800	8800	8800	8800
Main St (Rt 31)	Wright Mill Rd	Dunkin Donuts	Coventry	7.05	7.23	4000	4000	4000	4000	4000
Main St (Rt 31)	Talcott Hill Rd	Dexter Rd	Coventry	8.38	8.14	9100	9100	9100	9100	9100
Main St (Rt 31)	Beverly Tr	Sam Green Rd	Coventry	8.87	8.62	9100	9100	9100	9100	9100
Main St (Rt 31)	Monument Hill Rd	Mason St	Coventry	11.25	11.53	9100	9100	9100	9100	9100
Main St (Rt 31)	Plains Rd	South St Ext	Coventry	13.05	13.30	700	700	700	700	700
West Thames (Rt 32)	Dunham St	Brown St	Norwich	11.25	11.52	5100	5100	5100	5100	5100
Washington St (Rt 2/32)	Taylor Dr	Chelsea Parade S	Norwich	12.91	13.07					
Windham Rd (Rt 32)	Seldon St	Old Plains Rd	Windham	27.97	27.71					
Pleasant St (Rt 32)	John St	Mountain St	Windham	28.64	29.01	14700	14700	14700	14700	14700
Stafford Rd (Rt 32)	Jude Ln	Coventry Rd	Mansfield	33.18	33.86	9200	9200	9200	9200	9200
River Rd (Rt 32)	Pinney Hill Rd		Willington	41.03	41.19					
S. Main St (Rt 41)	(Private Dr)	Cornwall Bridge Rd (Rt 4)	Sharon	4.13	4.33					
N. Main St (Rt 41)	Cornwall Bridge Rd (Rt 4)	West Main St	Sharon	4.36	4.56	2100	2100	2100	2100	2100
Gay St (Rt 41)	Calkinstown Rd	Rhynus Rd	Sharon	5.18	5.65	5400	5400	5400	5400	5400
N. Brookvale Rd (Rt 42)	Long Hill Rd	King Rd	Cheshire	12.86	13.15	4200	4200	4200	4200	4200
Main Rd (Rt 44)	Porter St	Bostwick St	Salisbury	3.14	3.31					
Center St (Rt 44)	Thomas Dr	Adams St South	Manchester	70.99	71.16	8300	8300	8300	8300	8300

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	1996	1997	1998	1999	2000
School St (Rt 44)	May St	Providence St (Rt 171)	Putnam	100.12	100.38	7800	7800	7800	7800	7800
South St (Rt 53)	Coal Pit Hill Rd	Starr Rd	Danbury	21.89	21.63	7100	7100	7100	7100	7100
Stratfield Rd (Rt 59)	Cornell Rd	Brooklawn Pkwy (SB)	Fairfield	1.29	1.47	13000	13000	13000	13000	13000
Stratfield Rd (Rt 59)	Argonne St	Gate Ridge Rd	Fairfield	2.17	2.45	10000	10000	10000	10000	10000
Easton Tpke (Rt 59)	Wellner Dr	Shady Brook Rd	Fairfield	3.01	3.33	13100	13100	13100	13100	13100
South St (Rt 63)	West St	Old South Rd	Litchfield	34.86	34.41	13100	13100	13100	13100	13100
North St (Rt 63)	West St	Norfolk Rd	Litchfield	35.03	35.54	5100	5100	5100	5100	5100
Main St (Rt 66)	Wall St (Rt 316)	Savings Institute	Hebron	26.07	26.47					
Main St (Rt 66)	Winter St	Tingley St	Windham	35.41	35.57					
Main St (Rt 66)	High St	North St	Windham	35.74	35.99					
Percival Av (Rt 71)	Near Kenton St	Carbo Lane	Berlin	10.27	10.57					
New Britain Rd (Rt 71)	Langdon Ct	Newton St	Berlin	11.55	12.00	2900	2900	2900	2900	2900
S Main St (Rt 71)	Veterans Dr	South St	New Britain	12.38	12.56	10100	10100	10100	10100	10100
Stanley St (Rt 71)	Roxbury Rd / Stanley St	Stratford Rd	New Britain	15.12	15.31	7900	7900	7900	7900	7900
Stanley St (Rt 71)	Blake Rd	Drury Lane	New Britain	16.00	16.27	7600	7600	7600	7600	7600
East Main St (Rt 72)	Horizontal Curve	Lincoln Av	Bristol	6.47	6.88	11700	11700	11700	11700	11700
School St (Rt 72)	Main St (Rt 72)	Church St / N Main St	Bristol	9.58	9.70	16100	16100	16100	16100	16100
Park St (Rt 72)	Divinity St	Tulip St	Bristol	9.97	10.31	11800	11800	11800	11800	11800
Park St (Rt 72)	Tulip St	Muzzy St	Bristol	10.31	10.43	9400	9400	9400	9400	9400
Park St (Rt 72)	Dutton St	Spruce St	Bristol	10.55	10.80	9400	9400	9400	9400	9400
Wapping Wood Rd (Rt 74)	Grant Rd	Near Eva Circle #1	Ellington	3.65	3.87	9400	9400	9400	9400	9400
Wapping Wood Rd (Rt 74)	Hillsdale Dr	Windsorville Rd	Ellington	4.00	4.23	4200	4200	4200	4200	4200
Union St (Rt 74)	Rheel St	Orchard St	Vernon	6.04	6.15	4200	4200	4200	4200	4200
East Main St	Ann St	Snipsic St	Vernon	7.11	7.47	13300	13300	13300	13300	13300
Tolland Av (Rt 74)	Kingsbury Av		Vernon	7.77	8.05	4100	4100	4100	4100	4100
Poquonook Av (Rt 75)	Pigeon Hill Rd	Tiffany Dr	Windsor	0.85	1.07	4100	4100	4100	4100	4100
Poquonook Av (Rt 75)	near Hansom Hill Rd	near Hansom Hill Rd	Windsor	2.45	2.60	6600	6600	6600	6600	6600
South Main St (Rt 75)	Kent Av	High St	Suffield	9.46	9.87	8800	8800	8800	8800	8800
North Main St (Rt 75)	Day Av	(horizontal curve)	Suffield	10.29	10.64	12800	12800	12800	12800	12800
North St (Rt 75)	Mapleton Av (Rt 190)		Suffield	11.02	11.58					

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	1996	1997	1998	1999	2000
N Main St (Rt 75)	Mapleton Av (Rt 190)	Russell St	Suffield	11.02	10.76					
North St (Rt 75)	Halladay	Longview Dr	Windsor	12.07	12.56	6600	6600	6600	6600	6600
Whitfield St (Rt 77)	Boston St (Rt 146)	Broad St	Guilford	0.00	0.19	10700	10700	10700	10700	10700
Church St (Rt 77)	Broad St	Boston Post Rd (US 1)	Guilford	0.25	0.50	6600	6600	6600	6600	6600
Church St (Rt 77)	Boston Post Rd (US 1)	End of School Prop	Guilford	0.50	0.87					
Foxon Rd (Rt 80)	River Rd	Circle Dr	East Haven	2.75	2.99	6900	6900	6900	6900	6900
Foxon Rd (Rt 80)	Edward Rd	Sunset Rd	No Branford	4.29	3.97	5600	5600	5600	5600	5600
Winthrop Rd (Rt 80)	Woodbury Rd	Town Park	Deep River	23.55	23.91	11000	11000	11000	11000	11000
Elm St (Rt 80)	Union St	Main St (Rt 154)	Deep River	25.73	25.91	14000	14000	14000	14000	14000
High St (Rt 81)	Central Av	John St	Clinton	0.16	0.37	14300	14300	14300	14300	14300
High St (Rt 81)	Old Mill Rd (De)	PVT Dr B/4 High St	Clinton	0.47	0.63	5100	5100	5100	5100	5100
Clinton Rd (Rt 81)	Stevens Rd	Green Hill Rd	Killingworth	5.21	5.57					
Higganum Rd (Rt 81)	Old Bedford Farm Rd	Tooley Rd (Rt 148)	Killingworth	8.00	8.29	8800	8800	8800	8800	8800
Manchester Rd (Rt 83)	Chimney Sweep Hill Rd	Eastbury Hill Rd	Glastonbury	0.38	0.55	8800	8800	8800	8800	8800
Manchester Rd (Rt 83)	Shoddy Mill Rd	(2.063 miles away)	Glastonbury	1.85	2.05	5900	5900	5900	5900	5900
Manchester Rd (Rt 83)	Howe St	Fairway Crossing	Glastonbury	3.81	4.11	8100	8100	8100	8100	8100
S. Main St (Rt 83)	Fairway Crossing (Pvt)	NA	Manchester	4.55	4.81	5400	5400	5400	5400	5400
S. Main St (Rt 83)	Jct B/4 Fern St	Golf Course	Manchester	5.47	5.91	5400	5400	5400	5400	5400
S. Main St (Rt 83)	Lakewood Circle South	Spring St	Manchester	6.09	6.28	6300	6300	6300	6300	6300
Main St (Rt 83)	Delmont St (Cds)	Firehouse	Manchester	8.15	8.49	6300	6300	6300	6300	6300
Oakland St (Rt 83)	Sheldon Rd	Rachel Rd	Manchester	9.29	9.55	6300	6300	6300	6300	6300
Oakland St (Rt 83)	Tudor La (Pvt)	South St	Manchester	9.63	9.80	7600	7600	7600	7600	7600
J Trumbull Hwy (Rt 87)	Samuel Hill Rd	Latham Hill Rd	Columbia	11.12	11.49	13300	13300	13300	13300	13300
Hebron Av (Rt 94)	Wickham Rd	Pinnacle Ln	Glastonbury	2.24	2.47	16200	16200	16200	16200	16200
Taftville Occum Rd (Rt 97)	DOT Garage	Hooper St	Norwich	2.31	2.78	16200	16200	16200	16200	16200
Main St (Rt 97)	River St	Brookside Av	Sprague	4.89	5.30	3000	3000	3000	3000	3000
Main St (Rt 99)	Evergreen Rd	Court St	Cromwell	2.25	2.63					
Main St (Rt 99)	Court St	Park Place	Cromwell	2.63	2.88	14900	14900	14900	14900	14900
Main St (Rt 99)	Evensen Place	Sunset Dr	Cromwell	3.03	3.48					
Quinnipiac Av (Rt 103)	Hemingway Place	Foxon Hill Rd	New Haven	0.49	0.80					
Nichols Av (Rt 108)	Montrose Pl	Calfornia St	Stratford	0.13	0.32	9900	9900	9900	9900	9900
Nichols Av (Rt 108)	Marcroft St	Greenfield Av	Stratford	0.65	0.89	7100	7100	7100	7100	7100

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	1996	1997	1998	1999	2000
Branch Rd (Rt 109)	NA	Old Branch Rd #2	Thomaston	20.19	20.52	7100	7100	7100	7100	7100
Branch Rd (Rt 109)	Old Branch Rd #2	Edgewood Av	Thomaston	20.52	20.88	8800	8800	8800	8800	8800
East Main St (Rt 110)	Sunnyside Ter	Wakelee	Stratford	0.50	0.72	10900	10900	10900	10900	10900
East Main St (Rt 110)	Evergreen Dr/Diane Ter	Marchant Dr	Stratford	0.76	1.19	13700	13700	13700	13700	13700
Interlaken Rd / Lime Rock Rd (Rt 112)	Sharon Rd (Rt 41)	Town Hill Rd (Pvt)	Salisbury	2.05	2.45	6500	6500	6500	6500	6500
Oak Bluff Av (Rt 113)	Stratford Rd	Roundabout	Stratford	2.33	2.60	6500	6500	6500	6500	6500
Prospect Dr (RT 113)	Lordship Rd	Ivy/Stratford Rd	Stratford	2.72	3.10	10700	10700	10700	10700	10700
Stratford Rd (Rt 113)	Prospect Dr	Short Beach Rd	Stratford	3.10	3.67	10700	10700	10700	10700	10700
Main St (Rt 113)	Birdseye St	South Av	Stratford	5.11	5.33	2100	2100	2100	2100	2100
Main St (Rt 115)	Tremont St	Bridge St	Ansonia	1.62	1.71	1700	1700	1700	1700	1700
Main St (Rt 115)	Bridge St	Maple St	Ansonia	1.71	1.97	1700	1700	1700	1700	1700
Slater Av (Rt 138)	Lincoln Sq	Ann St	Jewett City	6.27	6.69	4600	4600	4600	4600	4600
Elm St (Rt 140)	Ash Dr	Southwest Av /Woodland St	Windsor Lcks	0.54	0.82	10300	10300	10300	10300	10300
Elm St (Rt 140)	Southwest Av	South Elm St	Windsor Lcks	0.82	1.21	6700	6700	6700	6700	6700
Elm St (Rt 140)	Briarcliff Dr (De)	South Center St	Windsor Lcks	1.48	1.96	7400	7400	7400	7400	7400
Maple St (Rt 140)	Church St	School Entrance	Ellington	12.84	13.35	6900	6900	6900	6900	6900
South Main St (Rt 146)	Eades St	Montowese St	Branford	0.84	1.07	7100	7100	7100	7100	7100
Boston St (Rt 146)	Wheaton Av	Lovers Lane	Guilford	11.84	12.08	7100	7100	7100	7100	7100
Westchester Rd (Rt 149)	Just after curve (12.10 km)	Pickerel Lake Rd	Colchester	6.38	6.07	7100	7100	7100	7100	7100
Woodhouse Av (Rt 150)	Wheatfield Dr	Harrison Rd	Wallingford	2.18	2.47	4200	4200	4200	4200	4200
Woodhouse Av (Rt 150)	Liandina Rd	Harrison Av	Wallingford	3.36	2.47	4900	4900	4900	4900	4900
Center St (Rt 150)	Pomeroy Av	N Elm St	Wallingford	4.44	4.65	5300	5300	5300	5300	5300
Center St (Rt 150)	South Orchard	South Colony (Rt 5)	Wallingford	4.99	5.16	4600	4600	4600	4600	4600
N. Turnpike Rd (Rt 150)	Stetson St	Knollwood Dr	Wallingford	6.45	6.69	3800	3800	3800	3800	3800
Great Hammock Rd (Rt 154)	Old Boston Post Rd	Oyester Pl	Old Saybrook	0.12	0.58	7400	7400	7400	7400	7400
College St (Rt 154)	Marina Point Dr	Willard Av	Old Saybrook	4.60	4.88	10500	10500	10500	10500	10500
College St (Rt 154)	Dana Dr	N Cove Rd	Old Saybrook	4.92	5.17	10500	10500	10500	10500	10500
Main St (Rt 154)	Union St	Elm/River St	Deep River	14.01	14.42	15800	15800	15800	15800	15800
Main St (Rt 154)	Elm/River St	High St	Deep River	14.42	14.57	4400	4400	4400	4400	4400

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	1996	1997	1998	1999	2000
Main St (Rt 156)	Pennsylvania Av	Columbus Av	East Lyme	19.01	18.55	5300	5300	5300	5300	5300
Palisado Av (Rt 159)	North Meadow Rd	Old Kennedy Rd	Windsor	4.31	4.93	5300	5300	5300	5300	5300
Palisado Av (Rt 159)	Bissellls Ferry Rd (Pvt)	(horizontal curve)	Windsor	4.98	5.39	6400	6400	6400	6400	6400
Palisado Av (Rt 159)	Clapp Rd N	Hayden Station Rd	Windsor Lcks	6.98	6.58	7200	7200	7200	7200	7200
Palisado Av (Rt 159)		near Clapp Rd North	Windsor	7.11	7.49	10100	10100	10100	10100	10100
North Main St (Rt 159)	Fairview St	Fernwood Dr	Windsor Lcks	9.97	10.11	4400	4400	4400	4400	4400
East St S. (Rt 159)	Paper St	Alexander Lane	Suffield	11.63	12.03	4400	4400	4400	4400	4400
East St S (Rt 159)	Bridge St	Thrail Av	Suffield	13.00	13.37	3200	3200	3200	3200	3200
East St N. (Rt 159)	Thompsonville Rd	Burbank Av	Suffield	14.43	14.60	3200	3200	3200	3200	3200
New Britain Av (Rt 160)	Catherine Rd	(horizontal curve)	Rocky Hill	1.95	2.22	8200	8200	8200	8200	8200
Elm St (Rt 160)	Griems Rd	Main St (Rt 99)	Rocky Hill	5.17	5.42	8200	8200	8200	8200	8200
Pennsylvania Av (Rt 161)	Grand St	Smith St	East Lyme	0.06	0.31	8200	8200	8200	8200	8200
New Haven Av (Rt 162)	Mary Ellen Dr	Sparrowbush Lane	Millford	3.79	4.05	6300	6300	6300	6300	6300
Willard Av (Rt 173)	Stanwell Rd (Pvt)	Halleran Dr	Newington	0.60	0.85	8400	8400	8400	8400	8400
Willard Av (Rt 173)	New Britain Av	Robbins Av	Newington	1.38	1.74	6800	6800	6800	6800	6800
Willard Av (Rt 173)	Pheasant Run	Robbins Av	Newington	1.38	1.74	9700	9700	9700	9700	9700
Willard Av (Rt 173)	Robbins Av	Wilson Av	Newington	1.74	2.16	9300	9300	9300	9300	9300
New Britain Av (Rt 174)	Eleanor Pl	Roberts St	Newington	1.84	1.60	10500	10500	10500	10500	10500
Wells Rd (Rt 175)	Knight St	Wells Farm Dr	Wethersfield	5.33	5.03	11000	11000	11000	11000	11000
Wells Rd (Rt 175)	Folly Brook Blvd	Knight St	Wethersfield	5.60	5.36	11000	11000	11000	11000	11000
Wells Rd (Rt 175)	Jay St	Folly Brook Blvd	Wethersfield	5.79	5.60	11000	11000	11000	11000	11000
Main St (Rt 176)	Northwood Rd	Cheney Ln	Newington	1.64	1.37	12600	12600	12600	12600	12600
Main St (Rt 176)	Elleworth St	Kirkham St	Newington	2.09	2.31	11100	11100	11100	11100	11100
Hartford Av (Rt 176)	Garvan St	Thomas St	Newington	3.43	3.20	11100	11100	11100	11100	11100
S. Washington St (Rt 177)	Duval La	Madeley Ct	Plainville	0.34	0.95	11100	11100	11100	11100	11100
S. Washington St (Rt 177)	Madeley Ct	Broad St	Plainville	0.95	1.36	12900	12900	12900	12900	12900
Washington St (Rt 177)	Broad St	West Main St (Rt 372)	Plainville	1.36	1.56	14300	14300	14300	14300	14300
Simsbury Rd (Rt 185)	Tumblebrook La	Mohegan Dr	W Hartford	5.25	5.60	8200	8200	8200	8200	8200
Mapleton Av (Rt 190)	(Horizontal curve)	Wren Dr	Suffield	0.45	0.28	5000	5000	5000	5000	5000

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	1996	1997	1998	1999	2000
Thompsonville Rd (Rt 190)	Quail Run Rd	4th St.	Suffield	0.92	1.24	5000	5000	5000	5000	5000
Hazard Av (Rt 190)	Beverly St	Martin Terr	Enfield	5.56	5.74	7100	7100	7100	7100	7100
Main St (Rt 190)	Shaker Rd	Hall Hill Rd (Rt 186)	Somers	8.70	9.05	8100	8100	8100	8100	8100
Storrs Rd (Rt 195)	Warrenville Rd (Rt 98)	Bassett Bridge Rd	Mansfield	3.74	3.28	4400	4400	4400	4400	4400
Storrs Rd (Rt 195)	East Road	Agronomy Rd	Mansfield	6.02	6.33	4400	4400	4400	4400	4400
Storrs Rd (Rt 195)	Private Rd	Rockridge Rd (E-1)	Mansfield	10.44	11.30	21100	21100	21100	21100	21100
Hopeville Rd (Rt 201)	Near Monroe St	NA	Jewett City	19.35	19.57	13300	13300	13300	13300	13300
East Main St (Rt 201)	Palmer Av	End of Sidewalk	Jewett City	19.89	19.57	12500	12500	12500	12500	12500
New Litchfield St (Rt 202)	Blake St	Earl St	Torrington	43.46	43.61	12300	12300	12300	12300	12300
East Main St (Rt 202)	Willow St	Main St	Torrington	44.39	44.15	11100	11100	11100	11100	11100
Great Neck Rd (Rt 213)	Jordan Terr.	Pfizer Dr	Waterford	0.07	0.52	2900	2900	2900	2900	2900
Great Neck Rd (Rt 213)	Pfizer Dr	Breman Rd	Waterford	0.52	1.19	2900	2900	2900	2900	2900
Great Neck Rd (Rt 213)	Braman Rd	Colonial Dr	Waterford	1.19	0.73	6800	6800	6800	6800	6800
Ocean Av (Rt 213)	Near School St	Sherman St	New London	5.64	5.47	17900	17900	17900	17900	17900
Ocean Av (Rt 213)	Faire Harbour Pl	Sunset St	New London	5.83	6.05	8000	8000	8000	8000	8000
N. Main St (Rt 218)	Huron Dr	Miler/Old Meadow Rd	W Hartford	0.50	0.85	8000	8000	8000	8000	8000
South Eagleville Rd (Rt 275)			Mansfield	2.94	2.69					
South Eagleville Rd (Rt 275)	Maple Rd	(Apartment entrance)	Mansfield	3.52	4.02	11500	11500	11500	11500	11500
Pinney St (Rt 286)	Windermere Av	Private Rd	Ellington	0.89	1.49	15600	15600	15600	15600	15600
Main St (Rt 286)	Tomoka St	Maple St	Ellington	2.60	2.97	14700	14700	14700	14700	14700
E Robbins Av (Rt 287)	Lydall Rd	Kitts Lane #1	Newington	0.38	0.57					
Prospect St (Rt 287)	Thornbush Rd	Collier Rd	Wethersfield	1.58	1.76	5200	5200	5200	5200	5200
Prospect St (Rt 287)	Olney Rd #1	Griswold Rd	Wethersfield	2.53	2.76	6700	6700	6700	6700	6700
Prospect St (Rt 287)	Millwoods Park Dr	Harris Hill Rd	Wethersfield	2.96	3.14	3500	3500	3500	3500	3500
Beaumont Hwy (Rt 289)	Valley Hill Rd	Rafferty Rd	Lebanon	2.76	3.34	13700	13700	13700	13700	13700
Jordan Lane (Rt 314)	Ridge Crest Circle	Godwin Park Rd	Wethersfield	0.96	1.41	12000	12000	12000	12000	12000
Townsend Av (Rt 337)	Sound View Ter	Hervey St	New Haven	0.73	1.14	12000	12000	12000	12000	12000
Townsend Av (Rt 337)	Concord St	Fort Hale Rd	New Haven	1.50	1.22	13200	13200	13200	13200	13200
W. Center St (502)	Moore St	Cooper St	Manchester	5.94	6.19	4000	4000	4000	4000	4000

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	1996	1997	1998	1999	2000
Lake St (Rt 533)	Lydall St	Berkeley Dr	Vernon	1.19	1.62	8800	8800	8800	8800	8800
Tunnel Rd (Rt 533)	Russell Dr	Old Stone Rd	Vernon	2.39	2.60	8900	8900	8900	8900	8900
Norwich Av (SR 616)	Main St (Rt 85)	Pleasant St	Colchester	0.00	0.34	8900	8900	8900	8900	8900
Main St (Rt 800)	King St	Scoville St	Torrington	1.67	1.87					
Main St (Rt 800)	Linden St	East Albert St	Torrington	2.10	2.28					
Thomaston Av (Rt 847)	Plaza Driveway	W. Main St	Waterbury	4.25	3.96					
Thomaston Av (Rt 847)	Shefield St	Boyden St	Waterbury	6.22	6.10	6100	6100	6100	6100	6100
Thomaston Av (Rt 847)	Driggs St	Shefield St	Waterbury	6.32	6.22	7200	7200	7200	7200	7200
Thomaston Av (Rt 847)	Plaza driveway	Huntingdon Av	Waterbury			9200	9200	9200	9200	9200

Table A-5. AADT by Year, 2001 to 2004 and Average

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	2001	2002	2003	2004	Ave.
Jackson St	Ash St	Summit St	Windham							
Boulevard	Mountain Rd	Ridgewood Rd	W Hartford							
Boulevard	Ridgewood Rd	Woodrow St	W Hartford							
Mountain Rd	Hedwig Court	Farmington Av	W Hartford							
Mountain Rd	Flagg Rd	Mountain Farm Rd	W Hartford							
Mountain Rd	Richmond Ln	Fairfield Rd	W Hartford							
Flagg Rd	Coolidge Rd	Blue Ridge Ln	W Hartford							
Asylum Av	Lincoln Av	Trout Brook Dr	W Hartford							
Farmington Av	Trout Brook Dr	Ardmore Rd	W Hartford							
Farmington Av	N. Quaker Ln	Whiting Ln	W Hartford							
Farmington Av	Whiting Ln	Highland St	W Hartford							
Prospect Av	Cone St	Farmington Av	Hartford							
Prospect Av	Asylum Av	Fern St	Hartford							
Prospect Av	Asylum Av	Albany Av	Hartford							
Prospect Av	Farmington Av	West Boulevard	Hartford							
Fern St	Concord St	Steele Rd	W Hartford							
Fern St	N. Quaker Ln	Trout Brook Dr	W Hartford							
Fern St	Clifton Av	Cobbs Rd	W Hartford							
Fern St	Fernbel Lane	Cobbs Rd	W Hartford							
Lake St	Montauk Dr	Phoenix St	Vernon							
Washington St	Phoenix St	Brookview St	Vernon							
Central Av	Hickory St	13th St	Norwich							
Spring Hill Rd	Storrs Rd		Mansfield							
Colony St	Brooks St	Church St	Meriden							
Oakwood Av	Park Rd		W Hartford							
White St	(Driveway b/f garage)	Bates Pl	Danbury							
Deer Hill Rd	Wilson St	Wooster Rd	Danbury							
Main St	Newberry St	Pleasant Rd	So Windsor							
Broadway	Broad St	Chelsea Parade S	Norwich							

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	2001	2002	2003	2004	Ave.
Fairfield Av	Ansonia St	Fairfield Rd Spur	Hartford							
Fairfield Av	Freeman St	Maple Av	Hartford							
Flatbush Av	Oakwood Av	S. Quaker Ln	W Hartford							
Grand St	State St	Field St	Waterbury							
Main St	Montowese St	Harrison Av	Branford							
Park Rd	S. Quaker Ln	Washington Cir	W Hartford							
Quaker Ln	Farmington Av	Boulevard	W Hartford							
South Quaker Ln	Flatbush Av	Wilfred St	W Hartford							
Asylum Av	Griswold Dr	N. Quaker Lane	W Hartford							
Ella T Grasso Blvd	Glenn Rd	Crescent St	New Haven							
Boston Post Rd (Rt 1)	Mansfield Av	Sedgwick Av	Darien	11.66	11.74	15700	15000	15100	15000	15513
Boston Post Rd (Rt 1)	Sedgwick Ave	Brookside Rd	Darien	11.74	11.95	15700	15000	15100	15000	15513
Boston Post Rd (Rt 1)	Brookside Rd	Old King Hwy N	Darien	11.98	12.27	19500	18600	18800	18600	18625
North Av (Rt 1)	James St	Oak St	Bridgeport	29.26	29.57	15900	16000	16200	16900	16225
North Av (Rt 1)	Catherine St #2	Fairmount St	Bridgeport	29.67	29.85	15900	16000	16200	16900	16225
Bridgeport Av (Rt 1)	Kerema Av	Spring St	Millford	35.53	35.71	20800	20900	22300	22300	21850
Columbus Av (Rt 1)	Davenport Av	West St	New Haven	46.69	47.06	5500	5500	5900	5900	5175
North Main St (Rt 1)	Cherry Hill Rd	Liesi Lane	Branford	54.32	54.55	17700	17900	18100	19200	17188
North Main St (Rt 1)	Cedar St	Ivy St	Branford	54.81	55.02	14900	15000	15200	14100	13263
North Main St (Rt 1)	Ivy St	Pvt Dr	Branford	55.02	55.27	14900	15000	15200	14100	13263
Boston Post Rd (Rt 1)	River St	Fair St/Cherry St	Guilford	62.83	62.98	10300	10400	10500	10300	10513
Boston Post Rd (Rt 1)	Village Walk	Dunkin Donut Exit	Guilford	63.59	63.97	13000	13100	13200	15800	13538
Boston Post Rd (Rt 1)	(horizontal curve)	Old Post Rd	Madison	66.46	66.83	10300	10400	10500	11000	10188
Boston Post Rd (Rt 1)	Britton lane	Island Av	Madison	67.49	67.72	10300	10400	10500	11000	10188
Boston Post Rd (Rt 1)	Wall St	Scotland Av	Madison	68.07	68.30	6900	7000	7100	9900	7888
East Main St (Rt 1)	Waterside Ln	Morgan Park	Clinton	72.06	72.16	13800	14000	14100	13700	14463
Boston Post Rd (Rt 1)	309 Boston Post Rd	Springbrook Rd	Old Saybrook	81.28	81.58	14600	14700	14800	13600	14150
Boston Post Rd (Rt 1)	After Townwoods Rd	B/4 Grassy Hill Rd	Old Lyme	86.57	86.70	5500	5600	6500	6400	5375
Bank St (Rt 1)	Backwith St	Braemer Pl (De)	New London	98.32	98.50	14200	14500	14600	14400	14575
Boston Post Rd (Rt 1)	Guilford Med Bldg Exit	Op East Creek	Guilford							
Newfield St (Rt 3)	Rose Circle WB	Congdon St E	Middletown	0.76	1.12	16700	16800	17800	14300	15800
Shunpike Rd (Rt 3)	Court St	Freihofers Bakery Dr	Cromwell	4.78	5.05	10200	10200	11000	11000	11225
Cromwell Av (Rt 3)	Shunpike Business Ctr	Inwood Rd	Rocky Hill	5.63	5.80	10200	10200	11000	11000	11225

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	2001	2002	2003	2004	Ave.
Maple St (Rt 3)	Harvest Lane	Westerly Terr	Rocky Hill	7.66	7.88	9700	9800	10100	10100	9550
Maple St (Rt 3)	Sandy Dr	Hang Dog Lane	Rocky Hill	7.92	8.19	9700	9800	10100	10100	9550
Maple St (Rt 3)	Gilbert Av	Two Stone Dr	Wethersfield	8.41	8.96	9700	9800	10700	10700	9700
Maple St (Rt 3)	Griswold Rd	Butler St (One way)	Wethersfield	9.01	9.29	8500	8600	8400	8300	8325
Maple St (Rt 3)	Kimball Rd	Charter Rd	Wethersfield	9.44	9.69	8500	8600	8400	8300	8325
Newsfield St (Rt 3)	Wilderman's Way		Middletown							
Sharon Tpke (Rt 4)	Bartholomew Rd	(horizontal curve)	Goshen	14.00	14.44	2700	2700	3100	3100	2900
Sharon Tpke (Rt 4)	School Hill Rd	West St	Goshen	16.52	16.92	5500	5500	6500	6500	5613
Migeon Av (Rt 4)	Gardenhurst Av		Torrington	22.34	22.51	12000	12000	12700	12700	11938
North Elm St (Rt 4)	Migeon Av	Eagle St	Torrington	22.89	23.23	10600	10600	12100	12100	10563
Main St	Rourke Pl	Elm St	Farmington	38.39	38.67	12500	12700	13000	13000	13050
Farmington Av	W. Avon Rd (Rt 167)	Beyond Walnut St	Farmington	39.10	39.47	18200	18300	18000	18000	18325
State St (Rt 5)	Edmund St	London Dr	Hamden	1.76	2.04	8900	9000	9000	9000	8900
State St (Rt 5)	Fernwood Dr	Foote St	Hamden	2.23	2.62	8900	9000	9000	9000	8900
State St (Rt 5)	Stevens St	Daniel Rd	Hamden	2.71	3.08	8900	9000	9000	9000	8900
S. Colony St (Rt 5)	Ward St	Prince St	Wallingford	11.09	11.31	12100	12200	12300	12500	10988
N. Colony St (Rt 5)	Church St	Christian St	Wallingford	11.55	11.82	16900	17000	17200	14300	15788
N. Colony St (Rt 5)	Wallace Row	North St	Wallingford	11.87	12.14	16900	17000	17200	14300	15788
S. Broad St (Rt 5)	Green Rd	Layman Av	Meriden	15.60	15.90	13700	13800	14000	15400	14938
S. Broad St (Rt 5)	Hall Av	Gale Av	Meriden	16.06	16.45	12400	12500	12600	12800	12350
Broad St (Rt 5)	Ann St	Silver St	Meriden	16.47	16.70	12400	12500	12600	12800	12350
Broad St (Rt 5)	Atkins St	Sherman Av	Meriden	17.98	18.18	17000	17200	17300	19000	17113
N Broad St (Rt 5)	Clark St	Golden St	Meriden	18.55	18.77	10300	10400	10500	10100	10300
King St	Depot Hill Rd	AT&T Entrance	Enfield	48.60	48.92	11100	11200	11300	9500	9300
Enfield St (Rt 5)	Orbit Dr	Post Office Rd	Enfield	50.38	50.76	17800	17900	18100	13100	14638
Enfield St (Rt 5)	Enfield Terr	Fairview Av	Enfield	51.32	51.91	13400	13500	13600	12500	13450
Fitch St (Rt 10)	Crescent St.	Dyer St.	New Haven	3.79	3.98	13400	13400	15200	15100	13538
Arch St (Rt 10) Local	Wamer St	Alstrum St	Hamden	4.77	4.94					
S. Main St (Rt 10)	Bradford Dr	Cook Hill Rd	Cheshire	14.31	14.72					
S Main St (Rt 10)	Bradford Dr	Mt Sanford Rd	Cheshire	14.31	14.02					
S. Main St (Rt 10)	Cook Hill Rd	Brentwood Dr.	Cheshire	14.72	15.53	21600	21800	22000	21200	20875
South Main St (Rt 10)	Werking St	Buckland St	Southington	22.65	23.00	6300	6300	6200	6200	5713
Hopmeadow St (Rt 10)	Plank Hill Rd	Seminary Rd	Simsbury	45.30	45.66					

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	2001	2002	2003	2004	Ave.
Laurel Hill Rd (Rt 12)	Hillcrest Rd	Ridgewood Dr	Norwich	10.28	10.50	8100	8400	8400	8300	8200
N. Main St (Rt 12)	East Main St	Russell St	Jewett City	21.05	21.51	7200	6400	6500	7200	7013
Middletown Av (Rt 17)	Flint St	Cross St	New Haven	1.10	0.82	10100	10200	9200	9200	11238
Main St (Rt 17)	Old Maids Lane	Great Pond Rd (Pvt)	Glastonbury	30.89	31.30	8600	8600	6400	6400	7275
Ellington Rd (Rt 30)	Overpass (I-291)	1.64 km b/f Chapel Rd	So Windsor	0.55	0.74	5200	5200	5300	6900	5538
Ellington Rd (Rt 30)	Chapel Rd (1.640km)	Parkview Dr	So Windsor	0.86	1.40					
Ellington Rd (Rt 30)	Northview Dr	Lakewood Dr (Pvt)	So Windsor	1.57	1.90					
Hartford Turnpike (Rt 30)	Mt. Vernon Dr	South St	Vernon	11.50	11.95	6900	6800	6900	6800	6763
Hartford Turnpike (Rt 30)	(Tolland Town Line)	(Industrial Park)	Vernon	12.55	12.71	13500	13400	13500	13300	12850
Grove St (Rt 31)	Fern St	Hale St Ext.	Vernon	0.36	0.65	9000	8900	9000	8900	8263
Bread & Milk St (Rt 31)	N. School Rd	Zeya Dr	Coventry	4.76	4.24	4000	4900	4900	4800	3963
Main St (Rt 31)	Wright Mill Rd	Dunkin Donuts	Coventry	7.05	7.23	9200	9500	9600	9400	9138
Main St (Rt 31)	Talcott Hill Rd	Dexter Rd	Coventry	8.38	8.14	9200	9500	9600	9400	9138
Main St (Rt 31)	Beverly Tr	Sam Green Rd	Coventry	8.87	8.62	9200	9500	9600	9400	9138
Main St (Rt 31)	Monument Hill Rd	Mason St	Coventry	11.25	11.53	7100	6900	7000	6900	6063
Main St (Rt 31)	Plains Rd	South St Ext	Coventry	13.05	13.30	5100	5800	5800	5800	5375
West Thames (Rt 32)	Dunham St	Brown St	Norwich	11.25	11.52					
Washington St (Rt 2/32)	Taylor Dr	Chelsea Parade S	Norwich	12.91	13.07					
Windham Rd (Rt 32)	Seldon St	Old Plains Rd	Windham	27.97	27.71	13600	13700	13800	13600	14038
Pleasant St (Rt 32)	John St	Mountain St	Windham	28.64	29.01	8500	8500	8600	9600	8788
Stafford Rd (Rt 32)	Jude Ln	Coventry Rd	Mansfield	33.18	33.86					
River Rd (Rt 32)	Pinney Hill Rd		Willington	41.03	41.19					
S. Main St (Rt 41)	(Private Dr)	Cornwall Bridge Rd (Rt 4)	Sharon	4.13	4.33	2100	2100	2100	2100	2038
N. Main St (Rt 41)	Cornwall Bridge Rd (Rt 4)	West Main St	Sharon	4.36	4.56	5500	5500	5300	5300	5075
Gay St (Rt 41)	Calkinstown Rd	Rhynus Rd	Sharon	5.18	5.65	4200	4200	4100	4100	3988
N. Brookvale Rd (Rt 42)	Long Hill Rd	King Rd	Cheshire	12.86	13.15					
Main Rd (Rt 44)	Porter St	Bostwick St	Salisbury	3.14	3.31	8500	8500	9900	9900	9125
Center St (Rt 44)	Thomas Dr	Adams St South	Manchester	70.99	71.16	7900	9100	9100	9000	8525

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	2001	2002	2003	2004	Ave.
School St (Rt 44)	May St	Providence St (Rt 171)	Putnam	100.12	100.38	7100	7200	7300	7800	7063
South St (Rt 53)	Coal Pit Hill Rd	Starr Rd	Danbury	21.89	21.63	11900	12000	12100	1400	11275
Stratfield Rd (Rt 59)	Cornell Rd	Brooklawn Pkwy (SB)	Fairfield	1.29	1.47	10700	10800	10900	10900	10538
Stratfield Rd (Rt 59)	Argonne St	Gate Ridge Rd	Fairfield	2.17	2.45	13400	13600	13700	13000	12613
Easton Tpke (Rt 59)	Wellner Dr	Shady Brook Rd	Fairfield	3.01	3.33	13400	13600	13700	13000	12613
South St (Rt 63)	West St	Old South Rd	Litchfield	34.86	34.41	5200	6300	6300	6200	5488
North St (Rt 63)	West St	Norfolk Rd	Litchfield	35.03	35.54					
Main St (Rt 66)	Wall St (Rt 316)	Savings Institute	Hebron	26.07	26.47					
Main St (Rt 66)	Winter St	Tingley St	Windham	35.41	35.57					
Main St (Rt 66)	High St	North St	Windham	35.74	35.99					
Percival Av (Rt 71)	Near Kenton St	Carbo Lane	Berlin	10.27	10.57	3000	3000	3100	3100	3000
New Britain Rd (Rt 71)	Langdon Ct	Newton St	Berlin	11.55	12.00	10200	10300	7300	7300	9525
S Main St (Rt 71)	Veterans Dr	South St	New Britain	12.38	12.56	8000	8000	7400	7400	8288
Stanley St (Rt 71)	Roxbury Rd / Stanley St	Stratford Rd	New Britain	15.12	15.31	7700	7700	9400	9400	8788
Stanley St (Rt 71)	Blake Rd	Drury Lane	New Britain	16.00	16.27	11900	11900	11500	11500	11313
East Main St (Rt 72)	Horizontal Curve	Lincoln Av	Bristol	6.47	6.88	16300	16400	16000	16000	16125
School St (Rt 72)	Main St (Rt 72)	Church St / N Main St	Bristol	9.58	9.70	11900	12000	11900	11900	11913
Park St (Rt 72)	Divinity St	Tulip St	Bristol	9.97	10.31	9600	9600	9700	9700	9950
Park St (Rt 72)	Tulip St	Muzzy St	Bristol	10.31	10.43	9600	9600	9700	9700	9950
Park St (Rt 72)	Dutton St	Spruce St	Bristol	10.55	10.80	9600	9600	9700	9700	9950
Wapping Wood Rd (Rt 74)	Grant Rd	Near Eva Circle #1	Ellington	3.65	3.87	4600	4600	4700	4800	4275
Wapping Wood Rd (Rt 74)	Hillsdale Dr	Windsorville Rd	Ellington	4.00	4.23	4600	4600	4700	4800	4275
Union St (Rt 74)	Rheel St	Orchard St	Vernon	6.04	6.15	13500	12600	12800	12600	12725
East Main St	Ann St	Snipsic St	Vernon	7.11	7.47	4100	4000	4000	4000	4275
Tolland Av (Rt 74)	Kingsbury Av		Vernon	7.77	8.05	4100	4000	4000	4000	3775
Poquonook Av (Rt 75)	Pigeon Hill Rd	Tiffany Dr	Windsor	0.85	1.07	7500	7500	7600	6100	6788
Poquonook Av (Rt 75)	near Hansom Hill Rd	near Hansom Hill Rd	Windsor	2.45	2.60	9200	9300	9400	9500	9188
South Main St (Rt 75)	Kent Av	High St	Suffield	9.46	9.87	12600	12700	12800	11900	12338
North Main St (Rt 75)	Day Av	(horizontal curve)	Suffield	10.29	10.64					
North St (Rt 75)	Mapleton Av (Rt 190)		Suffield	11.02	11.58					

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	2001	2002	2003	2004	Ave.
N Main St (Rt 75)	Mapleton Av (Rt 190)	Russell St	Suffield	11.02	10.76	7100	7200	7200	7400	6900
North St (Rt 75)	Halladay	Longview Dr	Windsor	12.07	12.56	10500	10600	10700	11300	10675
Whitfield St (Rt 77)	Boston St (Rt 146)	Broad St	Guilford	0.00	0.19	7100	7200	7200	7400	6900
Church St (Rt 77)	Broad St	Boston Post Rd (US 1)	Guilford	0.25	0.50					
Church St (Rt 77)	Boston Post Rd (US 1)	End of School Prop	Guilford	0.50	0.87	7000	7000	7100	6700	6900
Foxon Rd (Rt 80)	River Rd	Circle Dr	East Haven	2.75	2.99	5600	5700	5700	5800	5588
Foxon Rd (Rt 80)	Edward Rd	Sunset Rd	No Branford	4.29	3.97	10600	10700	10800	10800	10588
Winthrop Rd (Rt 80)	Woodbury Rd	Town Park	Deep River	23.55	23.91	13800	13900	18500	18400	15725
Elm St (Rt 80)	Union St	Main St (Rt 154)	Deep River	25.73	25.91	13800	13900	14100	17200	14300
High St (Rt 81)	Central Av	John St	Clinton	0.16	0.37	5100	5100	5200	5000	4875
High St (Rt 81)	Old Mill Rd (De)	PVT Dr B/4 High St	Clinton	0.47	0.63					
Clinton Rd (Rt 81)	Stevens Rd	Green Hill Rd	Killingworth	5.21	5.57	8100	8200	8200	8500	8350
Higganum Rd (Rt 81)	Old Bedford Farm Rd	Tooley Rd (Rt 148)	Killingworth	8.00	8.29	8100	8200	8200	8500	8350
Manchester Rd (Rt 83)	Chimney Sweep Hill Rd	Eastbury Hill Rd	Glastonbury	0.38	0.55	6300	6400	6400	6700	6063
Manchester Rd (Rt 83)	Shoddy Mill Rd	(2.063 miles away)	Glastonbury	1.85	2.05	8200	8300	8400	7900	7788
Manchester Rd (Rt 83)	Howe St	Fairway Crossing	Glastonbury	3.81	4.11	5500	5500	5500	5500	5488
S. Main St (Rt 83)	Fairway Crossing (Pvt)	NA	Manchester	4.55	4.81	5500	5500	5500	5500	5488
S. Main St (Rt 83)	Jct B/4 Fern St	Golf Course	Manchester	5.47	5.91	6300	6400	7100	7100	6563
S. Main St (Rt 83)	Lakewood Circle South	Spring St	Manchester	6.09	6.28	6300	6400	7100	7100	6563
Main St (Rt 83)	Delmont St (Cds)	Firehouse	Manchester	8.15	8.49	6300	6400	6700	6700	6463
Oakland St (Rt 83)	Sheldon Rd	Rachel Rd	Manchester	9.29	9.55	7700	7700	8700	8700	7988
Oakland St (Rt 83)	Tudor La (Pvt)	South St	Manchester	9.63	9.80	13500	13600	12800	12800	13100
J Trumbull Hwy (Rt 87)	Samuel Hill Rd	Latham Hill Rd	Columbia	11.12	11.49	16500	16500	16800	16800	16213
Hebron Av (Rt 94)	Wickham Rd	Pinnacle Ln	Glastonbury	2.24	2.47	16500	16500	16800	16800	16213
Taftville Occum Rd (Rt 97)	DOT Garage	Hooper St	Norwich	2.31	2.78	3100	3100	2800	2800	2825
Main St (Rt 97)	River St	Brookside Av	Sprague	4.89	5.30					
Main St (Rt 99)	Evergreen Rd	Court St	Cromwell	2.25	2.63	15100	15200	16200	16200	14900
Main St (Rt 99)	Court St	Park Place	Cromwell	2.63	2.88					
Main St (Rt 99)	Evensen Place	Sunset Dr	Cromwell	3.03	3.48					
Quinnipiac Av (Rt 103)	Hemingway Place	Foxon Hill Rd	New Haven	0.49	0.80	10100	10100	9400	9400	8650
Nichols Av (Rt 108)	Montrose Pl	Calfornia St	Stratford	0.13	0.32	7200	7200	8000	8000	7588
Nichols Av (Rt 108)	Marcroft St	Greenfield Av	Stratford	0.65	0.89	7200	7200	6700	6700	7263

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	2001	2002	2003	2004	Ave.
Branch Rd (Rt 109)	NA	Old Branch Rd #2	Thomaston	20.19	20.52	8900	8900	9800	9800	9014
Branch Rd (Rt 109)	Old Branch Rd #2	Edgewood Av	Thomaston	20.52	20.88	10000	10100	10200	10700	10525
East Main St (Rt 110)	Sunnyside Ter	Wakelee	Stratford	0.50	0.72	12400	12500	12600	13400	13188
East Main St (Rt 110)	Evergreen Dr/Diane Ter	Marchant Dr	Stratford	0.76	1.19	6600	5000	5100	5000	5638
Interlaken Rd / Lime Rock Rd (Rt 112)	Sharon Rd (Rt 41)	Town Hill Rd (Pvt)	Salisbury	2.05	2.45	6600	6000	6100	6000	5888
Oak Bluff Av (Rt 113)	Stratford Rd	Roundabout	Stratford	2.33	2.60	10900	11000	11100	12500	11150
Prospect Dr (RT 113)	Lordship Rd	Ivy/Stratford Rd	Stratford	2.72	3.10	10900	11000	11100	11000	10963
Stratford Rd (Rt 113)	Prospect Dr	Short Beach Rd	Stratford	3.10	3.67	2100	2100	2300	2300	2138
Main St (Rt 113)	Birdseye St	South Av	Stratford	5.11	5.33	1700	1800	1800	1300	1638
Main St (Rt 115)	Tremont St	Bridge St	Ansonia	1.62	1.71	1700	1800	1800	1300	1638
Main St (Rt 115)	Bridge St	Maple St	Ansonia	1.71	1.97	4300	4300	4400	4200	4588
Slater Av (Rt 138)	Lincoln Sq	Ann St	Jewett City	6.27	6.69	10700	10800	10900	10600	10388
Elm St (Rt 140)	Ash Dr	Southwest Av /Woodland St	Windsor Lcks	0.54	0.82	6800	6800	6600	6600	6263
Elm St (Rt 140)	Southwest Av	South Elm St	Windsor Lcks	0.82	1.21	7500	7500	7800	7800	7163
Elm St (Rt 140)	Briarcliff Dr (De)	South Center St	Windsor Lcks	1.48	1.96	6900	6100	6200	5900	6613
Maple St (Rt 140)	Church St	School Entrance	Ellington	12.84	13.35	6200	6300	6300	4400	6563
South Main St (Rt 146)	Eades St	Montowese St	Branford	0.84	1.07	6200	6300	6300	6400	6813
Boston St (Rt 146)	Wheaton Av	Lovers Lane	Guilford	11.84	12.08	6200	6300	6300	6400	6813
Westchester Rd (Rt 149)	Just after curve (12.10 km)	Pickerel Lake Rd	Colchester	6.38	6.07	4200	4500	4500	4400	4275
Woodhouse Av (Rt 150)	Wheatfield Dr	Harrison Rd	Wallingford	2.18	2.47	5200	5300	5300	6200	5300
Woodhouse Av (Rt 150)	Liandina Rd	Harrison Av	Wallingford	3.36	2.47	6000	6100	6100	5200	5500
Center St (Rt 150)	Pomeroy Av	N Elm St	Wallingford	4.44	4.65	4700	4700	4500	4500	4288
Center St (Rt 150)	South Orchard	South Colony (Rt 5)	Wallingford	4.99	5.16	3700	5700	3800	5600	3888
N. Turnpike Rd (Rt 150)	Stetson St	Knollwood Dr	Wallingford	6.45	6.69	7600	8900	7700	8800	7463
Great Hammock Rd (Rt 154)	Old Boston Post Rd	Oyester Pl	Old Saybrook	0.12	0.58	10800		11100	10200	10500
College St (Rt 154)	Marina Point Dr	Willard Av	Old Saybrook	4.60	4.88	10800		11100	11400	10825
College St (Rt 154)	Dana Dr	N Cove Rd	Old Saybrook	4.92	5.17	16500	11600	16800	15500	15825
Main St (Rt 154)	Union St	Elm/River St	Deep River	14.01	14.42	4000	2500	4100	3600	3788
Main St (Rt 154)	Elm/River St	High St	Deep River	14.42	14.57	4900	6400	4900	3700	4338

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	2001	2002	2003	2004	Ave.
Main St (Rt 156)	Pennsylvania Av	Columbus Av	East Lyme	19.01	18.55	4900	6400	4900	3700	4338
Palisado Av (Rt 159)	North Meadow Rd	Old Kennedy Rd	Windsor	4.31	4.93	6300	7500	6400	6400	6413
Palisado Av (Rt 159)	Bissellls Ferry Rd (Pvt)	(horizontal curve)	Windsor	4.98	5.39	7500	6400	7600	7700	7088
Palisado Av (Rt 159)	Clapp Rd N	Hayden Station Rd	Windsor Lcks	6.98	6.58	10300	9700	9000	9000	10025
Palisado Av (Rt 159)		near Clapp Rd North	Windsor	7.11	7.49	5500	4300	5600	5500	4800
North Main St (Rt 159)	Fairview St	Fernwood Dr	Windsor Lcks	9.97	10.11	4200	3400	4300	4300	4325
East St S. (Rt 159)	Paper St	Alexander Lane	Suffield	11.63	12.03	3300	3400	3400	3500	3238
East St S (Rt 159)	Bridge St	Thrail Av	Suffield	13.00	13.37	3300	3400	3400	3300	3213
East St N. (Rt 159)	Thompsonville Rd	Burbank Av	Suffield	14.43	14.60	8100	8100	8200	8500	8313
New Britain Av (Rt 160)	Catherine Rd	(horizontal curve)	Rocky Hill	1.95	2.22	8100	15400	8200	7300	8163
Elm St (Rt 160)	Griems Rd	Main St (Rt 99)	Rocky Hill	5.17	5.42	8100	15400	8200	7300	8163
Pennsylvania Av (Rt 161)	Grand St	Smith St	East Lyme	0.06	0.31	5700		5800	6800	6125
New Haven Av (Rt 162)	Mary Ellen Dr	Sparrowbush Lane	Millford	3.79	4.05	8600	8900	9400	9400	8913
Willard Av (Rt 173)	Stanwell Rd (Pvt)	Halleran Dr	Newington	0.60	0.85	6900	2100	5400	5400	6550
Willard Av (Rt 173)	New Britain Av	Robbins Av	Newington	1.38	1.74	9900	14800	9900	9900	9613
Willard Av (Rt 173)	Pheasant Run	Robbins Av	Newington	1.38	1.74	9500	7300	10300	10300	9613
Willard Av (Rt 173)	Robbins Av	Wilson Av	Newington	1.74	2.16	10600	12100	12300	12200	10975
New Britain Av (Rt 174)	Eleanor Pl	Roberts St	Newington	1.84	1.60	11200	14800	12000	12000	11300
Wells Rd (Rt 175)	Knight St	Wells Farm Dr	Wethersfield	5.33	5.03	11200	14800	12000	12000	11300
Wells Rd (Rt 175)	Folly Brook Blvd	Knight St	Wethersfield	5.60	5.36	11200	14800	11200	11200	11100
Wells Rd (Rt 175)	Jay St	Folly Brook Blvd	Wethersfield	5.79	5.60	12700	8800	13900	13900	12225
Main St (Rt 176)	Northwood Rd	Cheney Ln	Newington	1.64	1.37	11300		10600	10500	10463
Main St (Rt 176)	Elleworth St	Kirkham St	Newington	2.09	2.31	11300		10600	10500	10463
Hartford Av (Rt 176)	Garvan St	Thomas St	Newington	3.43	3.20	11300		10600	10500	10463
S. Washington St (Rt 177)	Duval La	Madeley Ct	Plainville	0.34	0.95	13000	14600	12700	12700	12925
S. Washington St (Rt 177)	Madeley Ct	Broad St	Plainville	0.95	1.36	14500	12500	14700	14700	14950
Washington St (Rt 177)	Broad St	West Main St (Rt 372)	Plainville	1.36	1.56	8400	5600	8900	8900	8888
Simsbury Rd (Rt 185)	Tumblebrook La	Mohegan Dr	W Hartford	5.25	5.60	5100	7300	4900	4900	5013
Mapleton Av (Rt 190)	(Horizontal curve)	Wren Dr	Suffield	0.45	0.28	5100	7300	4900	4900	5013

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	2001	2002	2003	2004	Ave.
Thompsonville Rd (Rt 190)	Quail Run Rd	4th St.	Suffield	0.92	1.24	7200	13300	7500	7500	7350
Hazard Av (Rt 190)	Beverly St	Martin Terr	Enfield	5.56	5.74	8300		7400	7400	7600
Main St (Rt 190)	Shaker Rd	Hall Hill Rd (Rt 186)	Somers	8.70	9.05	4500	4600	4600	5200	4613
Storrs Rd (Rt 195)	Warrenville Rd (Rt 98)	Bassett Bridge Rd	Mansfield	3.74	3.28	4500		4600	5300	4475
Storrs Rd (Rt 195)	East Road	Agronomy Rd	Mansfield	6.02	6.33	20600	23900	21000	23000	20588
Storrs Rd (Rt 195)	Private Rd	Rockridge Rd (E-1)	Mansfield	10.44	11.30	13500	12700	13600	13000	13638
Hopeville Rd (Rt 201)	Near Monroe St	NA	Jewett City	19.35	19.57	12700	12500	13600	13500	12750
East Main St (Rt 201)	Palmer Av	End of Sidewalk	Jewett City	19.89	19.57	12500	13500	12600	12400	12950
New Litchfield St (Rt 202)	Blake St	Earl St	Torrington	43.46	43.61	11300	15100	12600	12400	11488
East Main St (Rt 202)	Willow St	Main St	Torrington	44.39	44.15	2900		2700	2500	2813
Great Neck Rd (Rt 213)	Jordan Terr.	Pfizer Dr	Waterford	0.07	0.52	2900		2700	2500	2813
Great Neck Rd (Rt 213)	Pfizer Dr	Breman Rd	Waterford	0.52	1.19	6900	10100	6400	6400	6813
Great Neck Rd (Rt 213)	Braman Rd	Colonial Dr	Waterford	1.19	0.73	18200	17900	17000	17000	16763
Ocean Av (Rt 213)	Near School St	Sherman St	New London	5.64	5.47	8100	4100	9300	9200	8525
Ocean Av (Rt 213)	Faire Harbour Pl	Sunset St	New London	5.83	6.05	8100	4100	7600	7500	8100
N. Main St (Rt 218)	Huron Dr	Miler/Old Meadow Rd	W Hartford	0.50	0.85					
South Eagleville Rd (Rt 275)			Mansfield	2.94	2.69	11600	14200	12500	12400	12250
South Eagleville Rd (Rt 275)	Maple Rd	(Apartment entrance)	Mansfield	3.52	4.02	15800	8700	14400	14200	15000
Pinney St (Rt 286)	Windermere Av	Private Rd	Ellington	0.89	1.49	15000	20300	11400	11400	13400
Main St (Rt 286)	Tomoka St	Maple St	Ellington	2.60	2.97					
E Robbins Av (Rt 287)	Lydall Rd	Kitts Lane #1	Newington	0.38	0.57	5300		6000	5900	5375
Prospect St (Rt 287)	Thornbush Rd	Collier Rd	Wethersfield	1.58	1.76	6800	3700	6900	6800	6913
Prospect St (Rt 287)	Olney Rd #1	Griswold Rd	Wethersfield	2.53	2.76	3600	6800	3700	3700	3650
Prospect St (Rt 287)	Millwoods Park Dr	Harris Hill Rd	Wethersfield	2.96	3.14	13900	11700	14800	14800	14125
Beaumont Hwy (Rt 289)	Valley Hill Rd	Rafferty Rd	Lebanon	2.76	3.34	12100	13500	11800	11800	12050
Jordan Lane (Rt 314)	Ridge Crest Circle	Godwin Park Rd	Wethersfield	0.96	1.41	12100	13500	11800	11800	12413
Townsend Av (Rt 337)	Sound View Ter	Hervey St	New Haven	0.73	1.14	13400		12100	12100	12838
Townsend Av (Rt 337)	Concord St	Fort Hale Rd	New Haven	1.50	1.22	4100	4100	3900	4100	3838
W. Center St (502)	Moore St	Cooper St	Manchester	5.94	6.19	8900	11300	9500	9500	9488

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	2001	2002	2003	2004	Ave.
Lake St (Rt 533)	Lydall St	Berkeley Dr	Vernon	1.19	1.62	9000	5300	4600	4600	7425
Tunnel Rd (Rt 533)	Russell Dr	Old Stone Rd	Vernon	2.39	2.60	9000	5300	4600	4600	7425
Norwich Av (SR 616)	Main St (Rt 85)	Pleasant St	Colchester	0.00	0.34					
Main St (Rt 800)	King St	Scoville St	Torrington	1.67	1.87					
Main St (Rt 800)	Linden St	East Albert St	Torrington	2.10	2.28					
Thomaston Av (Rt 847)	Plaza Driveway	W. Main St	Waterbury	4.25	3.96	6200	5200	7900	7900	6825
Thomaston Av (Rt 847)	Shefield St	Boyden St	Waterbury	6.22	6.10	7300	8400	5900	5900	6788
Thomaston Av (Rt 847)	Driggs St	Shefield St	Waterbury	6.32	6.22	9300		8600	8600	8913
Thomaston Av (Rt 847)	Plaza driveway	Huntingdon Av	Waterbury			15300	7700	12200	12100	14075

Table A-6. Crash Data

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Fatal	Se-vere injury	Mi-nor injury	PDO	Total
Jackson St	Ash St	Summit St	Windham			0	4	42	50	96
Boulevard	Mountain Rd	Ridgewood Rd	W Hartford			0	1	9	16	26
Boulevard	Ridgewood Rd	Woodrow St	W Hartford			0	0	9	13	22
Mountain Rd	Hedwig Court	Farmington Av	W Hartford			0	0	1	16	17
Mountain Rd	Flagg Rd	Mountain Farm Rd	W Hartford			0	0	0	2	2
Mountain Rd	Richmond Ln	Fairfield Rd	W Hartford			0	0	4	4	8
Flagg Rd	Coolidge Rd	Blue Ridge Ln	W Hartford			1	0	13	22	36
Asylum Av	Lincoln Av	Trout Brook Dr	W Hartford			0	1	17	43	61
Farmington Av	Trout Brook Dr	Ardmore Rd	W Hartford			0	0	7	14	21
Farmington Av	N. Quaker Ln	Whiting Ln	W Hartford			0	0	23	24	47
Farmington Av	Whiting Ln	Highland St	W Hartford			0	0	16	30	46
Prospect Av	Cone St	Farmington Av	Hartford			0	0	1	6	7
Prospect Av	Asylum Av	Fern St	Hartford			0	1	1	0	2
Prospect Av	Asylum Av	Albany Av	Hartford			0	0	5	15	20
Prospect Av	Farmington Av	West Boulevard	Hartford			0	0	5	10	15
Fern St	Concord St	Steele Rd	W Hartford			0	1	11	29	41
Fern St	N. Quaker Ln	Trout Brook Dr	W Hartford							0
Fern St	Clifton Av	Cobbs Rd	W Hartford			0	1	6	26	33
Fern St	Fernbel Lane	Cobbs Rd	W Hartford			0	0	15	29	44
Lake St	Montauk Dr	Phoenix St	Vernon			0	6	10	106	122
Washington St	Phoenix St	Brookview St	Vernon			0	3	7	50	60
Central Av	Hickory St	13th St	Norwich			0	15	35	68	118
Spring Hill Rd	Storrs Rd		Mansfield			0	19	44	134	197
Colony St	Brooks St	Church St	Meriden			0	18	67	154	239
Oakwood Av	Park Rd		W Hartford			0	9	15	22	46
White St	(Driveway b/f garage)	Bates Pl	Danbury			0	13	20	42	75
Deer Hill Rd	Wilson St	Wooster Rd	Danbury			0	20	32	64	116
Main St	Newberry St	Pleasant Rd	So Windsor			1	15	42	139	197
Broadway	Broad St	Chelsea Parade S	Norwich			0	1	16	31	48

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Fatal	Se-vere injury	Mi-nor injury	PDO	Total
Fairfield Av	Ansonia St	Fairfield Rd Spur	Hartford			0	9	6	38	53
Fairfield Av	Freeman St	Maple Av	Hartford			0	5	14	26	45
Flatbush Av	Oakwood Av	S. Quaker Ln	W Hartford			0	1	2	11	14
Grand St	State St	Field St	Waterbury			0	0	2	13	15
Main St	Montowese St	Harrison Av	Branford			0	0	4	26	30
Park Rd	S. Quaker Ln	Washington Cir	W Hartford			0	6	0	0	6
Quaker Ln	Farmington Av	Boulevard	W Hartford			0	6	4	13	23
South Quaker Ln	Flatbush Av	Wilfred St	W Hartford			0	0	0	5	5
Asylum Av	Griswold Dr	N. Quaker Lane	W Hartford			0	8	9	47	64
Ella T Grasso Blvd	Glenn Rd	Crescent St	New Haven			0	5	21	2	28
Boston Post Rd (Rt 1)	Mansfield Av	Sedgwick Av	Darien	11.66	11.74	0	2	13	3	18
Boston Post Rd (Rt 1)	Sedgwick Ave	Brookside Rd	Darien	11.74	11.95	0	4	9	27	40
Boston Post Rd (Rt 1)	Brookside Rd	Old King Hwy N	Darien	11.98	12.27	0	2	6	4	12
North Av (Rt 1)	James St	Oak St	Bridgeport	29.26	29.57	0	1	2	3	6
North Av (Rt 1)	Catherine St #2	Fairmount St	Bridgeport	29.67	29.85	0	2	2	7	11
Bridgeport Av (Rt 1)	Kerema Av	Spring St	Millford	35.53	35.71	1	12	8	21	42
Columbus Av (Rt 1)	Davenport Av	West St	New Haven	46.69	47.06	0	0	3	8	11
North Main St (Rt 1)	Cherry Hill Rd	Liesi Lane	Branford	54.32	54.55	0	2	2	11	15
North Main St (Rt 1)	Cedar St	Ivy St	Branford	54.81	55.02	0	0	0	0	0
North Main St (Rt 1)	Ivy St	Pvt Dr	Branford	55.02	55.27	1	1	1	2	5
Boston Post Rd (Rt 1)	River St	Fair St/Cherry St	Guilford	62.83	62.98	0	0	0	4	4
Boston Post Rd (Rt 1)	Village Walk	Dunkin Donut Exit	Guilford	63.59	63.97	0	3	8	43	54
Boston Post Rd (Rt 1)	(horizontal curve)	Old Post Rd	Madison	66.46	66.83	0	3	4	22	29
Boston Post Rd (Rt 1)	Britton lane	Island Av	Madison	67.49	67.72	0	7	13	59	79
Boston Post Rd (Rt 1)	Wall St	Scotland Av	Madison	68.07	68.30	1	3	5	17	26
East Main St (Rt 1)	Waterside Ln	Morgan Park	Clinton	72.06	72.16	0	2	4	12	18
Boston Post Rd (Rt 1)	309 Boston Post Rd	Springbrook Rd	Old Saybrook	81.28	81.58	0	3	3	13	19
Boston Post Rd (Rt 1)	After Townwoods Rd	B/4 Grassy Hill Rd	Old Lyme	86.57	86.70	0	9	20	60	89
Bank St (Rt 1)	Backwith St	Braemer Pl (De)	New London	98.32	98.50	0	8	27	86	121
Boston Post Rd (Rt 1)	Guilford Med Bldg Exit	Op East Creek	Guilford			0	1	9	39	49
Newfield St (Rt 3)	Rose Circle WB	Congdon St E	Middletown	0.76	1.12	0	3	11	26	40
Shunpike Rd (Rt 3)	Court St	Freihofers Bakery Dr	Cromwell	4.78	5.05	0	7	17	78	102
Cromwell Av (Rt 3)	Shunpike Business Ctr	Inwood Rd	Rocky Hill	5.63	5.80	0	13	13	41	67

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Fatal	Se-vere injury	Mi-nor injury	PDO	Total
Maple St (Rt 3)	Harvest Lane	Westerly Terr	Rocky Hill	7.66	7.88	0	5	23	53	81
Maple St (Rt 3)	Sandy Dr	Hang Dog Lane	Rocky Hill	7.92	8.19	0	3	3	10	16
Maple St (Rt 3)	Gilbert Av	Two Stone Dr	Wethersfield	8.41	8.96	0	2	2	7	11
Maple St (Rt 3)	Griswold Rd	Butler St (One way)	Wethersfield	9.01	9.29	1	8	5	31	45
Maple St (Rt 3)	Kimball Rd	Charter Rd	Wethersfield	9.44	9.69	1	3	8	31	43
Newsfield St (Rt 3)	Wilderman's Way		Middletown			1	3	8	19	31
Sharon Tpke (Rt 4)	Bartholomew Rd	(horizontal curve)	Goshen	14.00	14.44	0	10	15	57	82
Sharon Tpke (Rt 4)	School Hill Rd	West St	Goshen	16.52	16.92	0	3	4	20	27
Migeon Av (Rt 4)	Gardenhurst Av		Torrington	22.34	22.51	0	9	20	45	74
North Elm St (Rt 4)	Migeon Av	Eagle St	Torrington	22.89	23.23	0	7	3	16	26
Main St	Rourke Pl	Elm St	Farmington	38.39	38.67	0	1	3	10	14
Farmington Av	W. Avon Rd (Rt 167)	Beyond Walnut St	Farmington	39.10	39.47	0	7	15	30	52
State St (Rt 5)	Edmund St	London Dr	Hamden	1.76	2.04	0	0	3	8	11
State St (Rt 5)	Fernwood Dr	Foote St	Hamden	2.23	2.62	0	2	3	42	47
State St (Rt 5)	Stevens St	Daniel Rd	Hamden	2.71	3.08	0	12	13	49	74
S. Colony St (Rt 5)	Ward St	Prince St	Wallingford	11.09	11.31	0	1	3	9	13
N. Colony St (Rt 5)	Church St	Christian St	Wallingford	11.55	11.82	0	1	1	1	3
N. Colony St (Rt 5)	Wallace Row	North St	Wallingford	11.87	12.14	0	1	4	14	19
S. Broad St (Rt 5)	Green Rd	Layman Av	Meriden	15.60	15.90	1	5	8	22	36
S. Broad St (Rt 5)	Hall Av	Gale Av	Meriden	16.06	16.45	0	1	4	11	16
Broad St (Rt 5)	Ann St	Silver St	Meriden	16.47	16.70	0	0	0	1	1
Broad St (Rt 5)	Atkins St	Sherman Av	Meriden	17.98	18.18	0	5	2	6	13
N Broad St (Rt 5)	Clark St	Golden St	Meriden	18.55	18.77	0	3	1	7	11
King St	Depot Hill Rd	AT&T Entrance	Enfield	48.60	48.92	0	0	2	7	9
Enfield St (Rt 5)	Orbit Dr	Post Office Rd	Enfield	50.38	50.76	0	0	2	4	6
Enfield St (Rt 5)	Enfield Terr	Fairview Av	Enfield	51.32	51.91	0	6	3	10	19
Fitch St (Rt 10)	Crescent St.	Dyer St.	New Haven	3.79	3.98	0	2	5	9	16
Arch St (Rt 10) Local	Wamer St	Alstrum St	Hamden	4.77	4.94	1	0	1	4	6
S. Main St (Rt 10)	Bradford Dr	Cook Hill Rd	Cheshire	14.31	14.72	0	5	12	30	47
S Main St (Rt 10)	Bradford Dr	Mt Sanford Rd	Cheshire	14.31	14.02	0	0	0	0	0
S. Main St (Rt 10)	Cook Hill Rd	Brentwood Dr.	Cheshire	14.72	15.53	0	2	6	11	19
South Main St (Rt 10)	Werking St	Buckland St	Southington	22.65	23.00	0	8	8	37	53
Hopmeadow St (Rt 10)	Plank Hill Rd	Seminary Rd	Simsbury	45.30	45.66	1	2	6	14	23

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Fatal	Se-vere injury	Mi-nor injury	PDO	Total
Laurel Hill Rd (Rt 12)	Hillcrest Rd	Ridgewood Dr	Norwich	10.28	10.50	0	0	1	4	5
N. Main St (Rt 12)	East Main St	Russell St	Jewett City	21.05	21.51	0	0	2	3	5
Middletown Av (Rt 17)	Flint St	Cross St	New Haven	1.10	0.82	0	0	1	6	7
Main St (Rt 17)	Old Maids Lane	Great Pond Rd (Pvt)	Glastonbury	30.89	31.30	0	1	1	5	7
Ellington Rd (Rt 30)	Overpass (I-291)	1.64 km b/f Chapel Rd	So Windsor	0.55	0.74	0	1	2	5	8
Ellington Rd (Rt 30)	Chapel Rd (1.640km)	Parkview Dr	So Windsor	0.86	1.40	0	1	6	15	22
Ellington Rd (Rt 30)	Northview Dr	Lakewood Dr (Pvt)	So Windsor	1.57	1.90	0	1	0	2	3
Hartford Turnpike (Rt 30)	Mt. Vernon Dr	South St	Vernon	11.50	11.95	0	4	2	14	20
Hartford Turnpike (Rt 30)	(Tolland Town Line)	(Industrial Park)	Vernon	12.55	12.71	0	4	17	46	67
Grove St (Rt 31)	Fern St	Hale St Ext.	Vernon	0.36	0.65	0	0	7	6	13
Bread & Milk St (Rt 31)	N. School Rd	Zeya Dr	Coventry	4.76	4.24	0	4	2	9	15
Main St (Rt 31)	Wright Mill Rd	Dunkin Donuts	Coventry	7.05	7.23	0	2	2	4	8
Main St (Rt 31)	Talcott Hill Rd	Dexter Rd	Coventry	8.38	8.14	0	0	5	8	13
Main St (Rt 31)	Beverly Tr	Sam Green Rd	Coventry	8.87	8.62	0	2	1	8	11
Main St (Rt 31)	Monument Hill Rd	Mason St	Coventry	11.25	11.53	0	6	12	21	39
Main St (Rt 31)	Plains Rd	South St Ext	Coventry	13.05	13.30	0	4	9	54	67
West Thames (Rt 32)	Dunham St	Brown St	Norwich	11.25	11.52	0	5	36	144	185
Washington St (Rt 2/32)	Taylor Dr	Chelsea Parade S	Norwich	12.91	13.07	0	2	0	1	3
Windham Rd (Rt 32)	Seldon St	Old Plains Rd	Windham	27.97	27.71	0	13	13	40	66
Pleasant St (Rt 32)	John St	Mountain St	Windham	28.64	29.01	1	11	9	16	37
Stafford Rd (Rt 32)	Jude Ln	Coventry Rd	Mansfield	33.18	33.86	0	2	6	9	17
River Rd (Rt 32)	Pinney Hill Rd		Willington	41.03	41.19	0	14	17	28	59
S. Main St (Rt 41)	(Private Dr)	Cornwall Bridge Rd (Rt 4)	Sharon	4.13	4.33	0	5	16	41	62
N. Main St (Rt 41)	Cornwall Bridge Rd (Rt 4)	West Main St	Sharon	4.36	4.56	0	10	25	90	125
Gay St (Rt 41)	Calkinstown Rd	Rhynus Rd	Sharon	5.18	5.65	0	10	13	27	50
N. Brookvale Rd (Rt 42)	Long Hill Rd	King Rd	Cheshire	12.86	13.15	0	7	6	18	31
Main Rd (Rt 44)	Porter St	Bostwick St	Salisbury	3.14	3.31	0	3	7	17	27
Center St (Rt 44)	Thomas Dr	Adams St South	Manchester	70.99	71.16	0	0	0	2	2

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Fatal	Se-vere injury	Mi-nor injury	PDO	Total
School St (Rt 44)	May St	Providence St (Rt 171)	Putnam	100.12	100.38	0	1	6	16	23
South St (Rt 53)	Coal Pit Hill Rd	Starr Rd	Danbury	21.89	21.63	0	3	7	28	38
Stratfield Rd (Rt 59)	Cornell Rd	Brooklawn Pkwy (SB)	Fairfield	1.29	1.47	0	2	3	15	20
Stratfield Rd (Rt 59)	Argonne St	Gate Ridge Rd	Fairfield	2.17	2.45	0	0	0	1	1
Easton Tpke (Rt 59)	Wellner Dr	Shady Brook Rd	Fairfield	3.01	3.33	1	1	4	13	19
South St (Rt 63)	West St	Old South Rd	Litchfield	34.86	34.41	0	3	4	1	8
North St (Rt 63)	West St	Norfolk Rd	Litchfield	35.03	35.54	0	2	11	20	33
Main St (Rt 66)	Wall St (Rt 316)	Savings Institute	Hebron	26.07	26.47	0	1	0	3	4
Main St (Rt 66)	Winter St	Tingley St	Windham	35.41	35.57	0	2	0	11	13
Main St (Rt 66)	High St	North St	Windham	35.74	35.99	1	4	3	9	17
Percival Av (Rt 71)	Near Kenton St	Carbo Lane	Berlin	10.27	10.57	0	5	6	17	28
New Britain Rd (Rt 71)	Langdon Ct	Newton St	Berlin	11.55	12.00	0	0	3	41	44
S Main St (Rt 71)	Veterans Dr	South St	New Britain	12.38	12.56	0	4	2	15	21
Stanley St (Rt 71)	Roxbury Rd / Stanley St	Stratford Rd	New Britain	15.12	15.31	0	8	4	34	46
Stanley St (Rt 71)	Blake Rd	Drury Lane	New Britain	16.00	16.27	0	3	8	9	20
East Main St (Rt 72)	Horizontal Curve	Lincoln Av	Bristol	6.47	6.88	0	3	6	18	27
School St (Rt 72)	Main St (Rt 72)	Church St / N Main St	Bristol	9.58	9.70	0	1	0	3	4
Park St (Rt 72)	Divinity St	Tulip St	Bristol	9.97	10.31	0	1	0	3	4
Park St (Rt 72)	Tulip St	Muzzy St	Bristol	10.31	10.43	0	1	7	1	9
Park St (Rt 72)	Dutton St	Spruce St	Bristol	10.55	10.80	0	0	1	0	1
Wapping Wood Rd (Rt 74)	Grant Rd	Near Eva Circle #1	Ellington	3.65	3.87	0	2	6	18	26
Wapping Wood Rd (Rt 74)	Hillsdale Dr	Windsorville Rd	Ellington	4.00	4.23	0	3	0	9	12
Union St (Rt 74)	Rheel St	Orchard St	Vernon	6.04	6.15	0	0	1	6	7
East Main St	Ann St	Snipsic St	Vernon	7.11	7.47	0	2	3	11	16
Tolland Av (Rt 74)	Kingsbury Av		Vernon	7.77	8.05	0	4	5	17	26
Poquonook Av (Rt 75)	Pigeon Hill Rd	Tiffany Dr	Windsor	0.85	1.07	0	2	0	9	11
Poquonook Av (Rt 75)	near Hansom Hill Rd	near Hansom Hill Rd	Windsor	2.45	2.60	0	3	3	4	10
South Main St (Rt 75)	Kent Av	High St	Suffield	9.46	9.87	0	5	5	4	14
North Main St (Rt 75)	Day Av	(horizontal curve)	Suffield	10.29	10.64	0	8	9	53	70
North St (Rt 75)	Mapleton Av (Rt 190)		Suffield	11.02	11.58	0	5	14	37	56

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Fatal	Se-vere injury	Mi-nor injury	PDO	Total
N Main St (Rt 75)	Mapleton Av (Rt 190)	Russell St	Suffield	11.02	10.76	0	2	5	9	16
North St (Rt 75)	Halladay	Longview Dr	Windsor	12.07	12.56	0	0	1	3	4
Whitfield St (Rt 77)	Boston St (Rt 146)	Broad St	Guilford	0.00	0.19	0	2	4	18	24
Church St (Rt 77)	Broad St	Boston Post Rd (US 1)	Guilford	0.25	0.50	0	2	6	14	22
Church St (Rt 77)	Boston Post Rd (US 1)	End of School Prop	Guilford	0.50	0.87	0	1	0	7	8
Foxon Rd (Rt 80)	River Rd	Circle Dr	East Haven	2.75	2.99	1	11	8	37	57
Foxon Rd (Rt 80)	Edward Rd	Sunset Rd	No Branford	4.29	3.97	0	5	1	13	19
Winthrop Rd (Rt 80)	Woodbury Rd	Town Park	Deep River	23.55	23.91	0	3	2	13	18
Elm St (Rt 80)	Union St	Main St (Rt 154)	Deep River	25.73	25.91	0	9	19	33	61
High St (Rt 81)	Central Av	John St	Clinton	0.16	0.37	1	4	4	17	26
High St (Rt 81)	Old Mill Rd (De)	PVT Dr B/4 High St	Clinton	0.47	0.63	1	2	19	52	74
Clinton Rd (Rt 81)	Stevens Rd	Green Hill Rd	Killingworth	5.21	5.57	0	0	0	1	1
Higganum Rd (Rt 81)	Old Bedford Farm Rd	Tooley Rd (Rt 148)	Killingworth	8.00	8.29	0	0	2	8	10
Manchester Rd (Rt 83)	Chimney Sweep Hill Rd	Eastbury Hill Rd	Glastonbury	0.38	0.55	0	1	7	12	20
Manchester Rd (Rt 83)	Shoddy Mill Rd	(2.063 miles away)	Glastonbury	1.85	2.05	0	1	7	21	29
Manchester Rd (Rt 83)	Howe St	Fairway Crossing	Glastonbury	3.81	4.11	0	0	1	0	1
S. Main St (Rt 83)	Fairway Crossing (Pvt)	NA	Manchester	4.55	4.81	0	0	3	3	6
S. Main St (Rt 83)	Jct B/4 Fern St	Golf Course	Manchester	5.47	5.91	0	0	0	10	10
S. Main St (Rt 83)	Lakewood Circle South	Spring St	Manchester	6.09	6.28	0	4	5	15	24
Main St (Rt 83)	Delmont St (Cds)	Firehouse	Manchester	8.15	8.49	0	2	8	12	22
Oakland St (Rt 83)	Sheldon Rd	Rachel Rd	Manchester	9.29	9.55	0	6	5	9	20
Oakland St (Rt 83)	Tudor La (Pvt)	South St	Manchester	9.63	9.80	0	5	8	32	45
J Trumbull Hwy (Rt 87)	Samuel Hill Rd	Latham Hill Rd	Columbia	11.12	11.49	0	3	1	4	8
Hebron Av (Rt 94)	Wickham Rd	Pinnacle Ln	Glastonbury	2.24	2.47	0	1	2	4	7
Taftville Occum Rd (Rt 97)	DOT Garage	Hooper St	Norwich	2.31	2.78	0	1	9	6	16
Main St (Rt 97)	River St	Brookside Av	Sprague	4.89	5.30	0	5	8	12	25
Main St (Rt 99)	Evergreen Rd	Court St	Cromwell	2.25	2.63	0	0	1	13	14
Main St (Rt 99)	Court St	Park Place	Cromwell	2.63	2.88	0	2	6	16	24
Main St (Rt 99)	Evensen Place	Sunset Dr	Cromwell	3.03	3.48	0	2	0	5	7
Quinnipiac Av (Rt 103)	Hemingway Place	Foxon Hill Rd	New Haven	0.49	0.80	0	1	0	1	2
Nichols Av (Rt 108)	Montrose Pl	Calfornia St	Stratford	0.13	0.32	0	2	4	10	16
Nichols Av (Rt 108)	Marcroft St	Greenfield Av	Stratford	0.65	0.89	0	6	12	31	49

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Fatal	Se-vere injury	Mi-nor injury	PDO	Total
Branch Rd (Rt 109)	NA	Old Branch Rd #2	Thomaston	20.19	20.52	1	9	17	39	66
Branch Rd (Rt 109)	Old Branch Rd #2	Edgewood Av	Thomaston	20.52	20.88	0	3	12	58	73
East Main St (Rt 110)	Sunnyside Ter	Wakelee	Stratford	0.50	0.72	0	1	10	25	36
East Main St (Rt 110)	Evergreen Dr/Diane Ter	Marchant Dr	Stratford	0.76	1.19	0	0	1	3	4
Interlaken Rd / Lime Rock Rd (Rt 112)	Sharon Rd (Rt 41)	Town Hill Rd (Pvt)	Salisbury	2.05	2.45	0	0	0	1	1
Oak Bluff Av (Rt 113)	Stratford Rd	Roundabout	Stratford	2.33	2.60	0	0	0	0	0
Prospect Dr (RT 113)	Lordship Rd	Ivy/Stratford Rd	Stratford	2.72	3.10	0	2	1	21	24
Stratford Rd (Rt 113)	Prospect Dr	Short Beach Rd	Stratford	3.10	3.67	0	0	2	19	21
Main St (Rt 113)	Birdseye St	South Av	Stratford	5.11	5.33	0	2	11	54	67
Main St (Rt 115)	Tremont St	Bridge St	Ansonia	1.62	1.71	0	3	4	9	16
Main St (Rt 115)	Bridge St	Maple St	Ansonia	1.71	1.97	0	0	1	5	6
Slater Av (Rt 138)	Lincoln Sq	Ann St	Jewett City	6.27	6.69	0	1	1	2	4
Elm St (Rt 140)	Ash Dr	Southwest Av /Woodland St	Windsor Lcks	0.54	0.82	0	0	0	0	0
Elm St (Rt 140)	Southwest Av	South Elm St	Windsor Lcks	0.82	1.21	0	2	6	1	9
Elm St (Rt 140)	Briarcliff Dr (De)	South Center St	Windsor Lcks	1.48	1.96	0	4	1	6	11
Maple St (Rt 140)	Church St	School Entrance	Ellington	12.84	13.35	0	2	5	32	39
South Main St (Rt 146)	Eades St	Montowese St	Branford	0.84	1.07	0	6	15	22	43
Boston St (Rt 146)	Wheaton Av	Lovers Lane	Guilford	11.84	12.08	0	2	4	7	13
Westchester Rd (Rt 149)	Just after curve (12.10 km)	Pickerel Lake Rd	Colchester	6.38	6.07	0	3	3	8	14
Woodhouse Av (Rt 150)	Wheatfield Dr	Harrison Rd	Wallingford	2.18	2.47	0	2	4	28	34
Woodhouse Av (Rt 150)	Liandina Rd	Harrison Av	Wallingford	3.36	2.47	0	1	7	12	20
Center St (Rt 150)	Pomeroy Av	N Elm St	Wallingford	4.44	4.65	0	7	8	20	35
Center St (Rt 150)	South Orchard	South Colony (Rt 5)	Wallingford	4.99	5.16	0	9	15	18	42
N. Turnpike Rd (Rt 150)	Stetson St	Knollwood Dr	Wallingford	6.45	6.69	0	0	0	0	0
Great Hammock Rd (Rt 154)	Old Boston Post Rd	Oyester Pl	Old Saybrook	0.12	0.58	0	9	7	28	44
College St (Rt 154)	Marina Point Dr	Willard Av	Old Saybrook	4.60	4.88	0	5	6	16	27
College St (Rt 154)	Dana Dr	N Cove Rd	Old Saybrook	4.92	5.17	0	1	4	22	27
Main St (Rt 154)	Union St	Elm/River St	Deep River	14.01	14.42	0	2	2	9	13
Main St (Rt 154)	Elm/River St	High St	Deep River	14.42	14.57	0	2	2	10	14

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Fatal	Se-vere injury	Mi-nor injury	PDO	Total
Main St (Rt 156)	Pennsylvania Av	Columbus Av	East Lyme	19.01	18.55	0	5	9	22	36
Palisado Av (Rt 159)	North Meadow Rd	Old Kennedy Rd	Windsor	4.31	4.93	0	3	6	17	26
Palisado Av (Rt 159)	Bissellls Ferry Rd (Pvt)	(horizontal curve)	Windsor	4.98	5.39	0	1	0	7	8
Palisado Av (Rt 159)	Clapp Rd N	Hayden Station Rd	Windsor Lcks	6.98	6.58	0	5	5	2	12
Palisado Av (Rt 159)		near Clapp Rd North	Windsor	7.11	7.49	0	6	12	22	40
North Main St (Rt 159)	Fairview St	Fernwood Dr	Windsor Lcks	9.97	10.11	0	5	7	27	39
East St S. (Rt 159)	Paper St	Alexander Lane	Suffield	11.63	12.03	0	4	0	1	5
East St S (Rt 159)	Bridge St	Thrail Av	Suffield	13.00	13.37	0	1	1	8	10
East St N. (Rt 159)	Thompsonville Rd	Burbank Av	Suffield	14.43	14.60	0	2	4	15	21
New Britain Av (Rt 160)	Catherine Rd	(horizontal curve)	Rocky Hill	1.95	2.22	0	10	10	48	68
Elm St (Rt 160)	Griems Rd	Main St (Rt 99)	Rocky Hill	5.17	5.42	0	3	20	79	102
Pennsylvania Av (Rt 161)	Grand St	Smith St	East Lyme	0.06	0.31	0	0	4	12	16
New Haven Av (Rt 162)	Mary Ellen Dr	Sparrowbush Lane	Millford	3.79	4.05	1	4	5	16	26
Willard Av (Rt 173)	Stanwell Rd (Pvt)	Halleran Dr	Newington	0.60	0.85	0	1	2	2	5
Willard Av (Rt 173)	New Britain Av	Robbins Av	Newington	1.38	1.74	0	0	3	3	6
Willard Av (Rt 173)	Pheasant Run	Robbins Av	Newington	1.38	1.74	0	2	2	3	7
Willard Av (Rt 173)	Robbins Av	Wilson Av	Newington	1.74	2.16	0	3	22	116	141
New Britain Av (Rt 174)	Eleanor Pl	Roberts St	Newington	1.84	1.60	0	2	1	11	14
Wells Rd (Rt 175)	Knight St	Wells Farm Dr	Wethersfield	5.33	5.03	0	1	0	15	16
Wells Rd (Rt 175)	Folly Brook Blvd	Knight St	Wethersfield	5.60	5.36	0	8	2	34	44
Wells Rd (Rt 175)	Jay St	Folly Brook Blvd	Wethersfield	5.79	5.60	0	3	6	25	34
Main St (Rt 176)	Northwood Rd	Cheney Ln	Newington	1.64	1.37	0	3	5	26	34
Main St (Rt 176)	Elleworth St	Kirkham St	Newington	2.09	2.31	0	1	20	42	63
Hartford Av (Rt 176)	Garvan St	Thomas St	Newington	3.43	3.20	0	1	1	2	4
S. Washington St (Rt 177)	Duval La	Madeley Ct	Plainville	0.34	0.95	0	1	3	16	20
S. Washington St (Rt 177)	Madeley Ct	Broad St	Plainville	0.95	1.36	0	2	4	12	18
Washington St (Rt 177)	Broad St	West Main St (Rt 372)	Plainville	1.36	1.56	0	2	3	6	11
Simsbury Rd (Rt 185)	Tumblebrook La	Mohegan Dr	W Hartford	5.25	5.60	0	2	5	7	14
Mapleton Av (Rt 190)	(Horizontal curve)	Wren Dr	Suffield	0.45	0.28	0	3	8	29	40

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Fatal	Se-vere injury	Mi-nor injury	PDO	Total
Thompsonville Rd (Rt 190)	Quail Run Rd	4th St.	Suffield	0.92	1.24	0	5	8	15	28
Hazard Av (Rt 190)	Beverly St	Martin Terr	Enfield	5.56	5.74	0	5	5	15	25
Main St (Rt 190)	Shaker Rd	Hall Hill Rd (Rt 186)	Somers	8.70	9.05	0	1	1	6	8
Storrs Rd (Rt 195)	Warrenville Rd (Rt 98)	Bassett Bridge Rd	Mansfield	3.74	3.28	0	5	5	17	27
Storrs Rd (Rt 195)	East Road	Agronomy Rd	Mansfield	6.02	6.33	0	8	4	16	28
Storrs Rd (Rt 195)	Private Rd	Rockridge Rd (E-1)	Mansfield	10.44	11.30	0	8	11	22	41
Hopeville Rd (Rt 201)	Near Monroe St	NA	Jewett City	19.35	19.57	0	9	14	35	58
East Main St (Rt 201)	Palmer Av	End of Sidewalk	Jewett City	19.89	19.57	0	4	1	7	12
New Litchfield St (Rt 202)	Blake St	Earl St	Torrington	43.46	43.61	0	1	2	8	11
East Main St (Rt 202)	Willow St	Main St	Torrington	44.39	44.15	0	5	2	28	35
Great Neck Rd (Rt 213)	Jordan Terr.	Pfizer Dr	Waterford	0.07	0.52	0	2	0	15	17
Great Neck Rd (Rt 213)	Pfizer Dr	Breman Rd	Waterford	0.52	1.19	0	3	6	29	38
Great Neck Rd (Rt 213)	Braman Rd	Colonial Dr	Waterford	1.19	0.73	0	0	0	0	0
Ocean Av (Rt 213)	Near School St	Sherman St	New London	5.64	5.47	3	14	25	68	110
Ocean Av (Rt 213)	Faire Harbour Pl	Sunset St	New London	5.83	6.05	0	6	9	26	41
N. Main St (Rt 218)	Huron Dr	Miler/Old Meadow Rd	W Hartford	0.50	0.85	0	3	4	4	11
South Eagleville Rd (Rt 275)			Mansfield	2.94	2.69	0	0	0	0	0
South Eagleville Rd (Rt 275)	Maple Rd	(Apartment entrance)	Mansfield	3.52	4.02	**K**	**Sever e**	**Mino r**	**PDO**	**Crash _T**
Pinney St (Rt 286)	Windermere Av	Private Rd	Ellington	0.89	1.49	0	4	42	50	96
Main St (Rt 286)	Tomoka St	Maple St	Ellington	2.60	2.97	0	1	9	16	26
E Robbins Av (Rt 287)	Lydall Rd	Kitts Lane #1	Newington	0.38	0.57	0	0	9	13	22
Prospect St (Rt 287)	Thornbush Rd	Collier Rd	Wethersfield	1.58	1.76	0	0	1	16	17
Prospect St (Rt 287)	Olney Rd #1	Griswold Rd	Wethersfield	2.53	2.76	0	0	0	2	2
Prospect St (Rt 287)	Millwoods Park Dr	Harris Hill Rd	Wethersfield	2.96	3.14	0	0	4	4	8
Beaumont Hwy (Rt 289)	Valley Hill Rd	Rafferty Rd	Lebanon	2.76	3.34	1	0	13	22	36
Jordan Lane (Rt 314)	Ridge Crest Circle	Godwin Park Rd	Wethersfield	0.96	1.41	0	1	17	43	61
Townsend Av (Rt 337)	Sound View Ter	Hervey St	New Haven	0.73	1.14	0	0	7	14	21
Townsend Av (Rt 337)	Concord St	Fort Hale Rd	New Haven	1.50	1.22	0	0	23	24	47
W. Center St (502)	Moore St	Cooper St	Manchester	5.94	6.19	0	0	16	30	46

Road Name (Rt #)	Beginning Road (Landmark)	Ending Road (Landmark)	Town	Mile-post Start	Mile-post End	Fatal	Se-vere injury	Mi-nor injury	PDO	Total
Lake St (Rt 533)	Lydall St	Berkeley Dr	Vernon	1.19	1.62	0	0	1	6	7
Tunnel Rd (Rt 533)	Russell Dr	Old Stone Rd	Vernon	2.39	2.60	0	1	1	0	2
Norwich Av (SR 616)	Main St (Rt 85)	Pleasant St	Colchester	0.00	0.34	0	0	5	15	20
Main St (Rt 800)	King St	Scoville St	Torrington	1.67	1.87	0	0	5	10	15
Main St (Rt 800)	Linden St	East Albert St	Torrington	2.10	2.28	0	1	11	29	41
Thomaston Av (Rt 847)	Plaza Driveway	W. Main St	Waterbury	4.25	3.96					0
Thomaston Av (Rt 847)	Shefield St	Boyden St	Waterbury	6.22	6.10	0	1	6	26	33
Thomaston Av (Rt 847)	Driggs St	Shefield St	Waterbury	6.32	6.22	0	0	15	29	44
Thomaston Av (Rt 847)	Plaza driveway	Huntingdon Av	Waterbury			0	6	10	106	122