



Final Report
SCRCOG Congestion Management Process
June, 2014

SCRCOG SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS
Planning for Our Region's Future



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1 INTRODUCTION

This 2014 Congestion Management Process (CMP) report represents a continuation of the South Central Regional Council of Governments' (SCRCOG) efforts to better understand the transportation system in the South Central Connecticut region. This report takes a systematic approach to identify and address congested areas within the region. The CMP is used to monitor and evaluate transportation system performance and congestion management strategies in a regional context in order to make the best use of federal, state, and regional funding resources.

A CMP provides the framework for measuring system performance and managing congestion for a region. This report is just a snapshot of an ongoing process. Activities that are part of the CMP include data collection for quantifying system performance, determination of causes of congestion, consideration of alternatives to reduce congestion, implementation of programs and projects, and ongoing assessment to determine effectiveness of strategies. Inherent with a CMP is the focus on operations and management strategies to address congestion, rather than capacity improvements.

The 2005 Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that CMPs be maintained for all Transportation Management Areas (urban areas with a population of at least 200,000) including the SCRCOG region. This is an evolution of the previous requirement for a Congestion Management System (CMS). In 2008, the Federal Highway Administration (FHWA) provided guidelines for implementing a CMP as part of the metropolitan planning process. The enhancement of a CMS to CMP most notably included the initial task of developing congestion management objectives. The last time SCRCOG produced a CMS report was in 2004. The 2010 update to a CMP included not only a more current evaluation of the region's roadways, but also set congestion management objectives, integrated the CMP into the regional planning process, and discussed methods to monitor and measure effectiveness of management strategies. Subsequent CMP reports (2012, 2014) include new travel time and speed data, as well as updated information for all CMP components.

The 2004 CMS for the SCRCOG region was developed using travel time and speed data collected by SCRCOG as a performance measure. The 2010 CMP included the use of a new performance measure, Volume to Capacity (V/C) ratios, to supplement the previously collected data for the known congested corridors and to identify additional congested roadways for further consideration. The 2012 CMP Update included new travel time and speed data collected on the same corridors as in 2004, as well as on some additional corridors identified as congested in the 2010 CMP. The 2012 runs were designed to produce comparable results to those collected in 2004. This 2014 CMP Update includes new travel time and speed data collected on corridors identified in the 2010 CMP as congested based on V/C data, but for which travel time and speed data had not been collected in 2004 or 2012 (with the exception of one corridor).

Congested corridors in the SCRCOG region are well known and have been extensively documented. Travel patterns are relatively stable for the region and growth in Vehicle Miles Traveled (VMT) has been fairly constant. The state is experiencing funding shortfalls, although there is a large investment being made in the New Haven area with the construction of the Pearl

Harbor Memorial Bridge and the I-95/I-91/Route 34 Interchange Improvement Projects. Additionally, a number of studies have been conducted focusing on the region's congested corridors, and several improvement projects associated with these studies have been included in subsequent Transportation Improvement Programs (TIP). Based on the region's history of projects and programs, SCRCOG has demonstrated that congestion management and the spirit of the CMP is already at the forefront of the planning process for the region.

2 CONGESTION MANAGEMENT OBJECTIVES

The goals developed for this CMP have originated from those documented in current Long Range Transportation Plan for the region. The goals highlighted in this report are those that most directly relate to congestion management. The objectives include:

- Make wise use of available funding to bring the most benefit to the region through effective project prioritization and the identification of additional funding needs.
- Utilize a congestion management process in framing transportation decisions that assesses both transportation demand management (TDM) and transportation supply management (TSM) initiatives.
- Maintain, enhance, and upgrade the aging infrastructure in the region for all modes of transportation to ensure system safety and functionality.
- Preserve existing transportation resources to ensure that modes and service options are available for future operation.
- Promote enhancement and interconnection of alternative transportation modes to allow for multiple travel options and freight movement through the region.
- Encourage interagency cooperation to effectively link transportation and land use planning to locate development in areas with infrastructure that is more able to support additional demand (i.e. Transit Oriented Developments, TODs).
- Work with member municipalities, state and federal agencies, and the Transportation Committee to develop regional solutions to transportation issues.

3 AREA OF APPLICATION

The area of application for the CMP corresponds with the South Central Region Council of Governments Planning area boundary. This boundary encompasses 15 municipalities: Bethany, Branford, East Haven, Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge. These cities and towns have a total population of approximately 570,000 and are home to a diverse range of institutions, including universities, hospitals, and major corporations. The transportation network in the region includes highway, rail, bus, water, and air facilities.

4 SYSTEM OF INTEREST

4.1 Defining the Transportation Modes

The system coverage for the CMP includes all state roadways in the region (shown in Figure 1). This coverage is consistent with CTDOT's 2009 Congestion Management Process Congestion Screening and Monitoring Report, which is the source for the V/C ratio data referenced in this report. It is CTDOT's intention that future reports will include all facilities of functional

classification “minor arterial” and above. However, that will require more extensive data collection programs to be initiated and more cooperation with municipalities. There are also plans to update the travel demand model for the SCRCOG region with information on transit facilities and usage. In future CMPs it may be possible to include Volume to Capacity ratios for transit lines as an additional performance measure. As additional data becomes available and the system coverage fills in, the SCRCOG CMP report will be revised as appropriate.

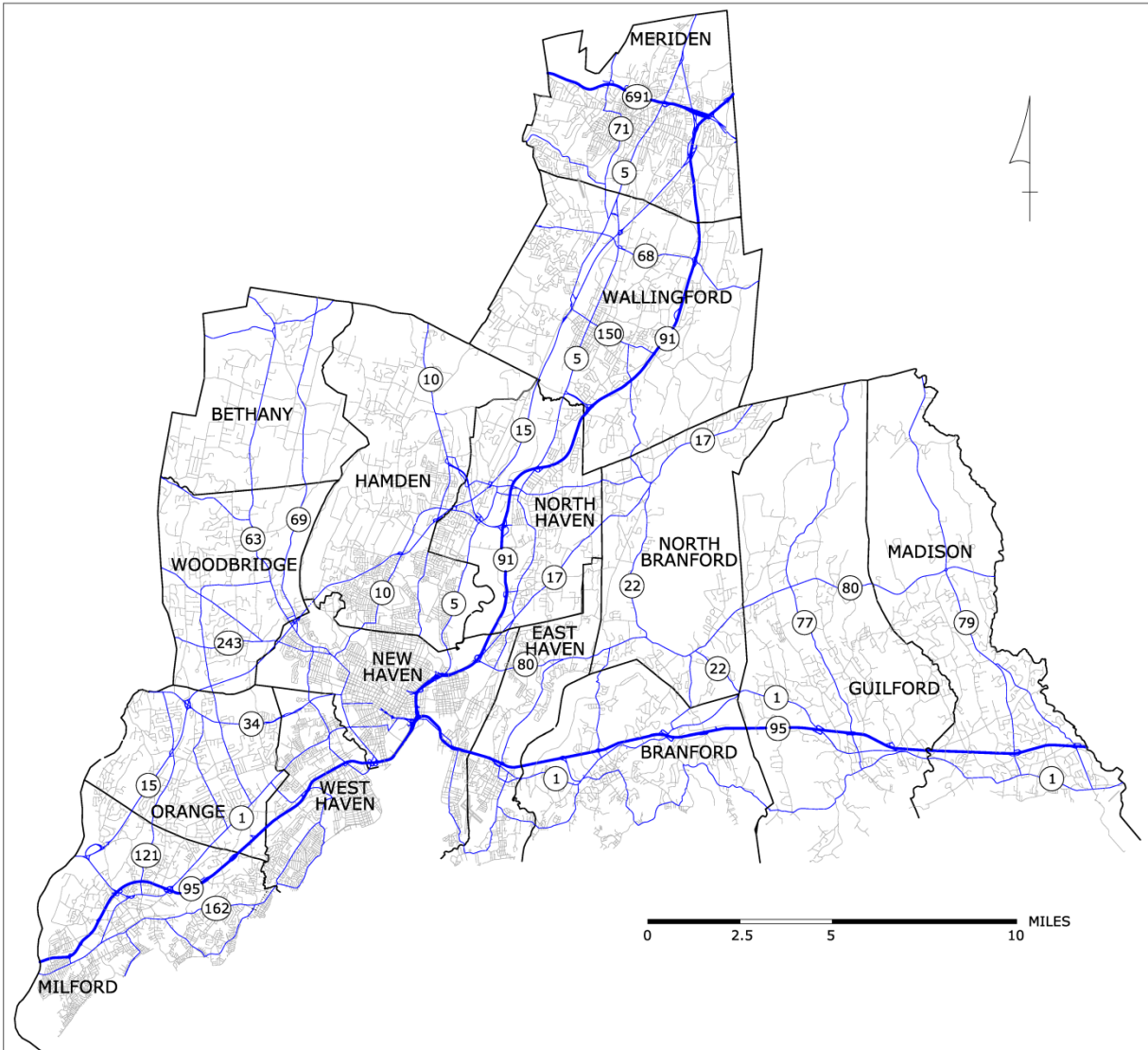


Figure 1: SCRCOG Road Network

5 SYSTEM PERFORMANCE

Congestion is increasing in the region along with the number of Vehicle Miles Traveled (VMT). These increases are by-products of population growth, more miles being traveled per person, and the dominance of automobile use for travel in the region. The continued increase in VMT is expected for the foreseeable future. CTDOT has developed estimates of VMT for the SCRCOG region, as well as all the other regions of Connecticut, which are included in their annual CMP Congestion Screening and Monitoring Report. This report estimated 14,330,357 VMT within

the SCRCOG region for 2010, or approximately 16% of the statewide total of 91,446,456. The projected VMT within the SCRCOG region for 2020 is 15,501,526, an increase of more than 8% over the 2010 value.

According to the CTDOT 2009 CMP report, 97.6 miles of state routes within the South Central Region are considered congested (based on V/C ratio calculations), or about 25% of the 384.45 total miles of state roads in the region. Each of the segments that comprise the 97.6 miles of congested routes in the region was identified for the 2010 CMP, and is now included in Appendix B of this report.

5.1 Performance Measures

Corridor performance has been evaluated using travel speeds and V/C ratios for the region's congested corridors. Travel time studies were conducted for the 2004 SCRCOG CMS report, as well as for the 2012 CMP Update and this 2014 update. They were conducted on specific corridors to determine travel speeds, using GPS-assisted collection with GIS-assisted data processing. The 2004 runs were the first to be collected using these technology-enhanced methods (previous collection and data entry had been manual). The travel time runs have been designed to ensure comparable results to the previously collected data (if applicable) in both collection technique and segment definition.

Travel time/speed data collected and processed within the GPS/GIS system can be summarized by road segments defined by the user, based upon travel patterns and road characteristics. The data summaries include information by segment on its limits, segment length, travel time, average speed, number of stops, and time below certain threshold speeds. For each road segment, a threshold speed was established to represent a reasonable peak hour speed standard or goal considering posted speed limits, area characteristics, and road classification. Table 1 shows the desired threshold speed for each facility type as used by SCRCOG and a segment is considered congested when its average travel speed is below the threshold speed for its corresponding facility type. In evaluating travel time and speed data, transportation performance is measured by comparing segment average speed with segment threshold speed, and congestion is defined as average speed being less than these threshold speed.

Table 1: Facility type and threshold speed (mph)

Facility Type	Threshold Speed (mph)
Arterial Central Business District	15
Arterial Urban	20
Arterial Suburban	25
Arterial Rural	35
Freeway-Urban	45
Freeway-Suburban	50
Freeway-Rural	55

The V/C performance measure is calculated annually by CTDOT in their CMP Congestion Screening and Monitoring Report. The V/C values are calculated using traffic volumes and roadway characteristics for each segment of each state route in Connecticut. Road segment limits for the analysis have been defined by CTDOT and break wherever there is a change in

traffic volume, a change in number of lanes, at town lines, and at locations of existing CTDOT count stations. Therefore, some road segments are very short. For example, a segment along a freeway can begin where a deceleration lane for an off ramp is added and end where the lane exits.

The V/C ratios included in this CMP report are for the 2009 peak hour and were calculated by CTDOT and included in the CMP Congestion Screening and Monitoring Report. As discussed in the report, the volumes were based on actual traffic counts, K factors were determined from the count data, and directional splits of 55% / 45% were assumed. Capacities were estimated using 2000 Highway Capacity Manual procedures. In evaluating V/C data for the region's roadways, congestion was defined where a V/C ratio was greater than 0.9 (a threshold that is consistent with CTDOT's definition).

5.2 Defining Congested Corridors

Originally, travel time studies were performed on the region's major corridors where congestion was known to be a problem. Results from these studies confirmed and quantified these issues. The introduction of V/C ratios as an additional performance measure was useful since the comprehensive coverage allowed for screening of the entire region's roadway system to identify other potential problem areas. Both travel speeds and V/C ratios can now be used to evaluate corridor performance and to compare that performance from year to year. The congested corridors identified in this 2014 CMP update report are based on speed data, collected on travel time runs conducted in 2012 or 2014 as applicable. If the average speed for a roadway segment was below a threshold speed (for a given roadway classification) then the corridor was considered congested. Corresponding average (length-weighted) V/C ratios for each segment were calculated for each segment for comparison. V/C ratios above 0.9 would be considered congested. Congested corridors in the SCRCOG region based on the most recently available speed data are shown in Figure 2.

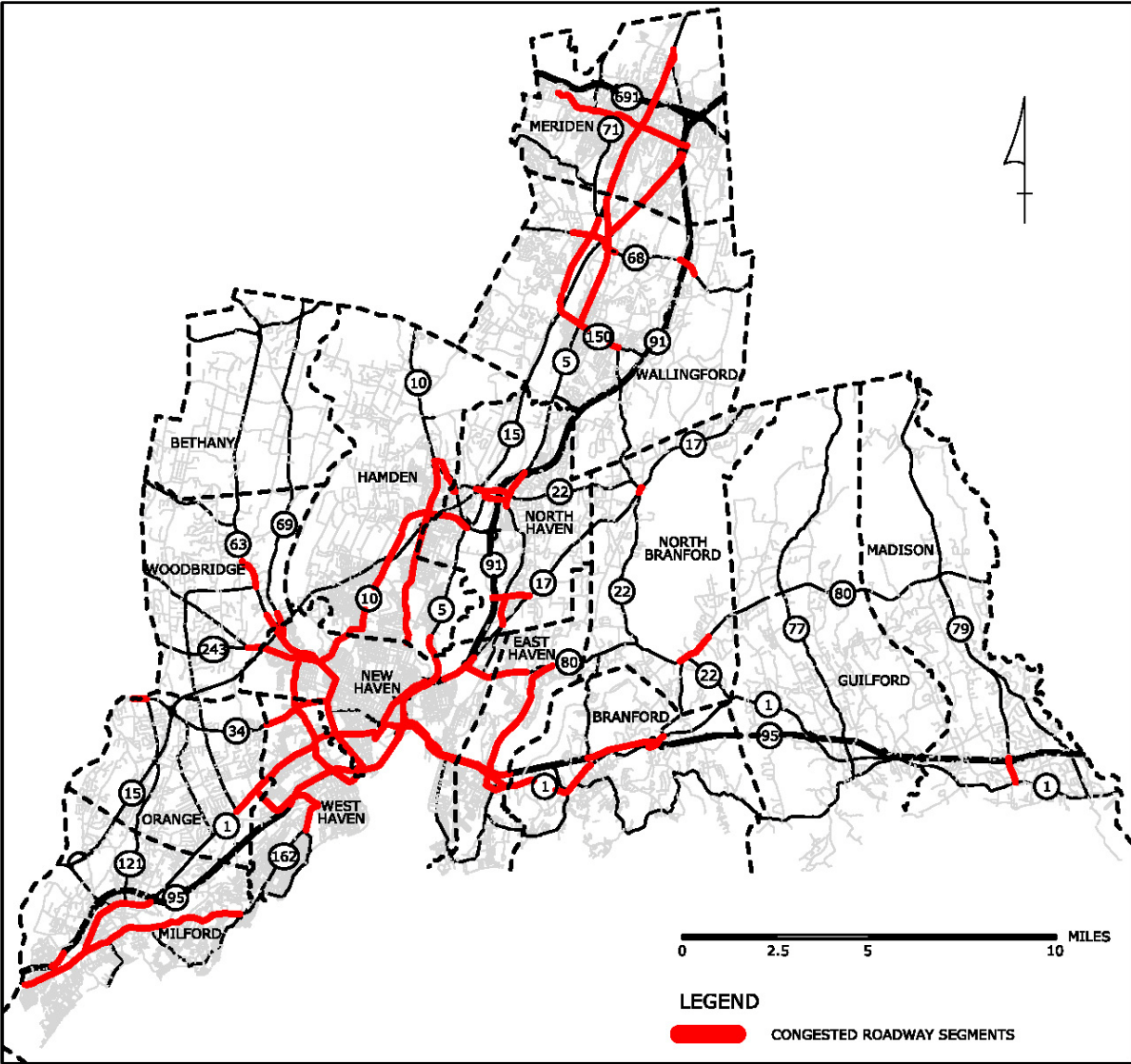


Figure 2: SCRCOG Congested Corridors

Results from the two performance measures are not entirely consistent. The difficulty interpreting travel speed data is the selection of an appropriate threshold speed, as an actual roadway function may not correspond well to the given facility types. Average speeds can also vary greatly for shorter segments, or segments with a number of traffic signals. The drawback to using V/C ratios is that they are calculated using a number of assumptions and simplifications. It was found for some corridors that congestion (based on measured travel speeds, as well as observation) is not as severe as the V/C ratios would indicate. In other locations, V/C ratios may underestimate the severity of congestion, since a bottleneck in one segment can impact adjacent segments causing a more widespread problem. This may be the case with several of the short congested segments identified based on V/C ratios.

5.3 Congested Corridor Overview

The results of the congested corridor evaluation are shown in the following figures and tables. The congested segments shown in the figures are based on the 2012 or 2014 travel speed data as noted. Corridor segments are highlighted where the average travel speed was below the established threshold speed. V/C ratios from the 2010 CMP and travel speeds from the 2004 CMS (if available) are included in the tables for comparison. The congested corridors identified in the 2004 CMS and the 2010 CMP are included in Appendix A and Appendix B respectively. Detailed travel time reports from the 2012 runs are included in Appendix C, and reports from the 2014 runs are included in Appendix D.

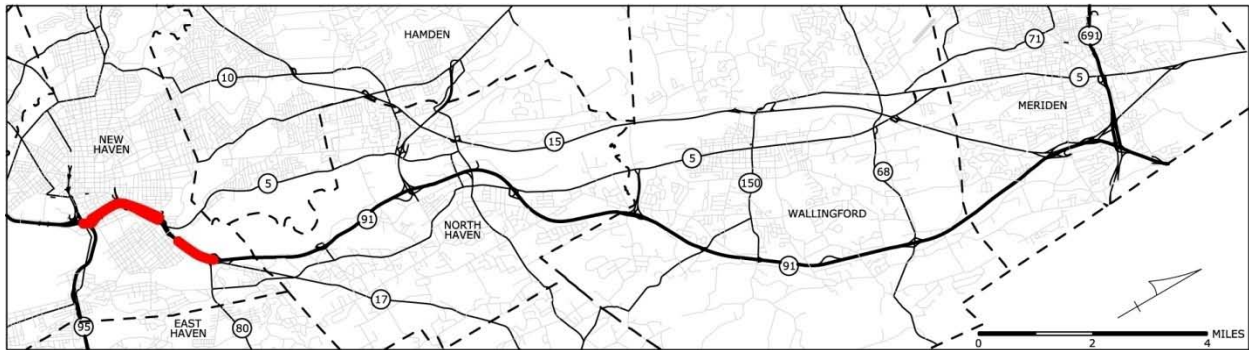


Figure 3: I-91 Congested Segments

Table 2: I-91 Corridor Evaluation

Segment		V/C	Average Speed (mph)			
			2004		2012	
			AM	PM	AM	PM
Northbound						
Interchange 1 (Rt34)	Interchange 3 (Trumbull St)	0.79	--	--	53	38
Interchange 3 (Trumbull St)	Interchange 6 (Willow/Blatchley)	0.83	--	--	52	48
Interchange 6 (Willow/Blatchley)	Interchange 7 (Ferry St)	0.80	--	--	57	56
Interchange 7 (Ferry St)	Interchange 8 (Rt 80/Foxon Blvd)	0.86	--	--	61	54
Southbound						
Interchange 8 (Rt 80/Foxon Blvd)	Interchange 7 (Ferry St)	0.86	--	--	38	50
Interchange 7 (Ferry St)	Interchange 6 (Willow/Blatchley)	0.80	35	60	45	60
Interchange 6 (Willow/Blatchley)	Interchange 3 (Trumbull St)	0.83			51	36
Interchange 3 (Trumbull St)	Interchange 1 (Rt34)	0.79	15	25	43	13

Threshold Speed = 45 mph for Urban Freeway

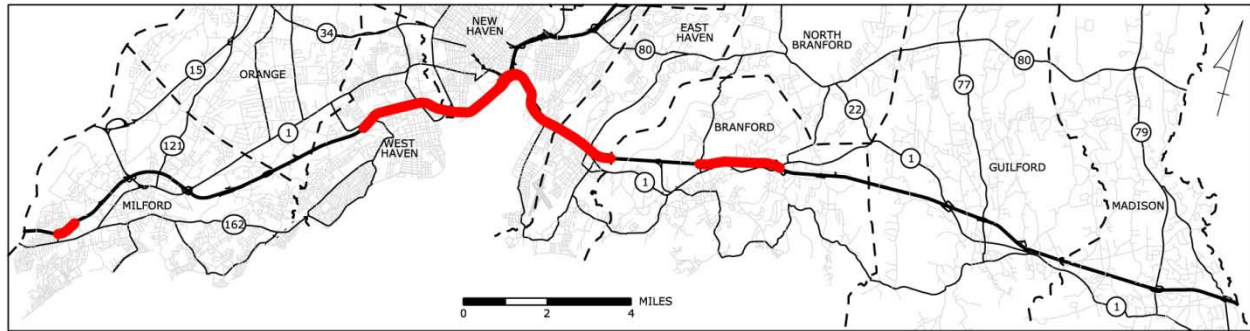


Figure 4: I-95 Congested Segments

Table 3: I-95 Corridor Evaluation

Segment	V/C	Average Speed (mph)				
		2004		2012		
		AM	PM	AM	PM	
Northbound						
Int 34 (Rt 1)	Int 35 (Schoolhouse Rd/Bic Dr)	0.87	--	--	55	42
Int 35 (Schoolhouse Rd/Bic Dr)	Int 36 (Plains Rd)	0.96	--	--	62	50
Int 36 (Plains Rd)	Int 38 (Rt 15/Merritt/W Cross Pkwys)	0.94	--	--	64	54
Int 38 (Rt 15/Merritt/W Cross Pkwys)	Int 39 (Rt 1)	1.02	--	--	69	58
Int 39 (Rt 1)	Int 40 (Old Gate Ln/Woodmont Rd)	1.00	--	--	68	57
Int 40 (Old Gate Ln/Woodmont Rd)	Int 41 (Marsh Hill Rd)	1.06	--	--	68	55
Int 41 (Marsh Hill Rd)	Int 42 (Saw Mill Rd)	1.04	--	--	66	57
Int 42 (Saw Mill Rd)	Int 44 (Kimberly Av/Dwntn W Haven)	1.11	--	--	67	59
Int 44 (Kimberly Av/Dwntn W Haven)	Canal Dock Dr	1.17	45	38	35	34
Canal Dock Dr	East St	0.89	55	26	54	25
East St	Stiles St.	1.19	56	41	49	23
Stiles St.	East Haven/New Haven Line	0.92	60	50	53	44
East Haven/New Haven Line	Lake Saltonstall	0.77	60	31	64	46
Lake Saltonstall	Int 54 (Branford/Cedar St)	0.89	58	49	65	48
Int 54 (Branford/Cedar St)	Int 55 (Rt 1/E Main St)	0.95	63	64	64	34
Int 55 (Rt 1/E Main St)	Int 56 (Leetes Island Rd/Stony Creek)	0.97	64	62	66	53
Int 56 (Leetes Island Rd/Stony Creek)	Branford/Guilford Town Line	1.00	--	--	61	54
Branford/Guilford Town Line	Int 57 (Rt 1/North Branford)	1.09	--	--	59	54
Int 57 (Rt 1/North Branford)	Int 58 (Rt 77/Guilford/N Guilford)	1.04	--	--	57	57
Int 58 (Rt 77/Guilford/N Guilford)	Int 59 (Goose Ln)	0.90	--	--	64	55
Int 59 (Goose Ln)	Guilford/Madison Town Line	0.90	--	--	64	56
Guilford/Madison Town Line	Int 61 (Rt 79/Madison/N Madison)	0.96	--	--	62	52
Southbound						
Int 61 (Rt 79/Madison/N Madison)	Guilford/Madison Town Line	0.96	--	--	55	54
Guilford/Madison Town Line	Int 59 (Goose Ln)	0.90	--	--	66	59
Int 59 (Goose Ln)	Int 58 (Rt 77/Guilford/N Guilford)	0.90	--	--	64	61
Int 58 (Rt 77/Guilford/N Guilford)	Int 57 (Rt 1/North Branford)	1.04	--	--	61	61
Int 57 (Rt 1/North Branford)	Branford/Guilford Town Line	1.09	--	--	67	59
Branford/Guilford Town Line	Int 56 (Leetes Island Rd/Stony Creek)	1.00	--	--	68	59
Int 56 (Leetes Island Rd/Stony Creek)	Int 55 (Rt 1/E Main St)	0.97	30	65	66	64

Int 55 (Rt 1/E Main St)	Int 54 (Branford/Cedar St)	0.95	26	60	65	55
Int 54 (Branford/Cedar St)	Lake Saltonstall	0.89	20	44	63	57
Lake Saltonstall	East Haven/New Haven Line	0.77	18	55	18	55
East Haven/New Haven Line	Stiles St	0.92	30	53	15	46
Stiles St	East St	1.19	43	53	21	41
East St	Canal Dock Dr	0.89	53	43	46	34
Canal Dock Dr	Int 44 (Kimberly Av/Dwntn W Haven)	1.17	55	36	57	16
Int 44 (Kimberly Av/Dwntn W Haven)	Int 42 (Saw Mill Rd)	1.11	--	--	58	40
Int 42 (Saw Mill Rd)	Int 41 (Marsh Hill Rd)	1.04	--	--	67	55
Int 41 (Marsh Hill Rd)	Int 40 (Old Gate Ln/Woodmont Rd)	1.06	--	--	68	58
Int 40 (Old Gate Ln/Woodmont Rd)	Int 39 (Rt 1)	1.00	--	--	66	57
Int 39 (Rt 1)	Int 38 (Rt 15/Merritt/W Cross Pkwys)	1.02	--	--	66	49
Int 38 (Rt 15/Merritt/W Cross Pkwys)	Int 36 (Plains Rd)	0.94	--	--	67	56
Int 36 (Plains Rd)	Int 35 (Schoolhouse Rd/Bic Dr)	0.96	--	--	68	55
Int 35 (Schoolhouse Rd/Bic Dr)	Int 34 (Rt 1)	0.87	--	--	63	51

Threshold Speed = 45 mph for Urban Freeway

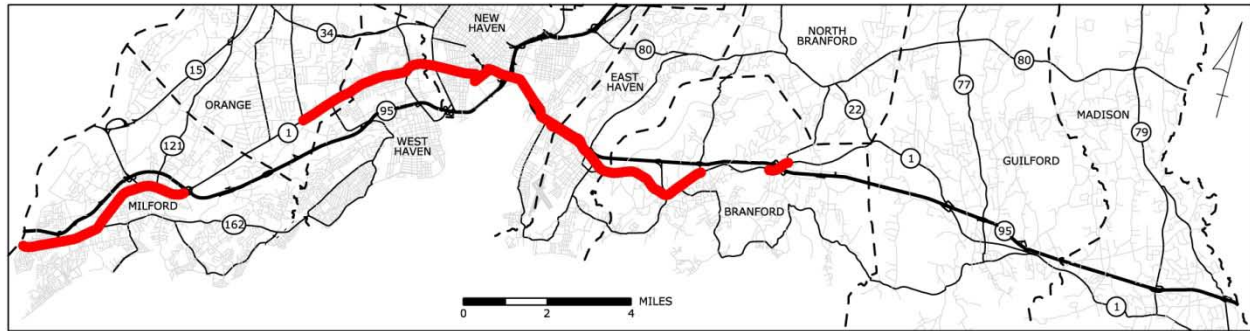


Figure 5: Rt. 1 Congested Segments

Table 4: Rt. 1 Corridor Evaluation

Segment		V/C	Average Speed (mph)			
			2004		2012	
			AM	PM	AM	PM
Northbound						
Rivercliff Dr	Rt 162 (Bridgeport Ave.)	0.59	25	19	22	16
Rt 162 (Bridgeport Ave)	Home Acres Ave	0.62	28	26	26	27
Home Acres Ave	Rt 114 (Racebrook Rd)	0.59	41	30	27	25
Rt 114 (Racebrook Rd)	Rt 122 (Forest Rd)	0.71	33	29	27	24
Rt 122 (Forest Rd)	Ella T. Grasso Blvd	0.77	20	18	15	13
Ella T. Grasso Blvd	East St	0.51	13	10	15	12
East St	Stiles St	0.49	39	26	34	18
Stiles St	Woodward Ave	0.48	27	24	18	21
Woodward Ave	Main St	0.67	29	23	30	24
W. Main St	Branford Connector	0.51	33	25	35	23
Branford Connector	Cedar St (Rt 740)	0.80	28	25	27	21
Cedar St (Rt 740)	Windmill Hill Rd	0.98	29	29	29	26
Windmill Hill Rd	North Branford Rd (Rt 139)	1.10	--	--	23	23
Southbound						
North Branford Rd (Rt 139)	Windmill Hill Rd	1.10	--	--	25	20
Windmill Hill Rd	Cedar St (Rt 740)	0.98	25	35	27	25
Cedar St (Rt 740)	Branford Connector	0.80	26	31	29	20
Branford Connector	W. Main St	0.51	45	28	34	21
W. Main St	Woodward Ave	0.67	28	33	26	21
Woodward Ave	Stiles St	0.48	25	34	30	34
Stiles St	East St	0.49	19	45	19	21
East St	Ella T. Grasso Blvd	0.51	21	16	9	14
Ella T. Grasso Blvd	Rt 122 (Forest Rd)	0.77	15	11	15	11
Rt 122 (Forest Rd)	Rt 114 (Racebrook Rd)	0.71	33	23	29	21
Rt 114 (Racebrook Rd)	Home Acres Ave	0.59	34	24	36	29
Home Acres Ave	Rt 162 (Bridgeport Ave)	0.62	32	24	22	25
Rt 162 (Bridgeport Ave)	Rivercliff Dr	0.59	21	11	28	24

Threshold Speed = 25 mph for Suburban Arterial

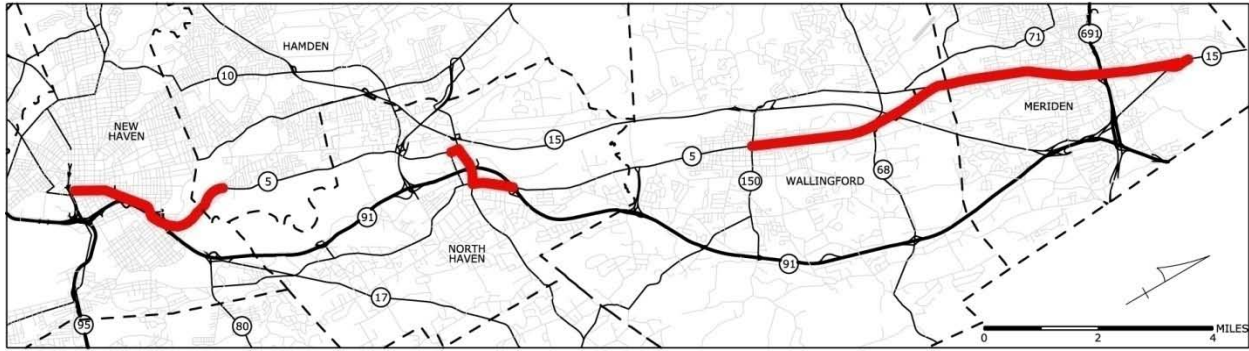


Figure 6: Rt. 5 Congested Segments

Table 5: Rt. 5 Corridor Evaluation

Segment		V/C	Average speed (mph)			
			2004		2012	
			AM	PM	AM	PM
Northbound						
George St	Grand Ave	--	11	11	15	21
Grand Ave	Ferry St	--	19	17	22	17
Ferry St	Ridge Rd	0.83	31	27	29	23
Ridge Rd	Skiff St	0.58	--	--	37	30
Skiff St	Dixwell Ave	1.09	27	27	35	37
Dixwell Ave	Broadway	0.80	--	--	34	32
Broadway	Washington Ave/Rt 5/Rt 22	0.72	25	25	21	20
Washington Ave/Rt 5/Rt 22	I-91 Ramps	0.58			22	19
Wharton Brook Conn	Center St (Rt 150)	0.43	--	--	32	25
Center St (Rt 150)	Church St (Rt 68)	1.10	27	26	27	23
Church St (Rt 68)	S Broad St (Rt 150/Rt 71)	0.66	34	21	24	23
S Broad St (Rt 150/Rt 71)	E Main St	0.96	28	21	23	25
E Main St	Wilbur Cross Pkwy (Rt 15)	0.80	21	18	26	14
Southbound						
Wilbur Cross Pkwy (Rt 15)	E Main St	0.80	20	18	30	18
E Main St	S Broad St (Rt 150/Rt 71)	0.96	28	27	22	27
S Broad St (Rt 150/Rt 71)	Church St (Rt 68)	0.66	31	25	24	20
Church St (Rt 68)	Center St (Rt 150)	1.10	25	21	24	25
Center St (Rt 150)	Wharton Brook Conn	0.43	--	--	26	30
I-91 Ramps	Washington Ave/Rt 5/Rt 22	0.58	29	25	31	23
Washington Ave/Rt 5/Rt 22	Broadway	0.72			23	24
Broadway	Dixwell Ave	0.80	--	--	36	35
Dixwell Ave	Skiff St	1.09	34	28	37	27
Skiff St	Ridge Rd	0.58	--	--	35	33
Ridge Rd	Ferry St	0.83	27	25	27	26
Ferry St	Grand Ave	--	20	18	20	19
Grand Ave	George St	--	24	19	16	15

Threshold Speed = 25 mph for Suburban Arterial

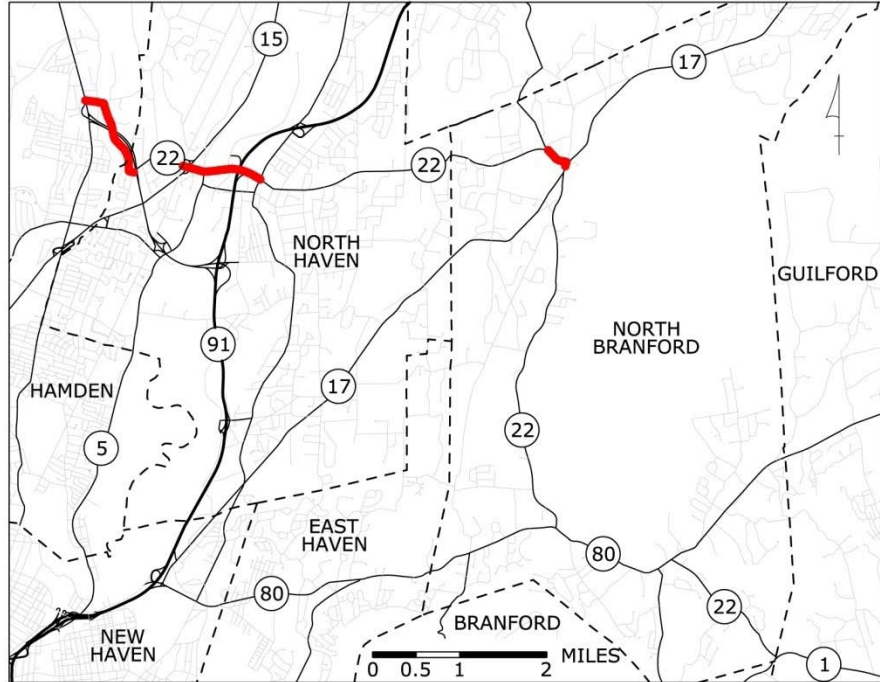


Figure 7: Rt. 22 Congested Segments

Table 6: Rt. 22 Corridor Evaluation

Segment		V/C	Average speed (mph)			
			2004		2012	
			AM	PM	AM	PM
Eastbound						
Whitney Ave	Broadway/Rt 22 at Ridge Rd	0.50	33	25	26	24
Broadway/Rt 22 at Ridge Rd	Hartford Turnpike	0.79			33	30
Hartford Turnpike	State St (Rt 5)	0.50	30	23	15	18
*State St (Rt 5)	Washington Ave (Rt 5)	0.63			*21	*20
Washington Ave (Rt 5)	Mill Rd	1.16			29	28
Mill Rd	Rt 150	1.03	--	--	41	37
Rt 150	Rt 17 at Rt 22	0.90	--	--	21	21
Rt 17 at Rt 22	Augur Rd	0.80	--	--	42	41
Augur Rd	Foxon Rd/Rt 80	0.86	--	--	44	42
Westbound						
Foxon Rd/Rt 80	Augur Rd	0.86	--	--	38	36
Augur Rd	Rt 17 at Rt 22	0.80	--	--	41	40
Rt 17 at Rt 22	Rt 150	0.90	--	--	20	24
Rt 150	Mill Rd	1.03	--	--	41	40
Mill Rd	Washington Ave (Rt 5)	1.16	27	22	35	33
*Washington Ave (Rt 5)	State St (Rt 5)	0.63			*23	*24
State St (Rt 5)	Hartford Turnpike	0.50			12	17
Hartford Turnpike	Broadway/Rt 22 at Ridge Rd	0.79	32	23	31	29
Broadway/Rt 22 at Ridge Rd	Whitney Ave	0.50			37	34

Threshold Speed = 25 mph for Suburban Arterial

*Speeds from these segments from Rt 5 runs

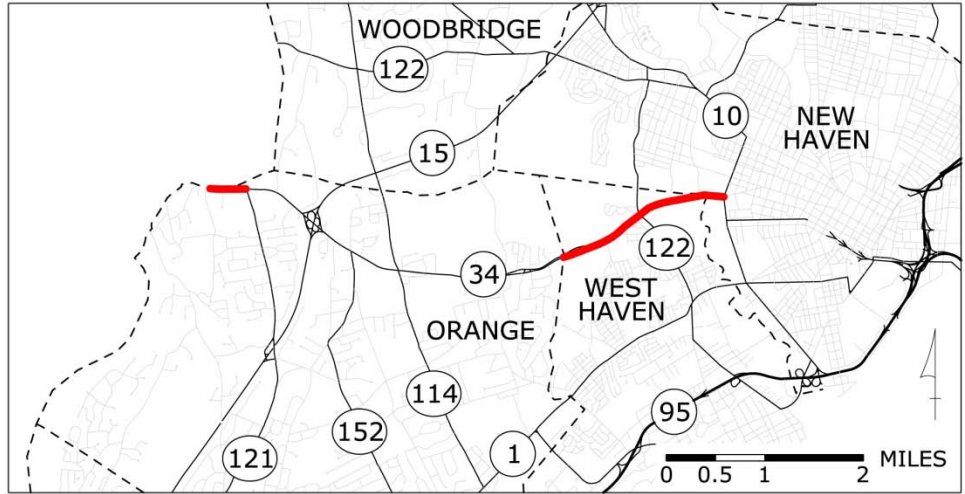


Figure 8: Rt. 34 Congested Segments

Table 7: Rt. 34 Corridor Evaluation

Segment		V/C	Average speed (mph)			
			2004		2012	
			AM	PM	AM	PM
Eastbound						
Derby/Milford Rd	Grassy Hill Rd (Rt 121)	0.66	--	--	27	28
Grassy Hill Rd (Rt 121)	Racebrook Rd (Rt 114)	1.05	--	--	32	34
Racebrook Rd (Rt 114)	Orange/West Haven Line	0.61	24	36	40	42
Orange/West Haven Line	Forest Rd (Rt 122)	0.92			19	33
Forest Rd (Rt 122)	Yale Ave	0.91	27	27	40	33
Yale Ave	Ella T Grasso Blvd (Rt 10)	0.92			7	14
Westbound						
Ella T Grasso Blvd (Rt 10)	Yale Ave	0.92	28	14	32	36
Yale Ave	Forest Rd (Rt 122)	0.91			35	19
Forest Rd (Rt 122)	Orange/West Haven Line	0.92	43	36	37	42
Orange/West Haven Line	Racebrook Rd (Rt 114)	0.61			43	38
Racebrook Rd (Rt 114)	Grassy Hill Rd (Rt 121)	1.05	--	--	41	37
Grassy Hill Rd (Rt 121)	Derby/Milford Rd	0.66	--	--	31	20

Threshold Speed = 25 mph for Suburban Arterial, 35 mph for Rural Arterial

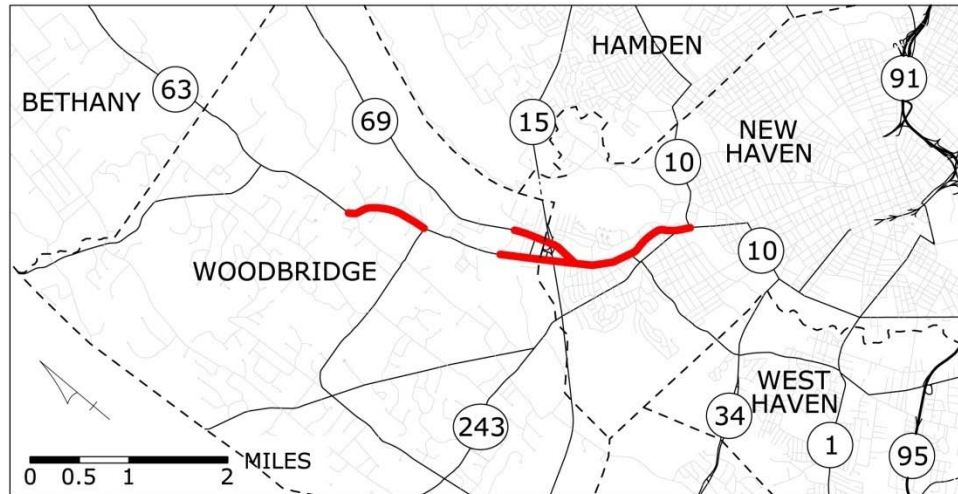


Figure 9: Rt. 63 and Rt. 69 Congested Segments

Table 8: Rt. 63 and Rt. 69 Corridor Evaluation

Segment		V/C	Average speed (mph)			
			2004		2012	
			AM	PM	AM	PM
Rt. 63						
Northbound						
Fitch St (Rt 10)	Fountain St (Rt 243)	1.20	23	20	13	5
Fountain St (Rt 243)	Dayton St (Rt 122)	1.16			22	12
Dayton St (Rt 122)	Whalley Ave (Rt 69)	0.94	18	20	24	13
Whalley Ave (Rt 69)	Bradley Rd	1.05	22	23	22	19
Bradley Rd	Center Rd (Rt 114)	0.73	--	--	40	35
Center Rd (Rt 114)	N Pease Rd	0.45	--	--	45	41
N Pease Rd	Seymour Rd (Rt 67)	0.93	--	--	43	32
Southbound						
Seymour Rd (Rt 67)	N Pease Rd	0.93	--	--	30	37
N Pease Rd	Center Rd (Rt 114)	0.45	--	--	41	22
Center Rd (Rt 114)	Bradley Rd	0.73	--	--	39	29
Bradley Rd	Whalley Ave (Rt 69)	1.05	24	29	14	19
Whalley Ave (Rt 69)	Dayton St (Rt 122)	0.94	18	17	23	22
Dayton St (Rt 122)	Fountain St (Rt 243)	1.16	17	20	14	13
Fountain St (Rt 243)	Fitch St (Rt 10)	1.20			24	11
Rt. 69						
Northbound						
Amity Rd	Bradley Rd	1.06	18	15	19	13
Southbound						
Bradley Rd	Amity Rd	1.06	7	7	16	11

Threshold Speed = 25 mph for Suburban Arterial

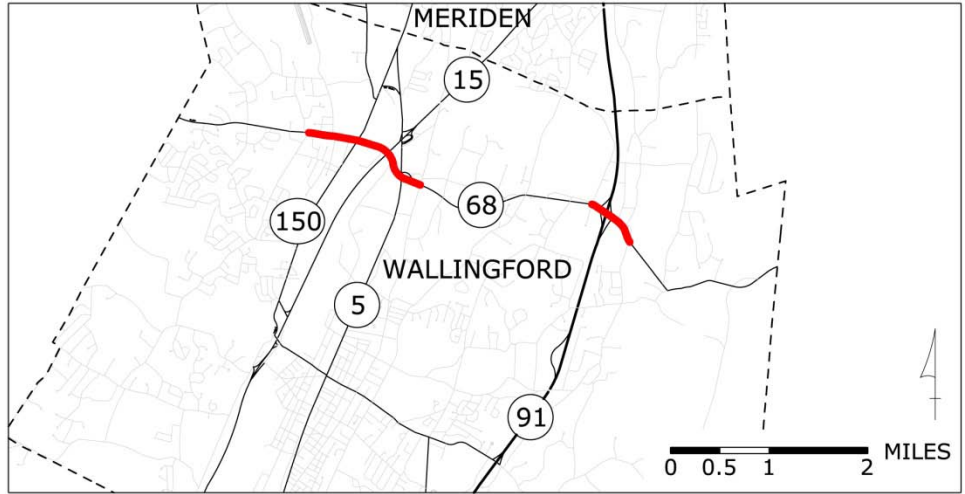


Figure 10: Rt. 68 Congested Segments

Table 9: Rt. 68 Corridor Evaluation

Segment	V/C	Average speed (mph)				
		2004		2012		
		AM	PM	AM	PM	
Eastbound						
Highland Ave	Hope Hill Rd	0.86	21	28	35	35
Hope Hill Rd	Main St (Rt. 150)	1.05			15	22
Main St (Rt. 150)	N. Main St	1.24	23	25	16	21
N. Main St	Miles Dr/Northrop Rd	0.49	31	30	29	33
Miles Dr/Northrop Rd	Williams Rd	0.75			45	23
Williams Rd	Durham Rd at Barnes Rd	1.26	22	18	38	44
Durham Rd at Barnes Rd	Wallingford/Durham Line		--	--	45	30
Westbound						
Wallingford/Durham Line	Durham Rd at Barnes Rd	1.26	--	--	37	29
Durham Rd at Barnes Rd	Williams Rd		23	24	37	37
Williams Rd	Miles Dr/Northrop Rd	0.75	26	18	27	20
Miles Dr/Northrop Rd	N. Main St	0.49			36	36
N. Main St	Main St (Rt. 150)	1.24	10	11	23	14
Main St (Rt. 150)	Hope Hill Rd	1.05	33	33	21	18
Hope Hill Rd	Highland Ave	0.86			40	60

Threshold Speed = 25 mph for Suburban Arterial

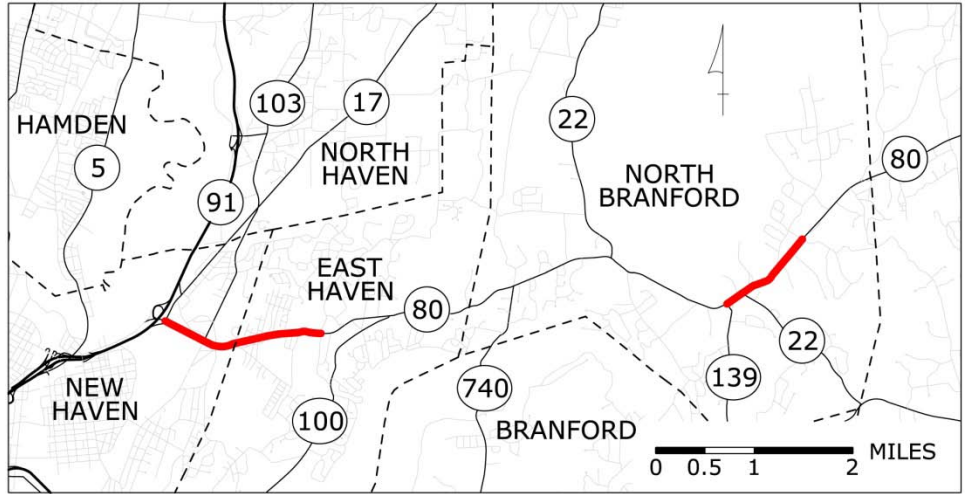


Figure 11: Rt. 80 Congested Segments

Table 10: Rt. 80 Corridor Evaluation

Segment		V/C	Average speed (mph)			
			2004		2012	
			AM	PM	AM	PM
Eastbound						
Middletown Ave	Quinnipiac Ave	1.11	24	10	16	7
Quinnipiac Ave	Mill St	0.98	21	19	32	24
Mill St	N High St (Rt 100)	1.07	33	30	38	34
N High St (Rt 100)	Forest Rd (Rt 22)	0.95			38	32
Forest Rd (Rt 22)	Branford Rd (Rt 139)	0.62	35	22	32	26
Branford Rd (Rt 139)	W. Pond Rd	1.05	35	34	39	32
W. Pond Rd	Durham Rd (Rt 77)	0.62			39	38
Westbound						
Durham Rd (Rt 77)	W. Pond Rd	0.62	44	40	44	36
W. Pond Rd	Branford Rd (Rt 139)	1.05			29	32
Branford Rd (Rt 139)	Forest Rd (Rt 22)	0.62	30	34	39	33
Forest Rd (Rt 22)	N High St (Rt 100)	0.95	27	36	35	35
N High St (Rt 100)	Mill St	1.07			30	34
Mill St	Quinnipiac Ave	0.98	34	33	26	22
Quinnipiac Ave	Middletown Ave	1.11	30	22	27	22

Threshold Speed = 25 mph for Suburban Arterial, 35 mph for Rural Arterial

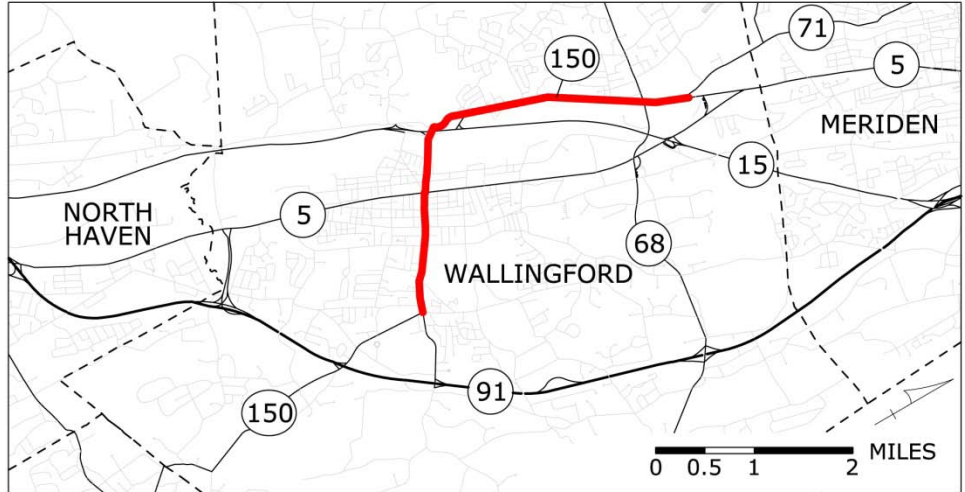


Figure 12: Rt. 150 Congested Segments

Table 11: Rt. 150 Corridor Evaluation

Segment		V/C	Average speed (mph)			
			2004		2012	
			AM	PM	AM	PM
Eastbound						
Old Colony Rd (Rt 71)	Church St (Rt 68)	1.00	--	--	18	20
Church St (Rt 68)	North & South Colony St (Rt 5)	0.95	28	29	23	24
North & South Colony St (Rt 5)	North & South Elm St	0.73	22	20	18	13
North & South Elm St	Woodhouse Ave at E. Center St	1.00			29	30
Woodhouse Ave at E. Center St	I-91	0.71	--	--	29	30
Westbound						
I-91	Woodhouse Ave at E. Center St	0.71	--	--	38	34
Woodhouse Ave at E. Center St	North & South Elm St	1.00	21	20	27	24
North & South Elm St	North & South Colony St (Rt 5)	0.73			14	12
North & South Colony St (Rt 5)	Church St (Rt 68)	0.95	29	22	24	21
Church St (Rt 68)	Old Colony Rd (Rt 71)	1.00	--	--	34	16

Threshold Speed = 25 mph for Suburban Arterial

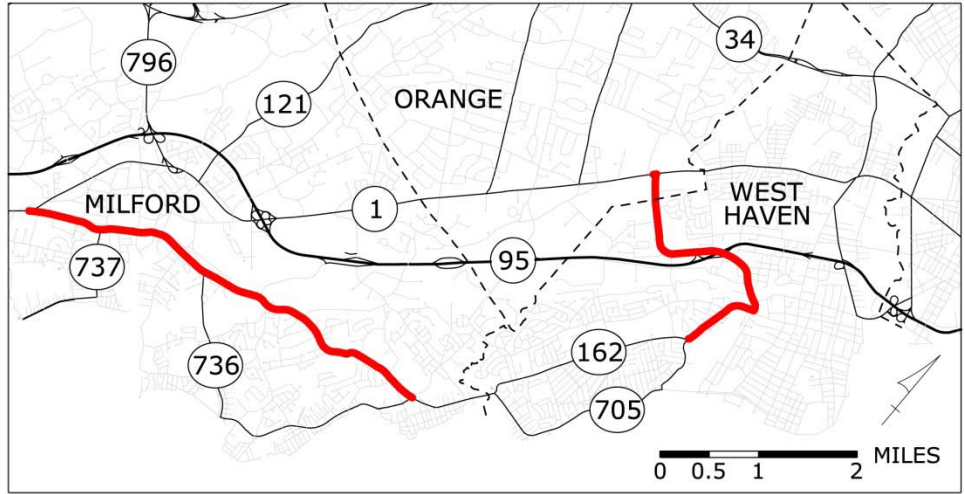


Figure 13: Rt. 162 Congested Segments

Table 12: Rt. 162 Corridor Evaluation

Segment	V/C	Average speed (mph)				
		2004		2012		
		AM	PM	AM	PM	
Eastbound						
Boston Post Rd (Rt 1)	River St	0.57	26	19	23	22
River St	Merwin Ave (Rt 736)	0.67	26	25	28	28
Merwin Ave (Rt 736)	Platt Ave (Rt 705)	0.43	30	31	32	33
Platt Ave (Rt 705)	Boston Post Rd (Rt 1)	0.65	20	21	19	24
Westbound						
Boston Post Rd (Rt 1)	Platt Ave (Rt 705)	0.65	23	22	24	24
Platt Ave (Rt 705)	Merwin Ave (Rt 736)	0.43	20	29	31	33
Merwin Ave (Rt 736)	River St	0.67	22	22	22	26
River St	Boston Post Rd (Rt 1)	0.57	27	24	24	28

Threshold Speed = 25 mph for Suburban Arterial

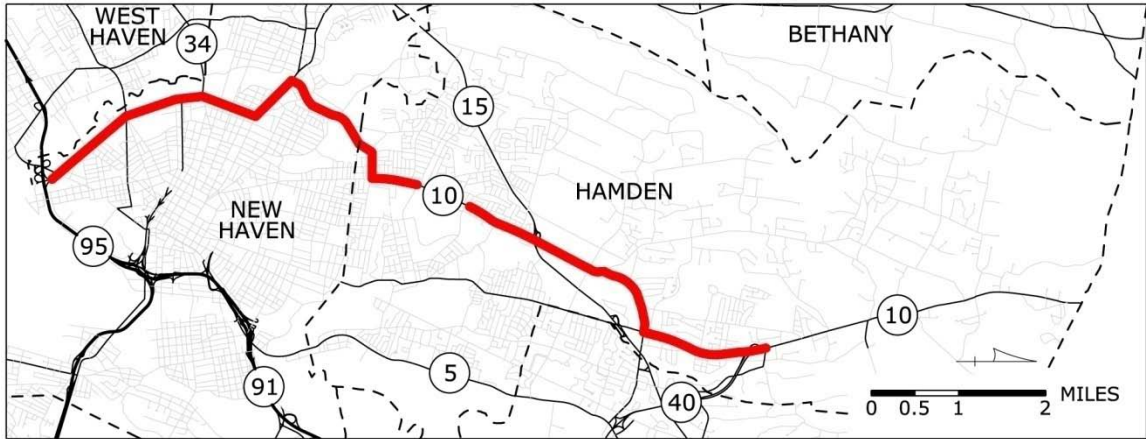


Figure 14: Rt. 10 Congested Segments

Table 13: Route 10 Corridor Evaluation

Segment		V/C	Average speed (mph)			
			2004		2012	
			AM	PM	AM	PM
Northbound						
I-95	Legion Ave (Rt 34)	0.70	--	--	18	14
Legion Ave (Rt 34)	Derby Ave (Rt 34)	0.97	--	--	34	9
Derby Ave (Rt 34)	Whalley Ave at Ella T. Grasso	1.12	--	--	16	8
Whalley Ave at Ella T Grasso	Whalley Ave at Fitch St	0.71	--	--	19	28
Whalley Ave at Fitch St	Arch St at Dixwell Ave	0.81	--	--	24	15
Arch St at Dixwell Ave	Treadwell St	0.86	--	--	23	20
Treadwell St	Skiff St	1.07	--	--	27	20
Skiff St	Dixwell Ave at Whitney Ave	0.87	--	--	29	24
Dixwell Ave at Whitney Ave	Ives St (Rt 22)	0.76	--	--	31	24
Ives St (Rt 22)	Mt. Carmel Ave	1.18	--	--	34	34
Mt. Carmel Ave	Hamden/Cheshire line	1.31	--	--	42	33
Southbound						
Hamden/Cheshire line	Mt. Carmel Ave	1.31	--	--	37	41
Mt. Carmel Ave	Ives St (Rt 22)	1.18	--	--	38	28
Ives St (Rt 22)	Dixwell Ave at Whitney Ave	0.76	--	--	22	21
Dixwell Ave at Whitney Ave	Skiff St	0.87	--	--	29	26
Skiff St	Treadwell St	1.07	--	--	25	22
Treadwell St	Arch St at Dixwell Ave	0.86	--	--	21	14
Arch St at Dixwell Ave	Whalley Ave at Fitch St	0.81	--	--	28	14
Whalley Ave at Fitch St	Whalley Ave at Ella T Grasso	0.71	--	--	22	30
Whalley Ave at Ella T Grasso	Derby Ave (Rt 34)	1.12	--	--	14	11
Derby Ave (Rt 34)	Legion Ave (Rt 34)	0.97	--	--	16	26
Legion Ave (Rt 34)	I-95	0.70	--	--	25	27

Threshold Speed = 25 mph for Suburban Arterial

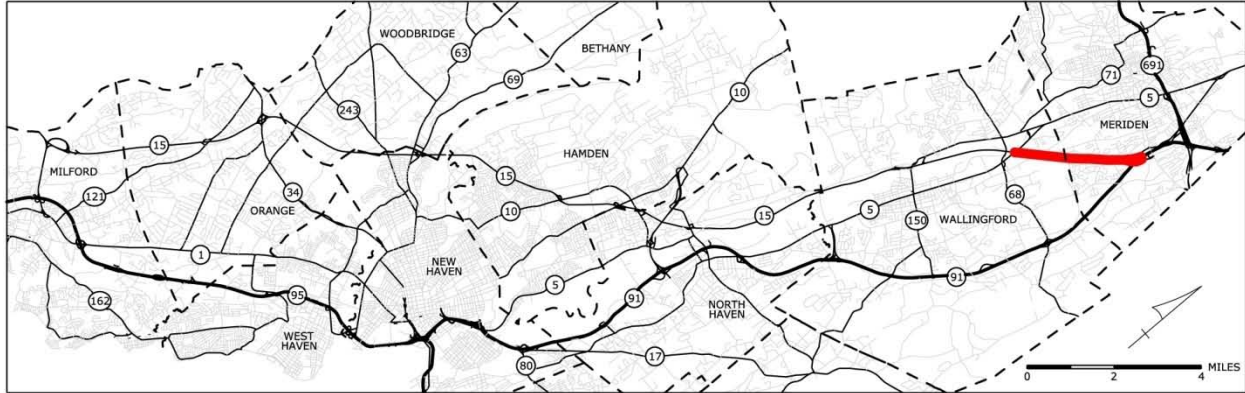


Figure 15: Rt. 15 Congested Segments

Table 14: Route 15 Corridor Evaluation

Segment		V/C	Average speed (mph)			
			2004		2012	
			AM	PM	AM	PM
Northbound						
Stratford/Milford Line	Int 56 (Rt 121/Orange)	0.90	--	--	61	51
Int 56 (Rt 121/Orange)	Int 57/58 (Rt 34/New Haven)	0.97	--	--	60	52
Int 57/58 (Rt 34/New Haven)	Int 59 (Rt 69/Rt 63/New Haven/Woodbridge)	0.99	--	--	62	46
Int 59 (Rt 69/Rt 63/New Haven/Woodbridge)	Int 60 (Rt 10/Hamden/New Haven)	1.21	--	--	62	49
Int 60 (Rt 10/Hamden/New Haven)	Int 61 (Whitney Ave/Hamden)	1.00	--	--	59	53
Int 61 (Whitney Ave/Hamden)	Int 63 (Rt 22/North Haven)	0.99	--	--	61	53
Int 63 (Rt 22/North Haven)	Int 64 (Wallingford)	0.86	--	--	57	52
Int 64 (Wallingford)	Int 66 (Rt 5/Wallingford/Meriden)	0.97	--	--	61	51
Int 66 (North Colony Rd/Rt 5)	Int 67 (I-91/East Main St)	1.00	--	--	49	51
Southbound						
Int 67 (I-91/East Main St)	Int 66 (North Colony Rd/Rt 5)	1.00	--	--	52	40
Int 66 (North Colony Rd/Rt 5)	Int 64 (Wallingford)	0.97	--	--	61	49
Int 64 (Wallingford)	Int 63 (Rt 22/North Haven)	0.86	--	--	60	54
Int 63 (Rt 22/North Haven)	Int 61 (Whitney Ave/Hamden)	0.99	--	--	61	56
Int 61 (Whitney Ave/Hamden)	Int 60 (Rt 10/Hamden/New Haven)	1.00	--	--	64	55
Int 60 (Rt 10/Hamden/New Haven)	Int 59 (Rt 69/Rt 63/New Haven/Woodbridge)	1.21	--	--	60	52
Int 59 (Rt 69/Rt 63/New Haven/Woodbridge)	Int 57/58 (Rt 34/New Haven)	0.99	--	--	60	54
Int 57/58 (Rt 34/New Haven)	Int 56 (Rt 121/Orange)	0.97	--	--	65	59
Int 56 (Rt 121/Orange)	Stratford/Milford Line	0.90	--	--	62	59

Threshold Speed = 45 mph for Urban Freeway

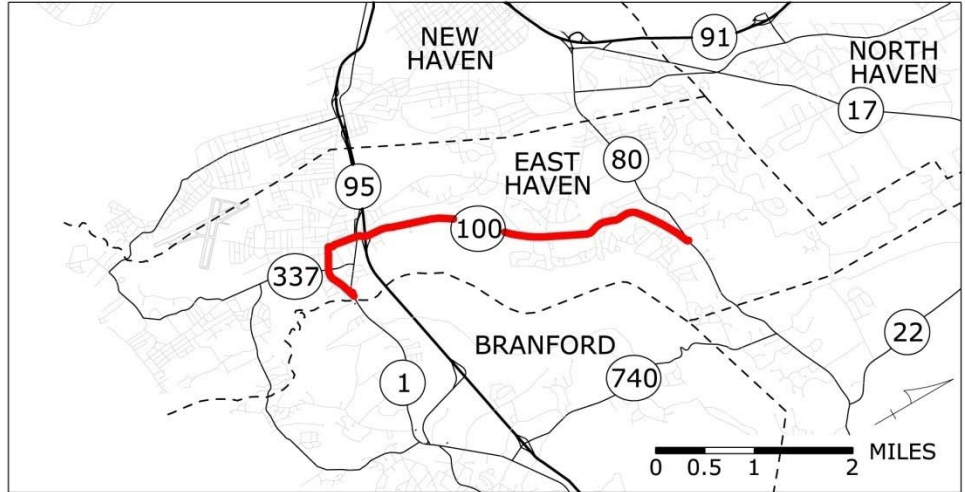


Figure 16: Rt. 100 Congested Segments

Table 15: Route 100 Corridor Evaluation

Segment		V/C	Average speed (mph)			
			2004		2012	
			AM	PM	AM	PM
Eastbound						
Saltonstall Pkwy/Rt 1	I-95 Southbound Off Ramp	0.62	--	--	10	15
I-95 Southbound Off Ramp	Foxon Rd (Rt 80)	0.91	--	--	35	25
Westbound						
Foxon Rd (Rt 80)	I-95 Southbound Off Ramp	0.91	--	--	36	24
I-95 Southbound Off Ramp	Saltonstall Pkwy/Rt 1	0.62	--	--	20	21

Threshold Speed = 25 mph for Suburban Arterial

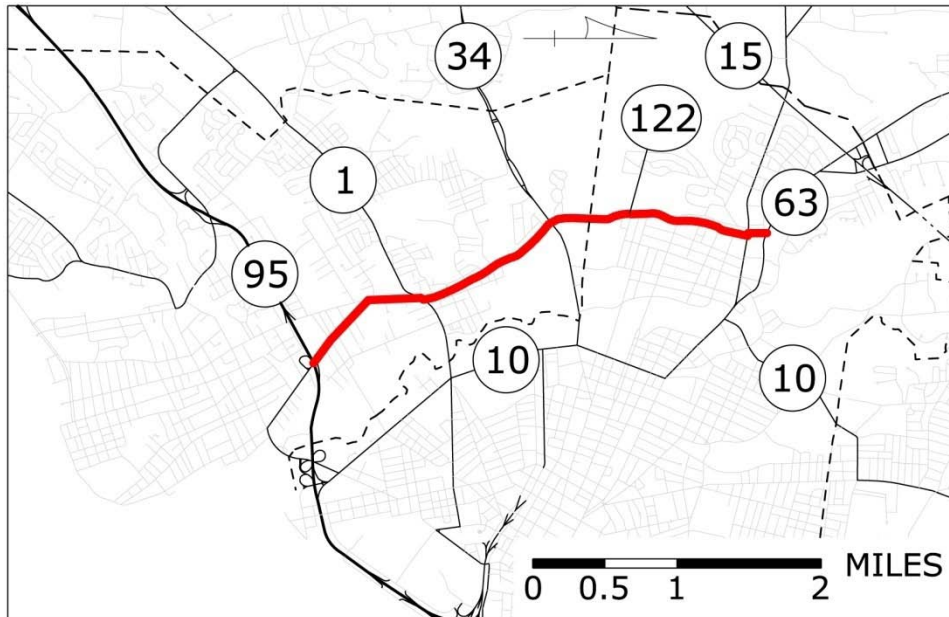


Figure 17: Rt. 122 Congested Segments

Table 16: Route 122 Corridor Evaluation

Segment		V/C	Average speed (mph)			
			2004		2012	
			AM	PM	AM	PM
Eastbound						
I-95	Boston Post Rd (Rt 1)	0.94	--	--	15	9
Boston Post Rd (Rt 1)	Derby Ave (Rt 34)	0.97	--	--	28	9
Derby Ave (Rt 34)	Whalley Ave (Rt 63)	0.83	--	--	22	14
Westbound						
Whalley Ave (Rt 63)	Derby Ave (Rt 34)	0.83	--	--	15	15
Derby Ave (Rt 34)	Boston Post Rd (Rt 1)	0.97	--	--	18	20
Boston Post Rd (Rt 1)	I-95	0.94	--	--	16	10

Threshold Speed = 25 mph for Suburban Arterial

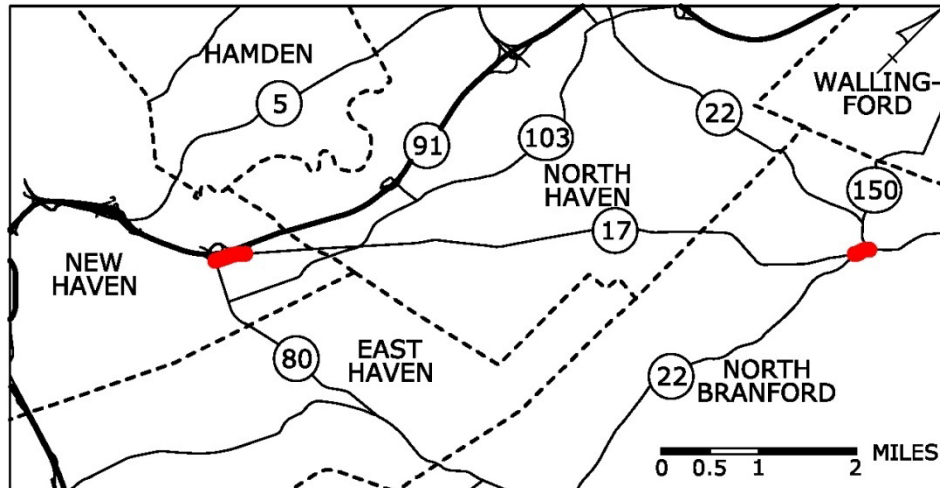


Figure 18 Rt. 17 Congested Segments

Table 17: Route 17 Corridor Evaluation

Segment		V/C	Average speed (mph)	
			2014	
			AM	PM
Northbound				
Rt 17 (Middletown Ave) at Rt 80 (Foxon Blvd)	Rt 91 NB on-ramp	1.10	7	10
Rt 91 NB on-ramp	Rt 103 (Quinnipiac Ave)	0.76	27	30
Rt 103 (Quinnipiac Ave)	Montowese Ave	0.44	37	34
Montowese Ave	Village St/Parsonage Hill Road	0.58	39	38
Village St/Parsonage Hill Road	Rt 22 (Forest Rd)	0.46	37	38
Rt 22 (Forest Rd)	Clintonville Road	0.90	22	27
Southbound				
Clintonville Road	Rt 22 (Forest Rd)	0.90	9	11
Rt 22 (Forest Rd)	Village St/Parsonage Hill Road	0.46	34	39
Village St/Parsonage Hill Road	Montowese Ave	0.58	42	43
Montowese Ave	Rt 103 (Quinnipiac Ave)	0.44	39	30
Rt 103 (Quinnipiac Ave)	Rt 91 NB on-ramp	0.76	30	28
Rt 91 NB on-ramp	Rt 17 (Middletown Ave) at Rt 80 (Foxon Blvd)	1.10	26	25

Threshold Speed = 25 mph for Suburban Arterial

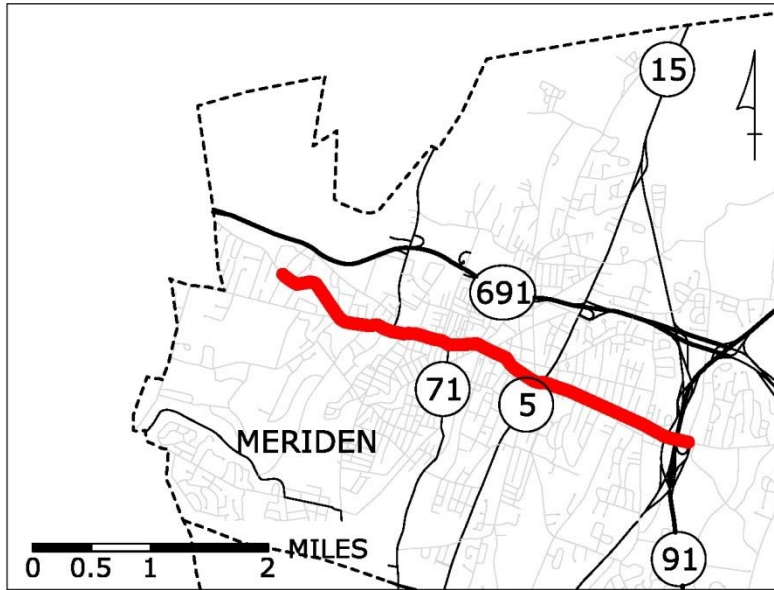


Figure 19 West Main St./East Main St. Congested Segments

Table 18: West Main St./East Main St. Corridor Evaluation

Segment		V/C	Average speed (mph)			
			2004		2014	
			AM	PM	AM	PM
Eastbound						
Notch Rd.	Cook Ave	--	23	21	19	19
Cook Ave	Broad St.	--	15	12	19	15
Broad St.	I-91/Rt. 15 NB on/off ramps	--	20	20	17	19
Westbound						
I-91/Rt. 15 NB on/off ramps	Broad St.	--	24	15	19	17
Broad St.	Cook Ave	--	19	24	18	15
Cook Ave	Notch Rd.	--	40	37	20	19

Threshold Speed = 25 mph for Suburban Arterial

Note: No V/C information available since corridor is not part of the state roadway system.

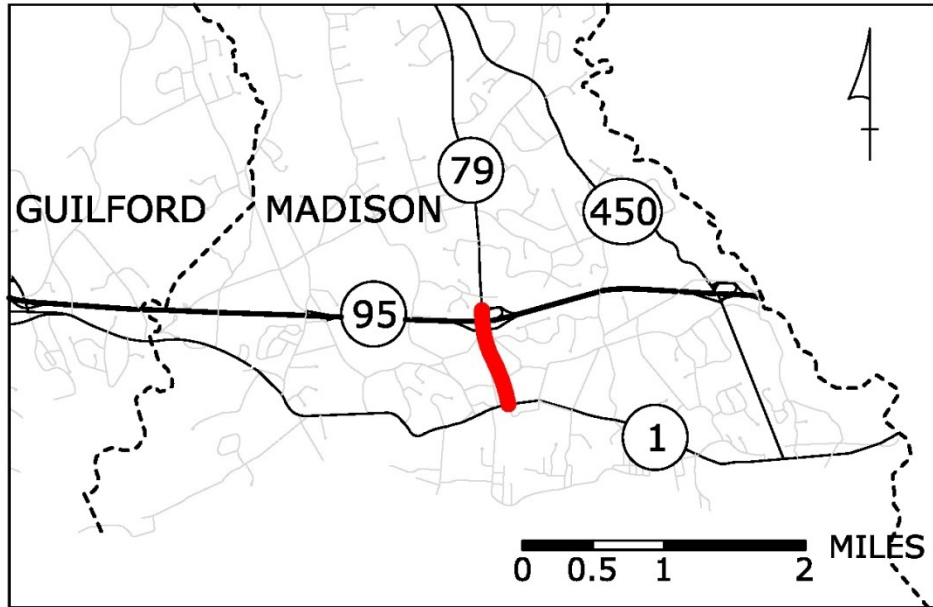


Figure 20 Rt. 79 Congested Segments

Table 19: Route 79 Corridor Evaluation

Segment		V/C	Average speed (mph)	
			2014	
			AM	PM
Northbound				
Boston Post Road	I-95 SB off ramp	0.65	22	16
I-95 SB off ramp	Green Hill Road	0.76	31	36
Green Hill Road	SSR 450 (Horsepond Rd.)	0.63	39	41
Southbound				
SSR 450 (Horsepond Rd.)	Green Hill Road	0.63	35	35
Green Hill Road	I-95 SB off ramp	0.76	26	40
I-95 SB off ramp	Boston Post Road	0.65	32	31

Threshold Speed = 25 mph for Suburban Arterial

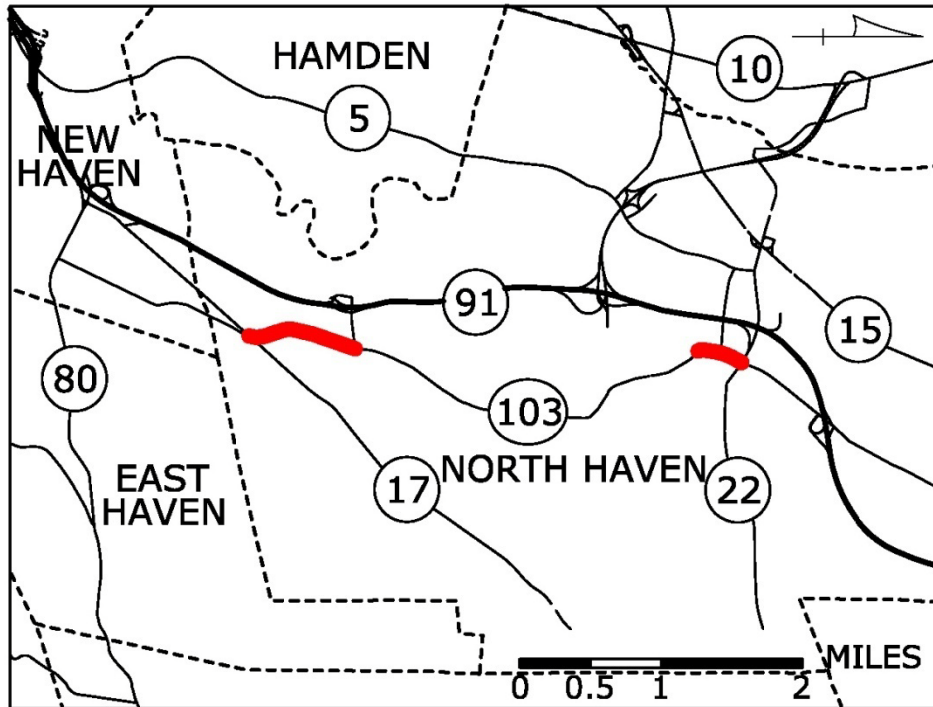


Figure 21 Rt. 103 Congested Segments

Table 20: Route 103 Corridor Evaluation

Segment		V/C	Average speed (mph)	
			2014	
			AM	PM
Northbound				
Rt. 17 (Middletown Ave.)	SR 715 (Montowese Ave.)	0.72	25	23
SR 715 (Montowese Ave.)	Potter Rd.	0.41	35	33
Potter Rd.	Baily Rd.	0.46	30	30
Bailey Rd.	Shawmut Ave.	0.52	33	35
Shawmut Ave.	Rt. 22 (Clintonville Rd.)	0.56	21	15
Southbound				
Rt. 22 (Clintonville Rd.)	Shawmut Ave.	0.56	21	13
Shawmut Ave.	Baily Rd.	0.52	33	34
Bailey Rd.	Potter Rd.	0.65	28	26
Potter Rd.	SR 715 (Montowese Ave.)	0.41	37	34
SR 715 (Montowese Ave.)	Rt. 17 (Middletown Ave.)	0.72	24	22

Threshold Speed = 25 mph for Suburban Arterial

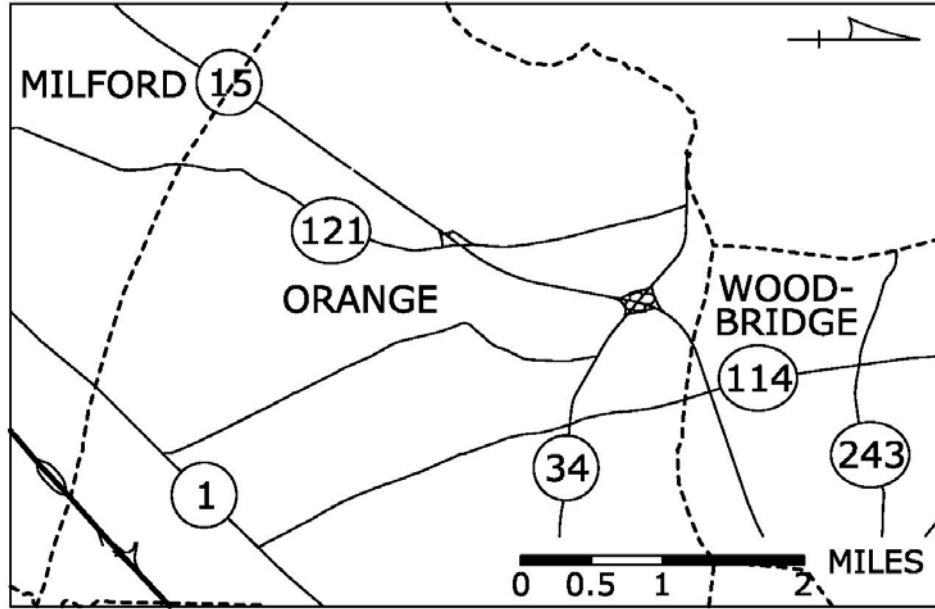


Figure 22 Rt. 121 Congested Segments

Table 21: Route 121 Corridor Evaluation

Segment		V/C	Average speed (mph)	
			2014	
			AM	PM
Northbound				
Rt. 1 (Boston Post Rd.)	Derby Milford Rd.	0.63	34	31
Derby Milford Rd.	Rt. 15 Ramp	0.54	40	39
Rt. 15 Ramp	Rt. 34 (Derby Turnpike)	0.75	31	28
Southbound				
Rt. 34 (Derby Turnpike)	Rt. 15 Ramp	0.75	30	28
Rt. 15 Ramp	Derby Milford Rd.	0.54	40	40
Derby Milford Rd.	Rt. 1 (Boston Post Rd.)	0.63	39	36

Threshold Speed = 25 mph for Suburban Arterial

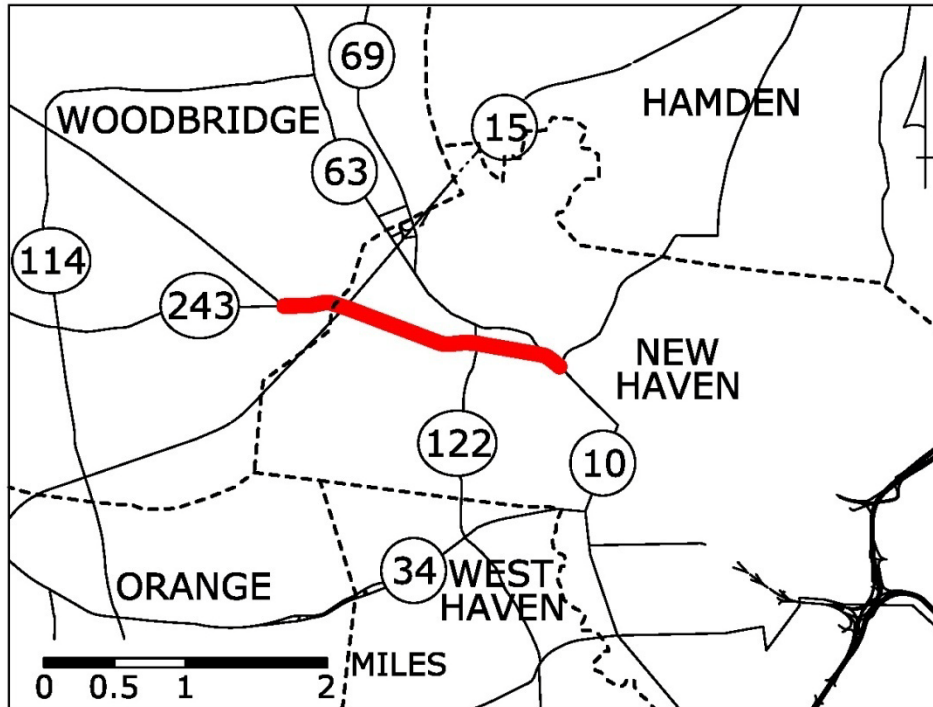
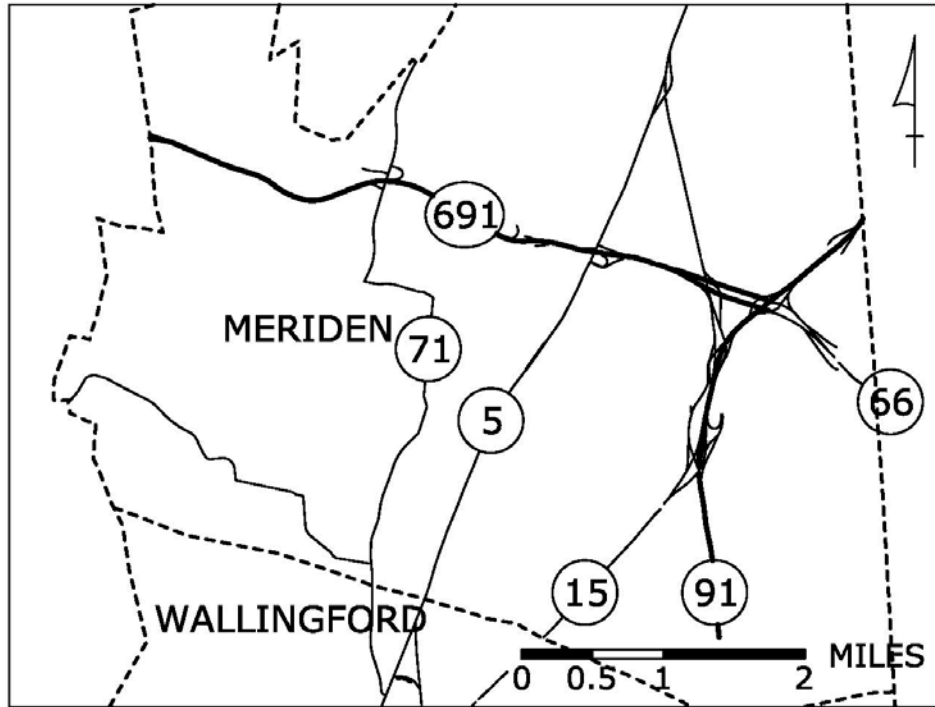


Figure 23 Rt. 243 Congested Segments

Table 22: Route 243 Corridor Evaluation

Segment		V/C	Average speed (mph)	
			2014	
			AM	PM
Eastbound				
Johnson Rd.	Rimmon Rd.	0.29	29	32
Rimmon Rd.	Lowin Ave.	0.74	21	28
Lowin Ave.	Forest Rd. (Rt. 122)	0.92	17	16
Forest Rd. (Rt. 122)	Rt. 63 (Whalley Ave.)	0.86	22	20
Westbound				
Rt. 63 (Whalley Ave.)	Forest Rd. (Rt. 122)	0.86	17	13
Forest Rd. (Rt. 122)	Lowin Ave.	0.92	20	14
Lowin Ave.	Rimmon Rd.	0.74	31	26
Rimmon Rd.	Johnson Rd.	0.63	41	45

Threshold Speed = 25 mph for Suburban Arterial



NOTE: NO CONGESTED SEGMENTS WERE IDENTIFIED
BASED ON TRAVEL SPEED DATA

Figure 24 Rt. 691/Rt. 66 Congested Segments

Table 23: Route 691/Route 66 Corridor Evaluation

Segment		V/C	Average speed (mph)	
			2014	
			AM	PM
Eastbound				
(691) West Meriden Town Line	(691) Rt. 71 Chamberlain Hwy underpass	0.71	50	62
(691) Rt. 71 Chamberlain Hwy underpass	(691) Rt 5 Broad Street overpass	0.67	57	64
(691) Rt 5 Broad Street overpass	(691) Rt 15 overpass	0.82	61	61
(691) Rt 15 overpass	(691) I-91 overpass/Jct with Rt. 66	0.70	63	61
(691) I-91 overpass/Jct with Rt. 66	(66) East Meriden Town Line	0.29	62	61
Westbound				
(66) East Meriden Town Line	(691) I-91 overpass/Jct with Rt. 66	0.29	59	59
(691) I-91 overpass/Jct with Rt. 66	(691) Rt 15 overpass	0.70	61	60
(691) Rt 15 overpass	(691) Rt 5 Broad Street overpass	0.82	61	61
(691) Rt 5 Broad Street overpass	(691) Rt. 71 Chamberlain Hwy underpass	0.67	64	62
(691) Rt. 71 Chamberlain Hwy underpass	(691) West Meriden Town Line	0.71	62	60

Threshold Speed = 45 mph for Urban Freeway

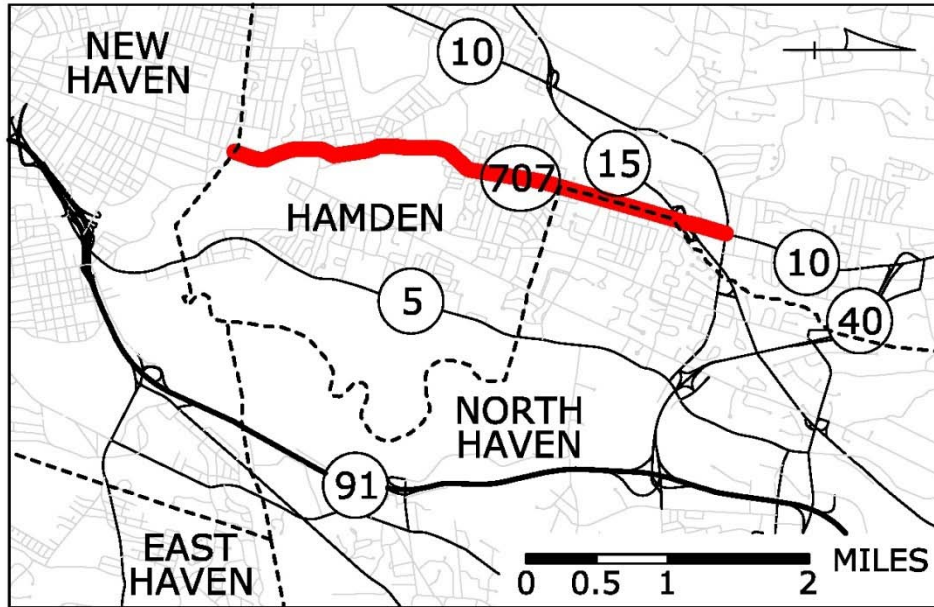


Figure 25 Rt. 707 Congested Segments

Table 24: Route 707 Corridor Evaluation

Segment		V/C	Average speed (mph)	
			2014	
			AM	PM
Northbound				
Hamden Town Line	Putnam Ave.	0.92	24	22
Putnam Ave.	Gillies Rd.	0.73	28	23
Gillies Rd.	Skiff St.	0.81	21	24
Skiff St.	Millbrook Rd.	0.80	29	22
Millbrook Rd.	Rt. 10 (Dixwell Ave.)	0.89	32	31
Southbound				
Rt. 10 (Dixwell Ave.)	Millbrook Rd.	0.89	14	15
Millbrook Rd.	Skiff St.	0.80	35	30
Skiff St.	Gillies Rd.	0.81	25	25
Gillies Rd.	Putnam Ave.	0.73	28	28
Putnam Ave.	Hamden Town Line	0.92	18	20

Threshold Speed = 25 mph for Suburban Arterial

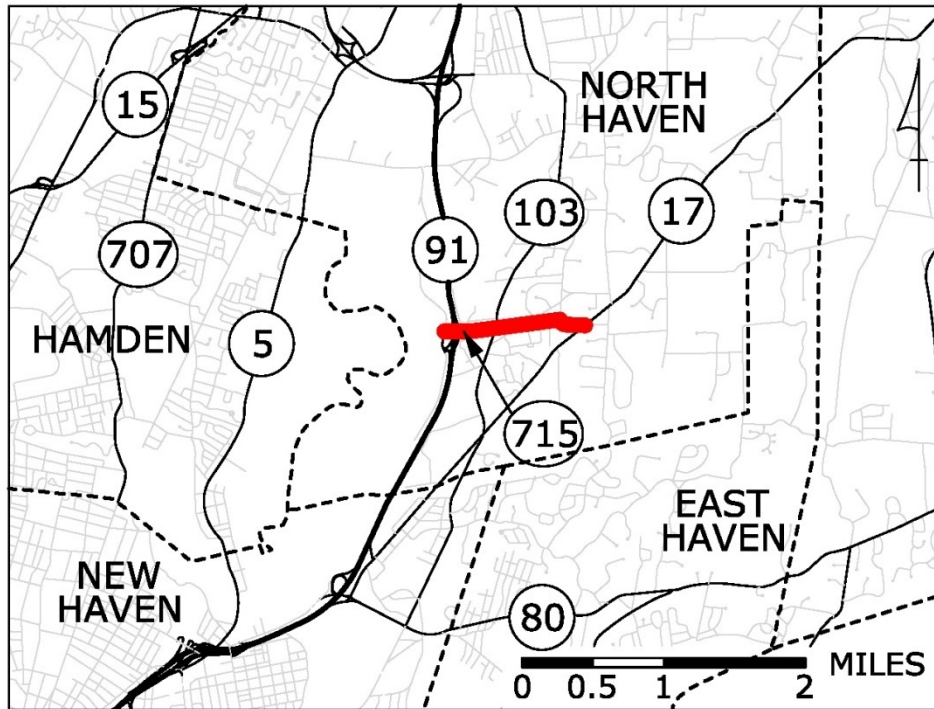


Figure 26 Rt. 715 Congested Segments

Table 25: Route 715 Corridor Evaluation

Segment		V/C	Average speed (mph)	
			2014	
			AM	PM
Eastbound				
Universal Dr.	I-91 NB on/off ramps	0.88	13	4
I-91 NB on/off ramps	Rt. 103 (Quinnipiac Ave.)	1.22	23	15
Rt. 103 (Quinnipiac Ave.)	Rt. 17 (Middletown Ave.)	--	23	25
Westbound				
Rt. 17 (Middletown Ave.)	Rt. 103 (Quinnipiac Ave.)	--	22	22
Rt. 103 (Quinnipiac Ave.)	I-91 NB on/off ramps	1.22	17	18
I-91 NB on/off ramps	Universal Dr.	0.88	25	7

Threshold Speed = 25 mph for Suburban Arterial

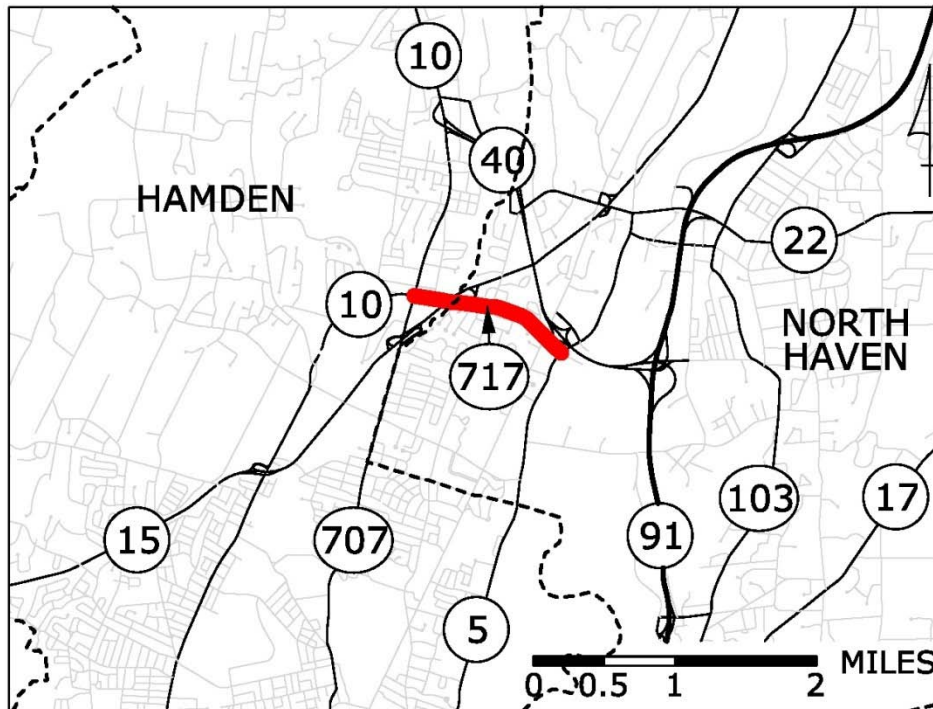


Figure 27 Rt. 717 Congested Segments

Table 26: Route 717 Corridor Evaluation

Segment	V/C	Average speed (mph)		
		2014		
		AM	PM	
Eastbound				
Rt. 10 (Whitney Ave.)	Ridge Rd.	0.79	16	12
Ridge Rd.	Hartford Turnpike	0.62	31	18
Hartford Turnpike	Rt. 5 (State Street)	0.52	12	23
Westbound				
Rt 5 (State Street)	Hartford Turnpike	0.52	10	19
Hartford Turnpike	Ridge Rd.	0.62	31	23
Ridge Rd.	Rt. 10 (Whitney Ave.)	0.79	16	10

Threshold Speed = 25 mph for Suburban Arterial

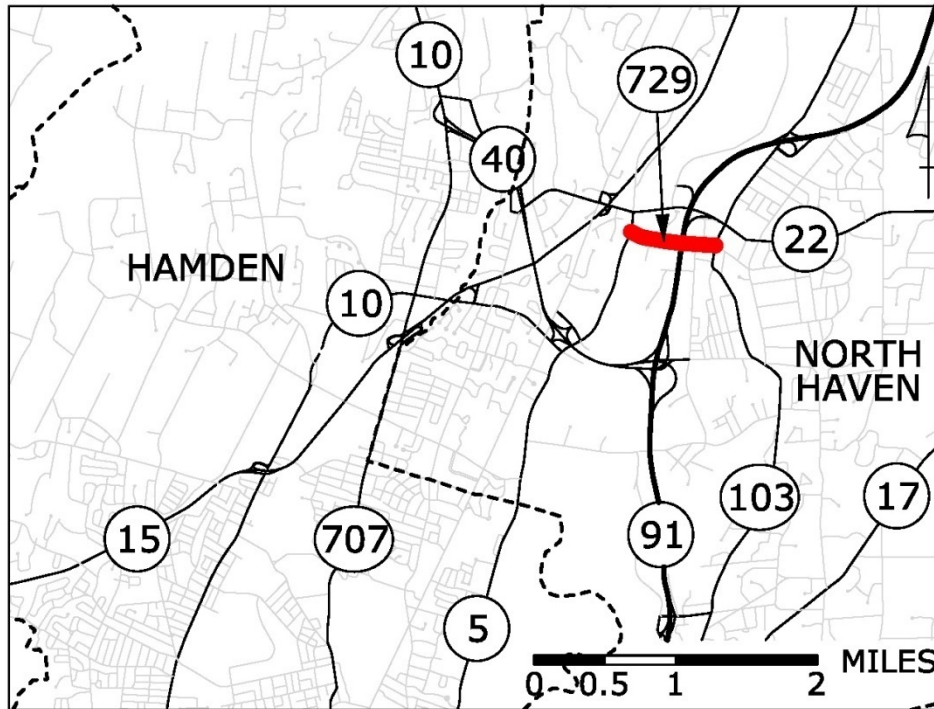


Figure 28 Rt. 729 Congested Segments

Table 27: Route 729 Corridor Evaluation

Segment	V/C	Average speed (mph)		
		2014		
		AM	PM	
Eastbound				
Rt. 5 (State Street)	Rt. 103 (Washington Ave.)	0.83	24	29
Westbound				
Rt. 103 (Washington Ave.)	Rt. 5 (State Street)	0.83	27	19

Threshold Speed = 25 mph for Suburban Arterial

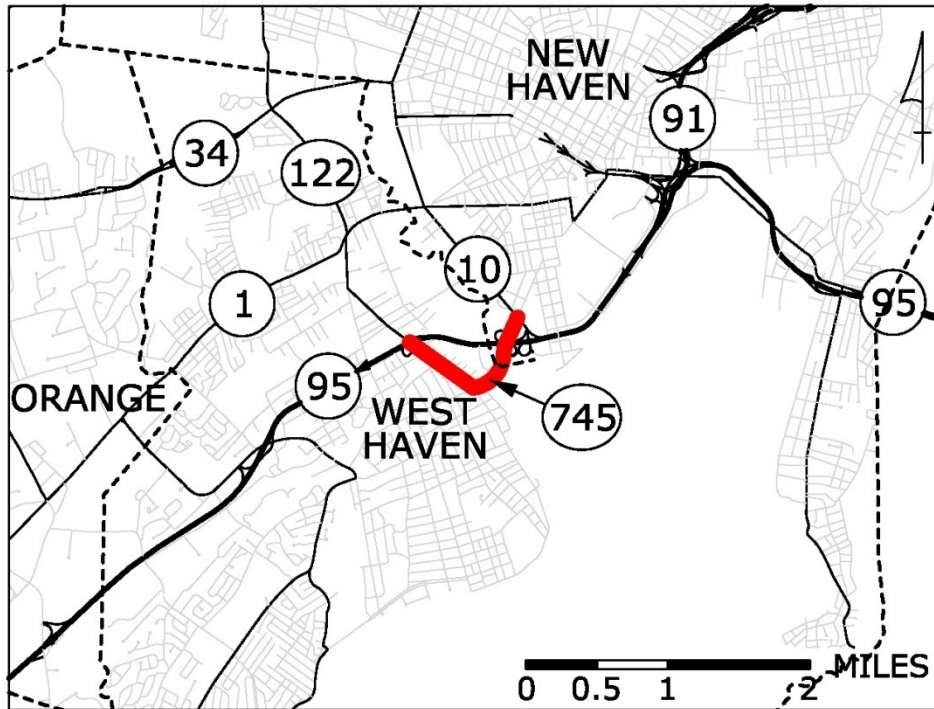
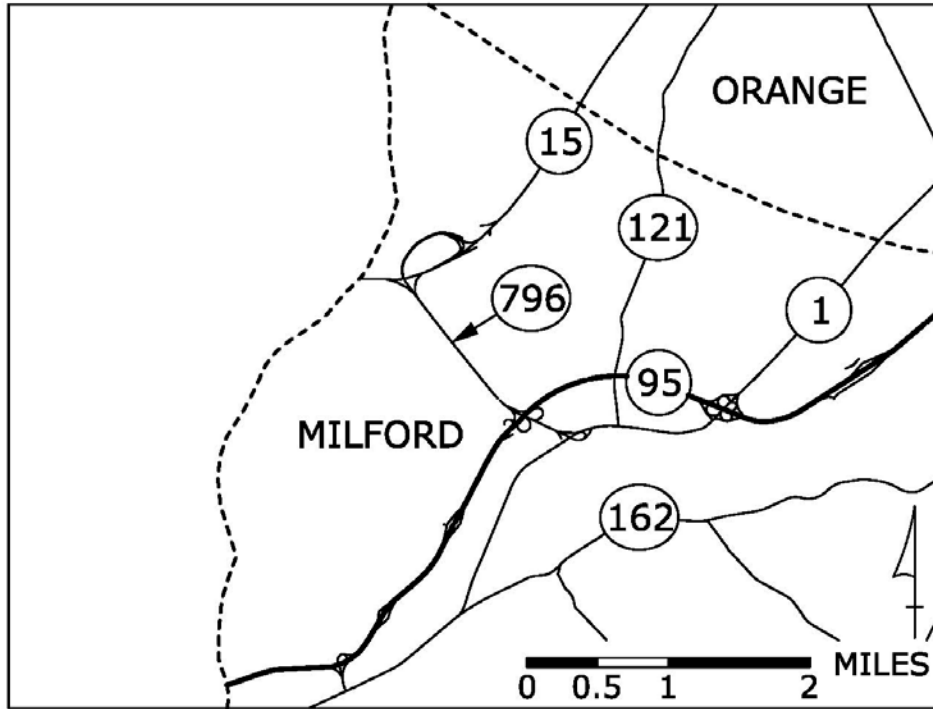


Figure 29 Rt. 745 Congested Segments

Table 28: Route 745 Corridor Evaluation

Segment		V/C	Average speed (mph)	
			2014	
			AM	PM
Eastbound				
Rt. 95 SB off ramp	Elm St. at First Ave.	0.64	19	20
Elm St. at First Ave.	Rt. 10 (Ella T. Grasso Blvd.)	0.95	20	21
Westbound				
Rt. 10 (Ella T. Grasso Blvd.)	Elm St. at First Ave.	0.95	16	14
Elm St. at First Ave.	Rt. 95 SB off ramp	0.64	15	21

Threshold Speed = 25 mph for Suburban Arterial



NOTE: NO CONGESTED SEGMENTS WERE IDENTIFIED
BASED ON TRAVEL SPEED DATA

Figure 30 Rt. 796 Congested Segments

Table 29: Route 796 Corridor Evaluation

Segment		V/C	Average speed (mph)	
			2014	
			AM	PM
Northbound				
Rt. 1 (Boston Post Rd.)	I-95 SB on/off ramps	0.28	28	42
I-95 SB on/off ramps	Rt. 15 NB on/off ramps	0.94	46	49
Southbound				
Rt. 15 NB on/off ramps	I-95 SB on/off ramps	0.94	48	53
I-95 SB on/off ramps	Rt. 1 (Boston Post Rd.)	0.28	49	57

Threshold Speed = 25 mph for Suburban Arterial

6 PERFORMANCE MONITORING PLAN

SCRCOG will continue to use V/C ratios and average travel speeds as the two main performance measures for maintaining the region's CMP. V/C ratios will be reviewed periodically for all state roadways in the region from CTDOT's annual Congestion Screening and Monitoring Report, and travel speeds on some of the regions congested corridors will occasionally be collected by performing travel time runs. Coordination with the Lower Connecticut River Valley Council of Governments (RiverCOG) is also being planned to investigate congestion conditions for other areas that are included in the New Haven TMA.

The CTDOT report that includes V/C ratios is updated yearly and has comprehensive coverage of all state roadways. The report uses a consistent method for analysis statewide and from year to year, so it is suited for long-term comparisons. Using data from the CTDOT report is also cost effective for the region as the minimal funds available for data collection can be used for developing other performance measures. However, there are some limitations to the V/C data. While information on the primary roads is reasonably accurate, information for secondary roads is based on a lot of assumptions and potentially outdated characteristics. Capacities of secondary roads are difficult to estimate, particularly where there are signalized intersections, cross streets, and driveways. It is also difficult to maintain accurate traffic counts at so many locations. Additionally, the methods used to calculate V/C ratios will not effectively capture the impact of small-scale improvements (such as coordinating traffic signals) that could be proposed to improve the efficiency of a corridor. Additionally, the large amount of data that is used to calculate the V/C ratios is not be updated very frequently and so longer term comparisons are more useful at the regional level than year to year updates.

SCRCOG will conduct travel time runs at regular intervals on several of the region's main corridors to monitor congestion levels. Travel time data is used to determine average AM and PM peak hour travel speeds and other operational information, such as number of stops, travel speed profiles, etc. Travel time data is particularly useful as a CMP performance measure since it provides easily comparable measures from year to year, it is applicable to all modes of travel, and is easily understood by non-technical people. In addition to collecting travel time data on some of the region's main corridors, runs could be made for any trip route using any mode. Runs could also be designed to measure a project's performance by being done before and after a project implementation. One of the drawbacks to using travel time data is the limited coverage of the region's transportation system due to the labor intensive process of collecting and processing the data.

Future updates to this report should include a periodic review of V/C ratios and the occasional collection of travel time data. Reviewing these measures should happen over a longer time scale, since the values will not vary significantly from year to year for the vast majority of segments. They are particularly good for capturing the effect of evolving travel patterns, as well as general growth and development. Unless a major change occurs (such as completion of the I-95/I-91/Route 34 interchange) it would be appropriate to review these measures every ten years. However, since the V/C ratios and travel time data that have been used to date for the SCRCOG CMP do not directly account for transit operations, the effect of non-recurring congestion, or preservation/maintenance issues, future CMPs could include new performance measures and

additional data collection as funding allows. It is particularly desirable to include a measure that considers transit operations, such as percent on-time performance, average percent of seat capacity filled, or total daily boardings. System reliability measures could include number of incidents or average clearance time for incidents. Measures to evaluate system preservation efforts in the region could include the number of bridges rated “poor” or number of roadway miles with deficient ride quality. Data collection that occurs on a much smaller scale (such as for an individual project) could also be compiled and included in future CMP Update Reports.

7 CONGESTION MITIGATION STRATEGIES

Strategies for addressing congestion fall into three main categories:

- Increasing capacity of the transportation system
- Improving efficiency of the existing transportation system
- Influencing travel patterns to reduce and/or spread peak demand

Projects to increase system capacity could include roadway widening, roadway construction on a new alignment, redesign of bottleneck areas, reconfiguration of intersections, adding transit service with shorter headways or new routes, constructing HOV lanes, and upgrading freight rail facilities. These projects have an important role in regional transportation planning, however financial and environmental issues often limit their feasibility. Additionally, Transportation Management Areas (TMA) in nonattainment for carbon monoxide or ozone are prohibited from using federal funds for projects that significantly increase capacity for single occupant vehicles, unless management and operations strategies will not adequately address the congestion. So generally, a project to add capacity should not be considered as the first option for improving congestion.

Improving system efficiency could be accomplished with several types of improvements including optimizing signal timings, implementing access management standards, prohibiting turning movements in problem areas, upgrading roadway and intersection geometry, anticipating special events and weather patterns to better accommodate travel needs, providing travelers real-time information on work zones, incidents, congestion, and transit schedules, reconfiguring urban roadways into one-way pairs, and improving management of incidents. These types of projects can help get the most out of the existing transportation system. Some of these projects may be low cost and localized in their impact. Others can have a regional impact and may be moderately priced, but would require considerable coordination between many agencies and municipalities.

Demand management strategies seek to reduce existing or future congestion by limiting Single Occupant Vehicle (SOV) travel during the peak hours. Some of the strategies to reduce or spread demand include allowing flexible working hours and working from home, developing carpooling programs, instituting parking fees and restrictions, revising zoning regulations, supporting transit-oriented development, and implementing growth restrictions. Many of these strategies require policy changes for private companies, municipalities, or the State.

8 SELECTED STRATEGIES AND SYSTEM MANAGEMENT

8.1 Operational Level Application

Many of the congested corridors identified in this report are in various stages of improvement, whether initial studies are being conducted, study recommendations have been programmed as improvement projects, or plans are currently under construction.

SCRCOG conducts studies to evaluate traffic operation and management issues for local towns as part of the Unified Planning Work Program (UPWP). Following is a list of recently completed (or currently underway) studies relating to the congested corridors identified in this report:

- City of New Haven Foxon Boulevard (Route 80) Corridor Study (2012)
- City of New Haven Whalley Avenue/Rt. 10/Rt. 63 Corridor Study (2010)
- Town of Wallingford Route 68 Corridor Study (2010)
- Town of East Haven I-95, Route 1, Route 100 Intersection Study (2010)
- Route 15 Interchange Needs Assessment Study (2009)
- City of New Haven Hill Neighborhood Corridor Studies (including Route 1) (2009)
- Route 10 Corridor Study for Hamden and New Haven (2008)
- I-691 Interchange 5, 6, and 7 Study (2008)
- Route 1/North Main Street Access Management Plan for Branford (2008)
- Route 34 Corridor Study (2007)
- Route 162 Corridor Study (2007)
- Route 5 Planning and Preliminary Design Study (2006)
- Route 22 Corridor Planning Study (2006)

Based on results of these initial studies, suggestions and recommendations to mitigate congestion along the congested corridors will be incorporated in the future UPWP and programmed into the Transportation Improvement Program (TIP) for implementation. A list of projects in SCRCOG's current TIP (FY 2012-2015) for congested corridor segments identified in this report (excluding those associated with the Quinnipiac Bridge replacement) are included in Table 30.

The ongoing I-95 New Haven Harbor Crossing (NHHC) Corridor Improvement Program is one of the major efforts in the region aimed to ease traffic congestion and improve safety along a complicated section of I-95 and improve interchange operations where I-95 connects to Route 34 and I-91. Figure 31 shows the locations of the projects that comprise this effort and Table 31 includes descriptions and construction dates for the projects. The improvements associated with these projects have not yet been accounted for in the V/C ratio performance measure calculations. As these projects continue to be finalized, CTDOT will update the data for roadways in the area and the improvements will be reflected in the resulting V/C ratios for those segments.

Table 30: Projects Funded or Obligated in SCRCOG FY 2012-2015 TIP by Corridor

Corridor	Location	TIP Project Name	TIP Project Description	Funding Year
I-95	Branford	I-95 Pavement Preservation Project	Place 5/8" ultra-thin bonded HMA overlay on I-95 in the town of Branford.	2013
I-91/ Rt. 80	New Haven	I-91: Rt 80 Interchange Reconstruction	Reconstruct the I-91 northbound exit at Route 80 (exit 8) for wb Rt 80 and northbound Rt 17 traffic.	2012
I-95	New Haven	I-95 West River Bridge	Replacement of the I-95 bridge over West River in West Haven/New Haven.	2013-2015
I-91	New Haven	Rehab BR 03021 & 03022 o/ Rte 5, AMTRAK, Ferry St.	Rehabilitation of bridges #03021 and #03022 which carry I-91 NB and SB over Route 5, AMTRAK and Ferry Street.	2013
CT 34	New Haven	Route 34 East Downtown Crossing	Design and construct first phase of the conversion of Route 34 East from an expressway to an urban boulevard between I-95 and Park Street	2012
CT 34	New Haven	Conversion of Rte 34	Conversion of Rte 34 from an expressway to an at-grade Boulevard between I-95 and Park St	2013
I-95/I-91	Regional	New Haven Area VMS Upgrades	Project to upgrade variable message signs on I-95/I-91 and other State routes in the greater New Haven region	2014
I-95/I-91	Regional	New Haven Area CCTV Upgrades	Project to upgrade CCTV, TFM and Communications equipment along I-95/I-91 and other State routes in the greater New Haven region.	2014
US 1, CT 34, CT 10	New Haven	ADA-Compliant Sidewalk Improvements	Funding for the project to make ADA compliant sidewalk improvements in New Haven along Routes US 1, CT 34, and CT 10.	2012
I-91	New Haven	I-91 Pavement Preservation	Project for placement of 5/8" ultra-thin bonded HMA overlay on I-91 from MP 2.75 in New Haven to MP 4.80 in North Haven. Project designed under	2012
I-91	New Haven	Rehab BR 03014 Rte 91 O/ Mill River and State St	Substructure repair, structural steel repairs and painting of bridge #03014A which carries I-91 NB over Mill River, New Haven	2014-2015
CT 80	N. Branford	Rt 80: Rt 22 to West of Rt 139 Widening	Widen from two to four lanes from easterly leg of Route 22 (North Branford Center) to west of (including) railroad bridge w/o Rt 139.	2013
CT 80	N. Branford	Replace Bridge 01127 O/ Farm Riv	Replace Bridge 01127 which carries Route 80 over the Farm River in North Branford.	2014
I-95	Regional	I-95: Housatonic River Bridge Replacement	Replace the current six-lane bridge with a new structure to the north (west) of the existing bridge though complicated by proximity to Metro North.	2012-2013
CT 15	Wallingford	Rte 15 Pavement Preservation	This project provides the construction phase for the Rte 15 pavement preservation work in 2012.	2012
CT 63	Woodbridge	Rt 63: Rt 67 Intersection Improvements	Add northbound Rt 63 left hand turn lane at Rt 67 by lowering Rt 63 vertical crest, reconstructing approx 300' of Rt 63 and constructing a retaining wall.	2013
CT 15	Woodbridge	Rehab BR 02151 O/ Race Brook (U-20)	Project involves rehabilitation of bridge #02151 carrying RTE 15 over Race Brook in Woodbridge.	2014

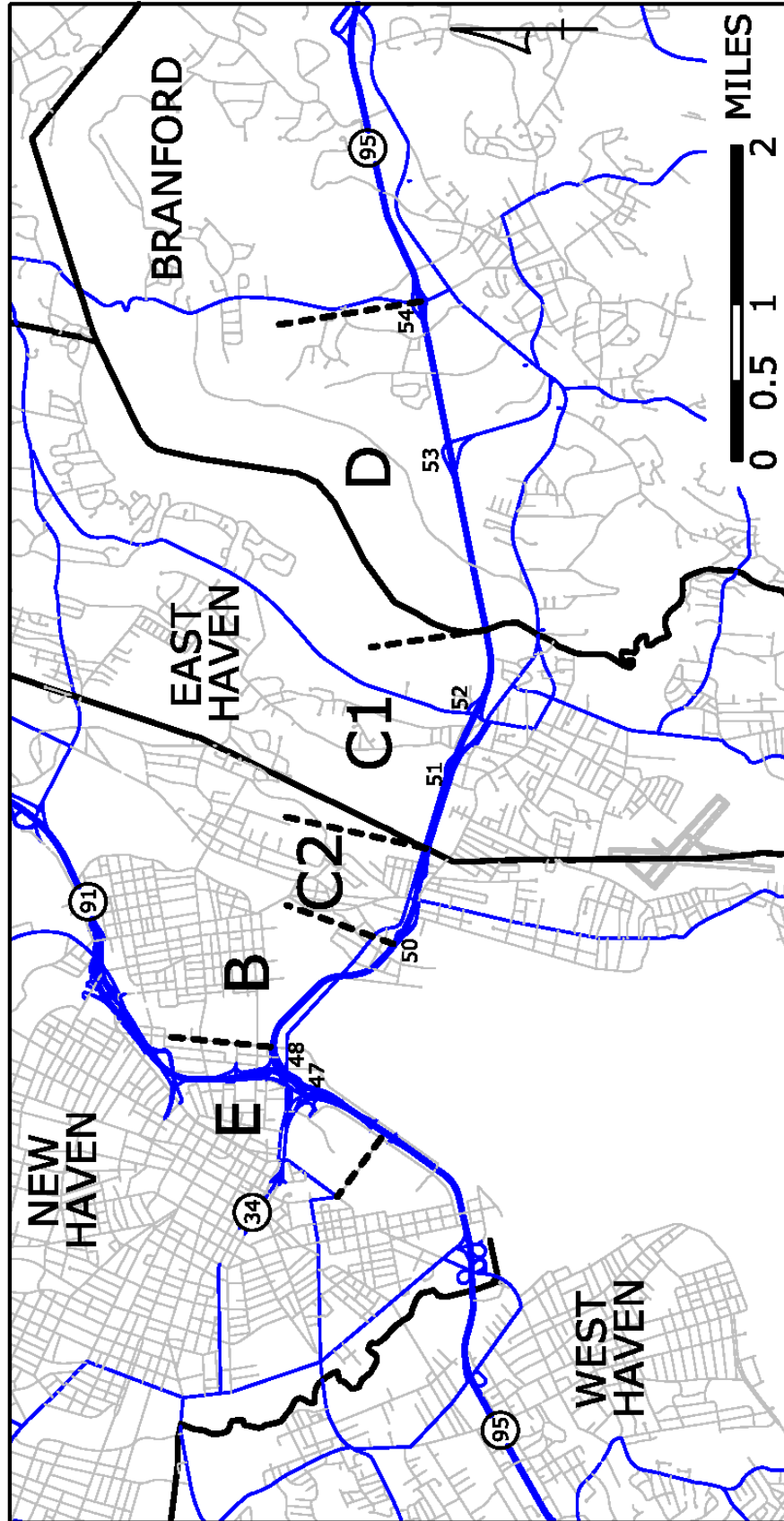


Figure 31: I-95 New Haven Harbor Crossing (NHHC) Corridor Improvement Program

Table 31: I-95 New Haven Harbor Crossing (NHHHC) Corridor Improvement Program

Contract	Project Limits	Description	Start	Finish
A	State Street Station	New station to serve Shore Line East rail commuters.	10/2000	6/2002
D	I-95, Saltonstall to Interchange 54	Reconstruct 2.1 miles of I-95 to provide three travel lanes in each direction.	6/2002	7/2004
C1	I-95, East Haven/New Haven Line to Lake Saltonstall Bridge	Reconstruct 1.25 miles of I-95 to provide three travel lanes in each direction.	9/2003	8/2006
C2	I-95, Woodward/Stiles Interchange to East Haven/New Haven Line	Reconstruct 1.0 miles of I-95 to provide five travel lanes in each direction.	9/2005	10/2008
D1	I-95 Southbound	Final paving and re-striping of Contract D area.	2/2008	11/2008
GNHWPCA	North of the Q Bridge under the harbor	New sewer force main installation.	12/2007	4/2009
Howard Avenue	Howard Avenue Bridge over I-95	Reconstruct bridge	7/2008	5/2011
B1	I-95, Pearl Harbor Memorial Bridge (off-line)	Bridge foundations and I-95 Northbound approach structures.	4/2008	9/2011
E2	I-95/I-91/Rt. 34 Interchange	I-95 Northbound to Route 34 Westbound "flyover" ramp.	10/2008	11/2011
B	I-95, Pearl Harbor Memorial Bridge (on-line)	New 10-lane bridge across the Quinnipiac River.	11/2009	6/2015*
E	I-95/I-91/Rt. 34 Interchange	Reconstruct interchange to accommodate new Pearl Harbor Memorial Bridge.	4/2011	11/2016*
Long Wharf	I-95 Northbound, Long Wharf Drive (Interchange 46)	Relocate and reconstruct I-95 Northbound on- and off-ramps at Long Wharf Drive (Interchange 46).	2/2013	TBD
Various	Branford, Clinton, Guilford, and Madison	Shoreline East Train Station Improvements.	Various	Various

* Expected

Source: www.i95newhaven.com

8.2 Policy Level Application

Congestion can be addressed using either supply-side or demand-side tactics, although neither strategy necessarily reduces the number of trips taken in the Region. Supply-side tactics include increasing road capacity, increasing transit capacity, and better managing incidents and accidents. Demand-side tactics are designed to reduce or manage the number of persons or vehicles traveling during peak periods, or change the mode or length of the trip. They include flexible employer scheduling, telecommuting, pricing and market-oriented strategies, land use policies, and local growth management policies. SCRCOG is using both strategies to find appropriate anti-congestion tactics for the region.

Supply-side efforts include additional highway capacity projects programmed through the SCRCOG TIP approval process, the Regional Transit Study, regional planning recommendations, and SCRCOG-led Unified Response Manual (URM) preparation to improve incident and accident response. Demand-side efforts include Rideworks' efforts to reduce dependence upon the single occupant vehicle, the pursuit of housing strategies which reduce trip generation, and the update of the Regional Plan of Conservation and Development, with an emphasis on land use policies which encourage livable communities, control of sprawl, and the preservation of open space.

9 MONITORING EFFECTIVENESS

An integral part of the CMP is the continuous monitoring of many aspects of area congestion and the effectiveness of the management strategies. The most fundamental element in system monitoring would be the collection of data before and after strategy implementation to evaluate the impact on congestion. The data assembled in this CMP report provide a good baseline for existing conditions in the region, and as strategies are implemented from year to year, the updated and comparable performance measures should account for major improvements made. However, using the same performance measures from report to report (V/C ratios and travel speeds) is critical for evaluating strategy effectiveness. Although the region-wide data presented in this report is useful for large scale strategies and specific corridor locations, some congestion management enhancements may be difficult to evaluate with such performance measures. Improvements such as coordinating traffic signals or moving bus stop locations may require some project-specific data collection to supplement the V/C ratios and travel speed data used for this report. In addition to answering the basic question of how strategies influence congestion, monitoring of the process can consider how well strategies were implemented and what factors contributed to their success or failure. The tools and analysis procedures involved in the process should be monitored as well to ensure that current standard practices are being used.

10 CONCLUSIONS

The CMP is an ongoing program of activities and an integral part of the overall planning process for the region. SCRCOG is in various stages of addressing congestion in the region: conducting studies, advancing the process of improvement plans, and constructing and implementing multimodal improvements. Although funding for maintaining an extensive data collection program is limited, the region's objectives to effectively prioritize projects, to use supply and demand side strategies to address transportation issues, to maintain aging infrastructure, to

preserve multimodal transportation resources, to promote interconnection of modes, to encourage interagency cooperation to promote integrated land use and transportation planning, and to work with appropriate entities to develop regional solutions to transportation issues are all directly in line with values espoused in CMP guidelines. The travel patterns are relatively stable and transportation system infrastructure is well established in the region; thus, there are few opportunities for large scale capacity improvements. Therefore, projects funded in the region primarily involve maintenance, operations, and management improvements. These are all types of projects that are further justified using the CMP.

APPENDIX

A

2004 CONGESTED CORRIDOR TRAVEL TIME STUDIES

(EXCERPTED FROM SCRCOG 2004 CMS REPORT)

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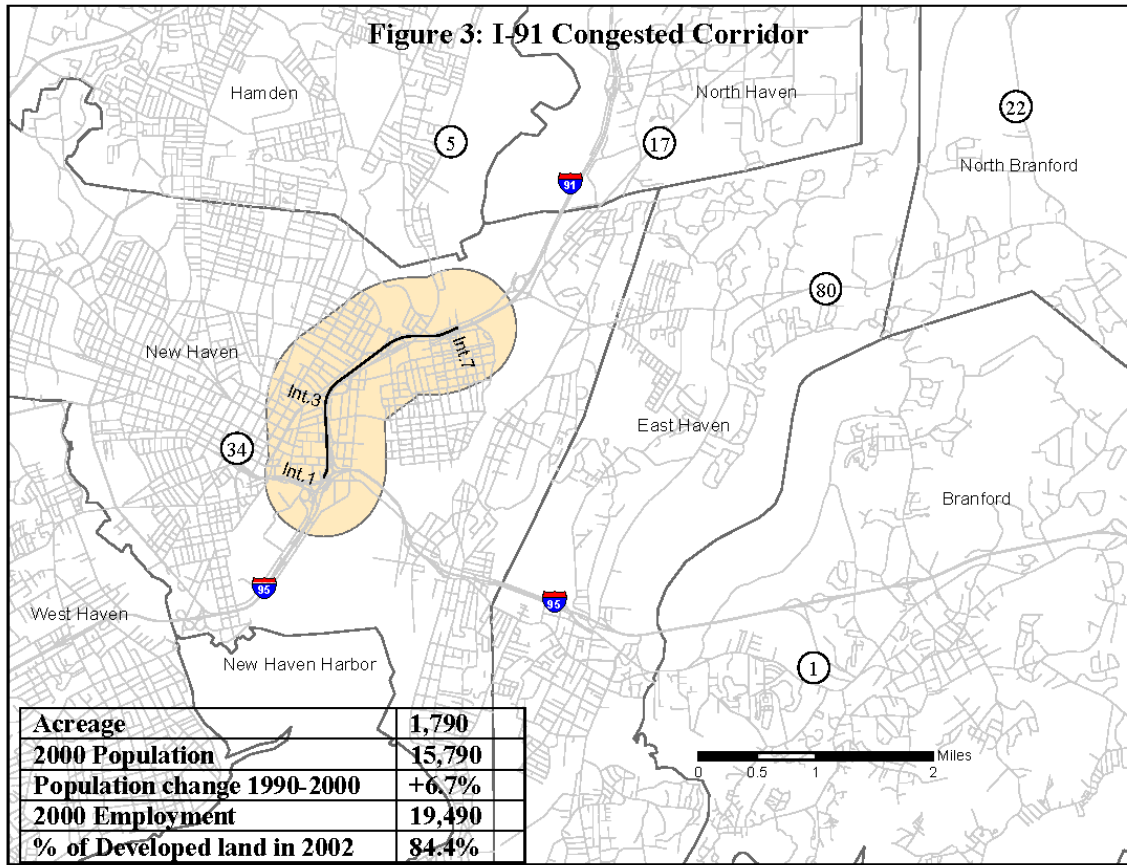


Figure A.1: I-91 Congested Corridor (2004 CMS)

Table A.1: I-91 Congested Corridor Speed Scenario (2004)

Segment	Direction/Time	Average Speed (mph)	Threshold Speed (mph)
Interchange 1 (Rt34) to Interchange 3 (Trumbull St)	Southbound AM	15	45
Interchange 3 (Trumbull St) to Interchange 7 (Ferry St)	Southbound AM	35	45
Interchange 1 (Rt34) to Interchange 3 (Trumbull St)	Southbound PM	25	45
Interchange 3 (Trumbull St) to Interchange 7 (Ferry St)	Southbound PM	60	45

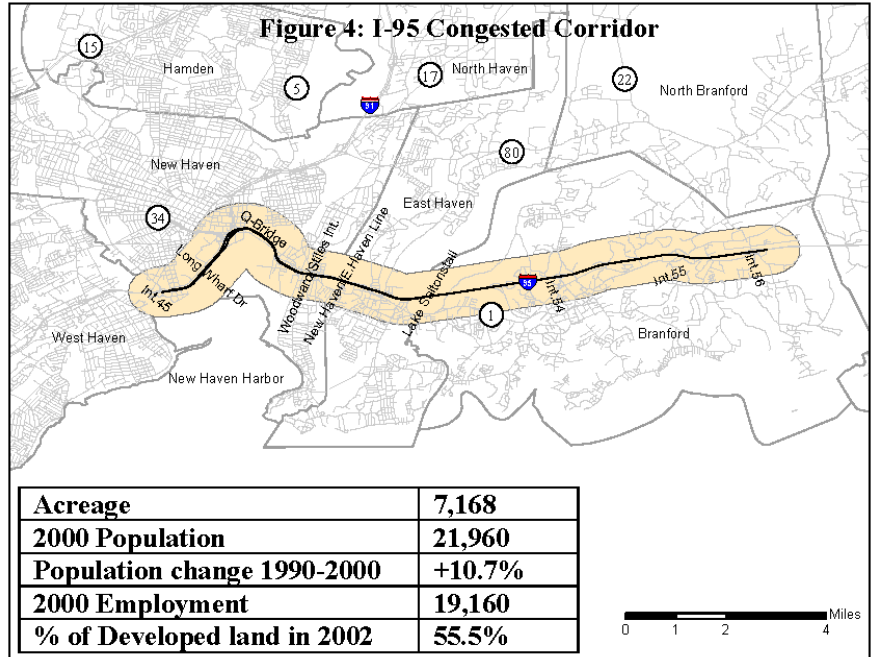


Figure A.2: I-95 Congested Corridor (2004 CMS)

Table A.2: I-95 Congested Corridor Speed Scenario (2004)

Segment	Direction/Time	Average speed (mph)	Threshold Speed (mph)
Interchange 45 to Canal Dock Dr	Southbound AM	55	45
I-95/I-91/Rt.34 Interchange		53	45
Pearl Harbor Memorial Bridge (Q Bridge)		43	45
Woodward/Stiles Int. to E. Haven/New Haven Line		30	45
East Haven/New Haven Line to Lake Saltonstall		18	45
Saltonstall to Interchange 54		20	45
Interchange 54 to Interchange 55		26	45
Interchange 55 to Interchange 56	30	45	
Interchange 45 to Canal Dock Dr	Southbound PM	36	45
I-95/I-91/Rt.34 Interchange		43	45
Pearl Harbor Memorial Bridge (Q Bridge)		53	45
Woodward/Stiles Int. to E. Haven/New Haven Line		53	45
East Haven/New Haven Line to Lake Saltonstall		55	45
Saltonstall to Interchange 54		44	45
Interchange 54 to Interchange 55		60	45
Interchange 55 to Interchange 56	65	45	
Interchange 45 to Canal Dock Dr	Northbound AM	45	45
I-95/I-91/Rt.34 Interchange		55	45
Pearl Harbor Memorial Bridge (Q Bridge)		56	45
Woodward/Stiles Int. to E. Haven/New Haven Line		60	45
East Haven/New Haven Line to Lake Saltonstall		60	45
Saltonstall to Interchange 54		58	45
Interchange 54 to Interchange 55		63	45
Interchange 55 to Interchange 56	64	45	

Interchange 45 to Canal Dock Dr	Northbound PM	38	45
I-95/I-91/Rt.34 Interchange		26	45
Pearl Harbor Memorial Bridge (Q Bridge)		41	45
Woodward/Stiles Int. to E. Haven/New Haven Line		50	45
East Haven/New Haven Line to Lake Saltonstall		31	45
Saltonstall to Interchange 54		49	45
Interchange 54 to Interchange 55		64	45
Interchange 55 to Interchange 56		62	45

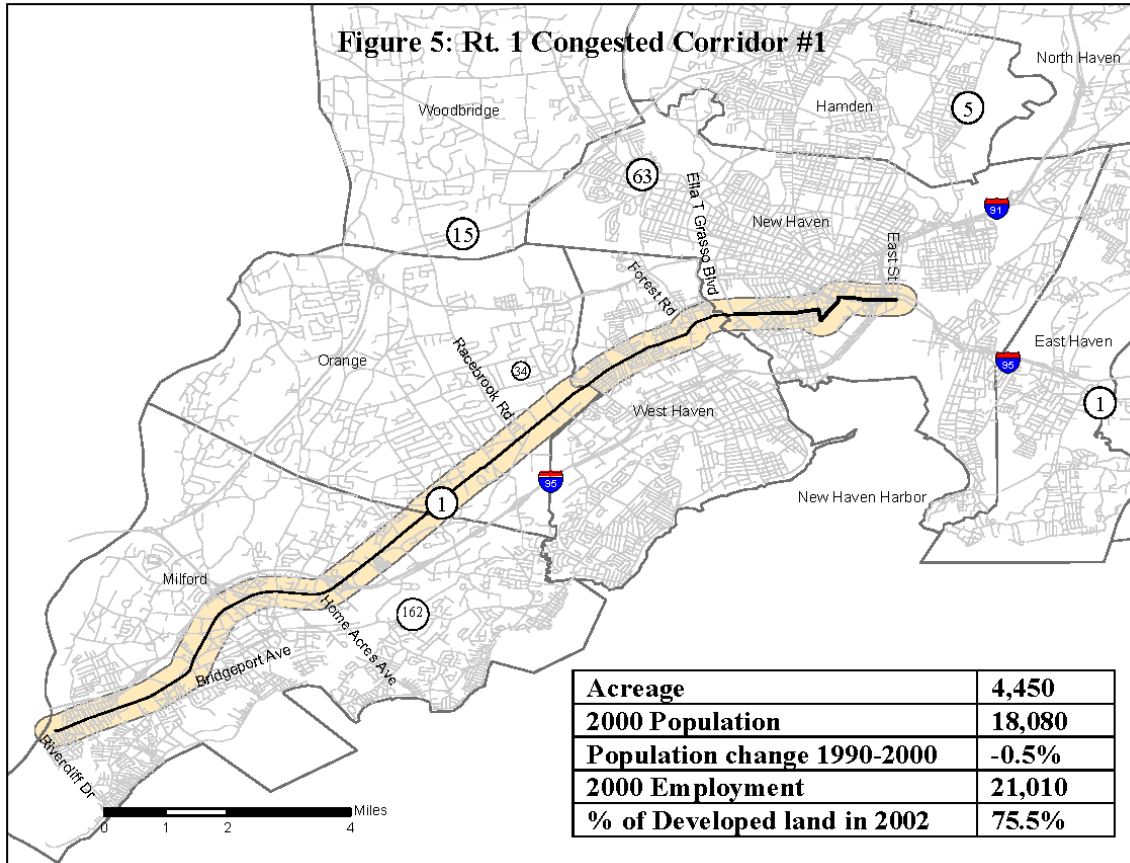


Figure A.3: Rt. 1 Congested Corridor #1 (2004 CMS)

Table A.3: Rt. 1 Congested Corridor #1 Speed Scenario (2004)

Segment	Direction/Time	Average speed (mph)	Threshold Speed (mph)
Rivercliff Dr to Rt 162 (Bridgeport Ave)	Southbound AM	25	25
Rt 162 (Bridgeport Ave) to Home Acres Ave		28	25
Home Acres Ave to Rt 114 (Racebrook Rd)		41	25
Rt 114 (Racebrook Rd) to Rt 122 (Forest Rd)		33	25
Rt 122 (Forest Rd) to Ella T. Grasso Blvd		20	25
Ella T. Grasso Blvd to East St		13	25
Rivercliff Dr to Rt 162 (Bridgeport Ave)	Southbound PM	19	25
Rt 162 (Bridgeport Ave) to Home Acres Ave		26	25
Home Acres Ave to Rt 114 (Racebrook Rd)		30	25
Rt 114 (Racebrook Rd) to Rt 122 (Forest Rd)		29	25
Rt 122 (Forest Rd) to Ella T. Grasso Blvd		18	25
Ella T. Grasso Blvd to East St		10	25
Rivercliff Dr to Rt 162 (Bridgeport Ave)	Northbound AM	21	25
Rt 162 (Bridgeport Ave) to Home Acres Ave		32	25
Home Acres Ave to Rt 114 (Racebrook Rd)		34	25
Rt 114 (Racebrook Rd) to Rt 122 (Forest Rd)		33	25
Rt 122 (Forest Rd) to Ella T. Grasso Blvd		15	25
Ella T. Grasso Blvd to East St		21	25

Rivercliff Dr to Rt 162 (Bridgeport Ave)	Northbound PM	11	25
Rt 162 (Bridgeport Ave) to Home Acres Ave		24	25
Home Acres Ave to Rt 114 (Racebrook Rd)		24	25
Rt 114 (Racebrook Rd) to Rt 122 (Forest Rd)		23	25
Rt 122 (Forest Rd) to Ella T. Grasso Blvd		11	25
Ella T. Grasso Blvd to East St		16	25

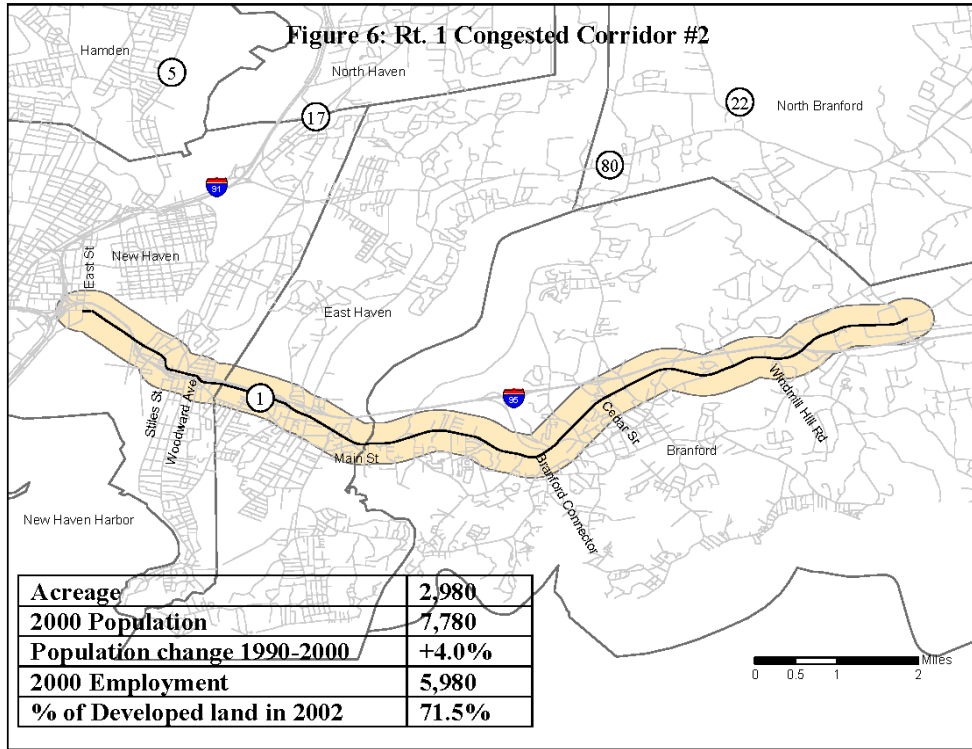


Figure A.4: Rt. 1 Congested Corridor #2 (2004 CMS)

Table A.4: Rt. 1 Congested Corridor #2 Speed Scenario (2004)

Segment	Direction/Time	Average speed (mph)	Threshold Speed (mph)
East St to Stiles St	Southbound AM	19	25
Stiles St to Woodward Ave		25	25
Woodward Ave to Main St		28	25
W. Main St to Branford Connector		45	25
Branford Connector to Cedar St		26	25
Cedar St to Windmill Hill Rd		25	25
East St to Stiles St	Southbound PM	45	25
Stiles St to Woodward Ave		34	25
Woodward Ave to Main St		33	25
W. Main St to Branford Connector		28	25
Branford Connector to Cedar St		31	25
Cedar St to Windmill Hill Rd		35	25
East St to Stiles St	Northbound AM	39	25
Stiles St to Woodward Ave		27	25
Woodward Ave to Main St		29	25
W. Main St to Branford Connector		33	25
Branford Connector to Cedar St		28	25
Cedar St to Windmill Hill Rd		29	25
East St to Stiles St	Northbound PM	26	25
Stiles St to Woodward Ave		24	25
Woodward Ave to Main St		23	25
W. Main St to Branford Connector		25	25
Branford Connector to Cedar St		25	25
Cedar St to Windmill Hill Rd		29	25

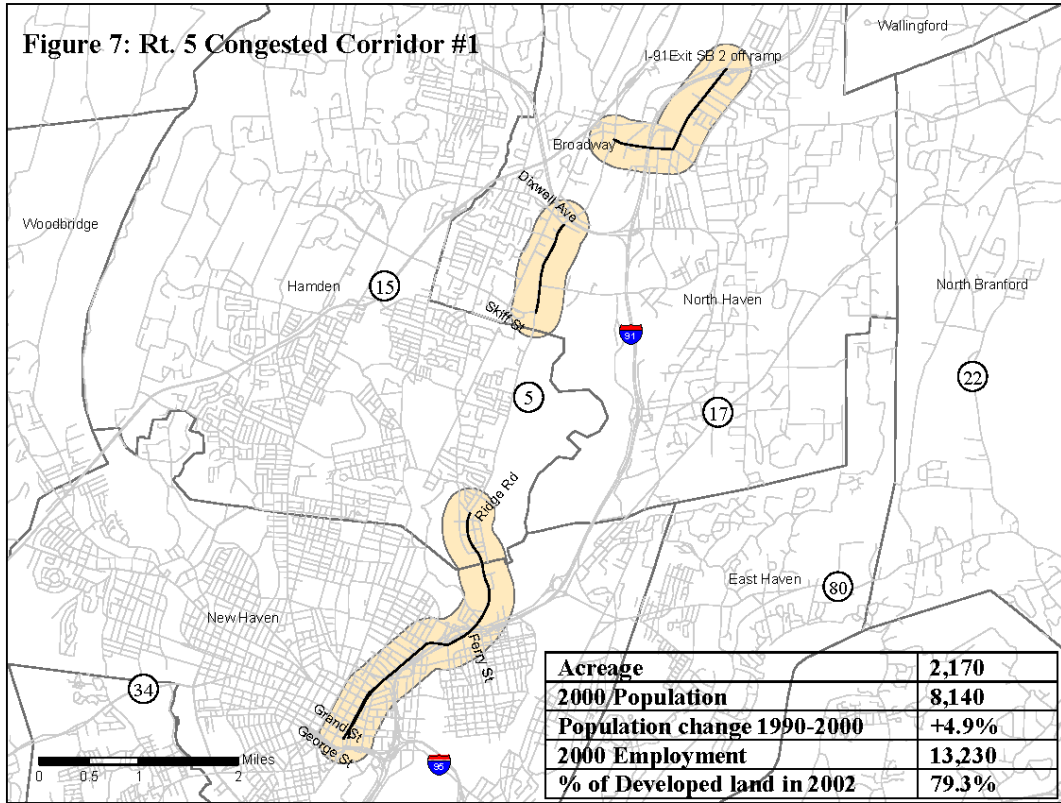


Figure A.5: Rt. 5 Congested Corridor #1 (2004 CMS)

Table A.5: Rt. 5 Congested Corridor #1 Speed Scenario (2004)

Segment	Direction/Time	Average speed (mph)	Threshold Speed (mph)
George St to Grand Ave	Southbound AM	24	25
Grand Ave to Ferry St		20	25
Ferry St to Ridge Rd		27	25
Skiff St to Dixwell Ave		34	25
Broadway to I-91 SB Exit 12 off ramp		29	25
George St to Grand Ave	Southbound PM	19	25
Grand Ave to Ferry St		18	25
Ferry St to Ridge Rd		25	25
Skiff St to Dixwell Ave		28	25
Broadway to I-91 SB Exit 12 off ramp		25	25
George St to Grand Ave	Northbound AM	11	25
Grand Ave to Ferry St		19	25
Ferry St to Ridge Rd		31	25
Skiff St to Dixwell Ave		27	25
Broadway to I-91 SB Exit 12 off ramp		24	25
George St to Grand Ave	Northbound PM	11	25
Grand Ave to Ferry St		17	25
Ferry St to Ridge Rd		27	25
Skiff St to Dixwell Ave		27	25
Broadway to I-91 SB Exit 12 off ramp		25	25

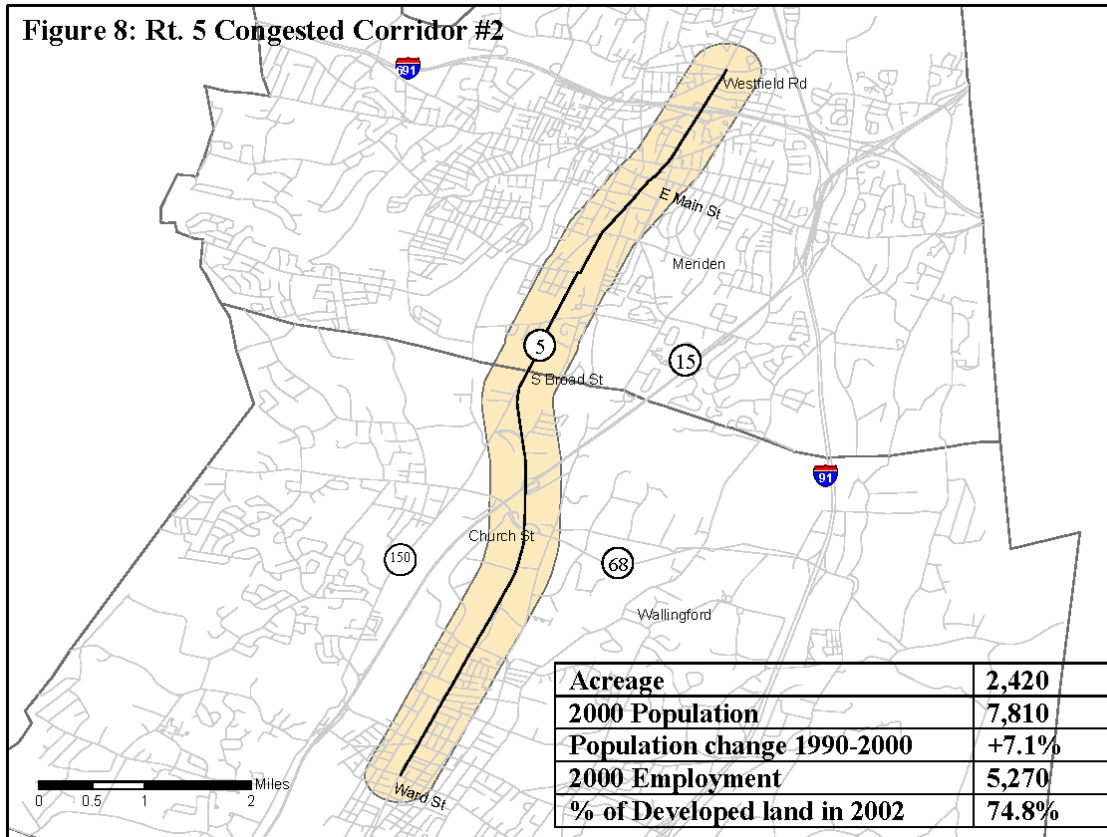


Figure A.6: Rt. 5 Congested Corridor #2 (2004 CMS)

Table A.6: Rt. 5 Congested Corridor #2 Speed Scenario (2004)

Segment	Direction/Time	Average speed (mph)	Threshold Speed (mph)
Ward St to Rt68 (Church St)	Southbound AM	25	25
Rt68 (Church St) to Rt150 (S. Broad St)		31	25
Rt150 (S. Broad St) to E. Main St		28	25
E. Main St to Westfield Rd		20	25
Ward St to Rt68 (Church St)	Southbound PM	21	25
Rt68 (Church St) to Rt150 (S. Broad St)		25	25
Rt150 (S. Broad St) to E. Main St		27	25
E. Main St to Westfield Rd		18	25
Ward St to Rt68 (Church St)	Northbound AM	27	25
Rt68 (Church St) to Rt150 (S. Broad St)		34	25
Rt150 (S. Broad St) to E. Main St		28	25
E. Main St to Westfield Rd		21	25
Ward St to Rt68 (Church St)	Northbound PM	26	25
Rt68 (Church St) to Rt150 (S. Broad St)		21	25
Rt150 (S. Broad St) to E. Main St		21	25
E. Main St to Westfield Rd		18	25

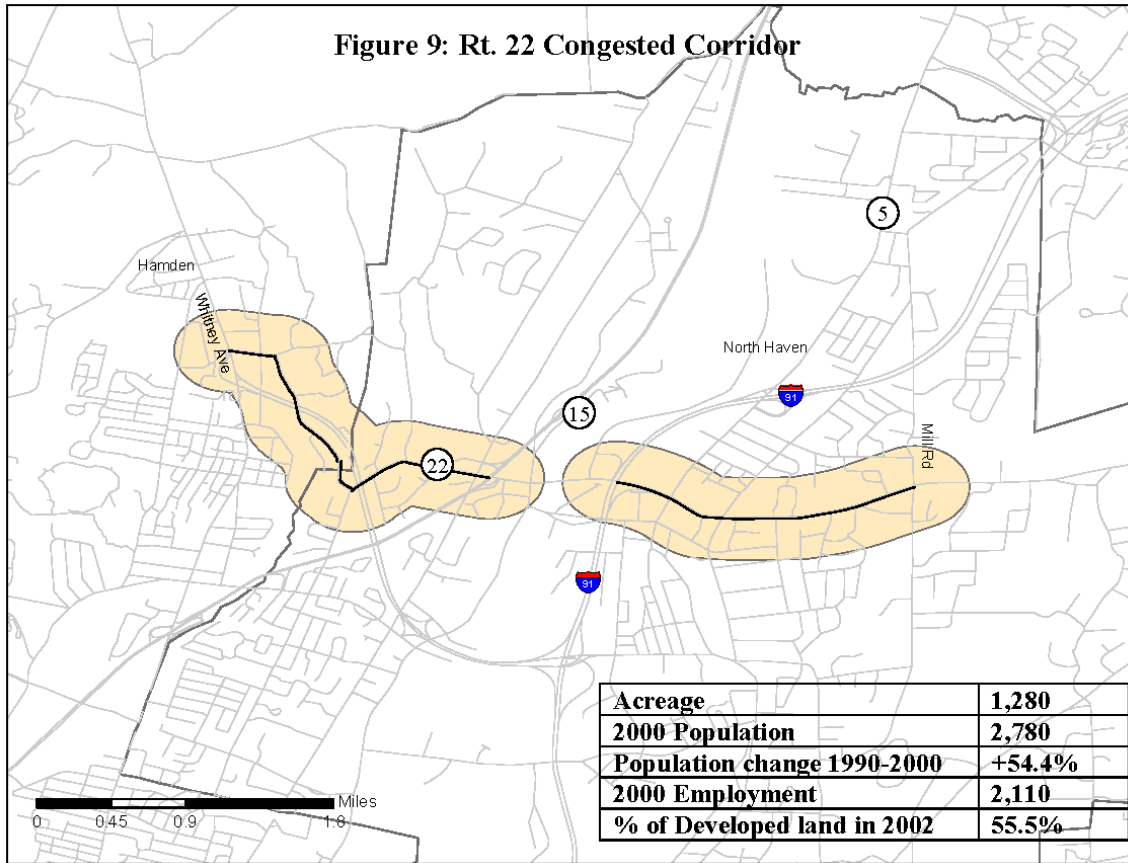


Figure A.7: Rt. 22 Congested Corridor (2004 CMS)

Table A.7: Rt. 22 Congested Corridor Speed Scenario (2004)

Segment	Direction/Time	Average speed (mph)	Threshold Speed (mph)
Whitney Ave to Rt. 15 Exit 63	Westbound AM	32	25
I-91 Exit 11 to Mill Rd		27	25
Whitney Ave to Rt. 15 Exit 63	Westbound PM	23	25
I-91 Exit 11 to Mill Rd		22	25
Whitney Ave to Rt. 15 Exit 63	Eastbound AM	33	25
I-91 Exit 11 to Mill Rd		30	25
Whitney Ave to Rt. 15 Exit 63	Eastbound PM	25	25
I-91 Exit 11 to Mill Rd		23	25

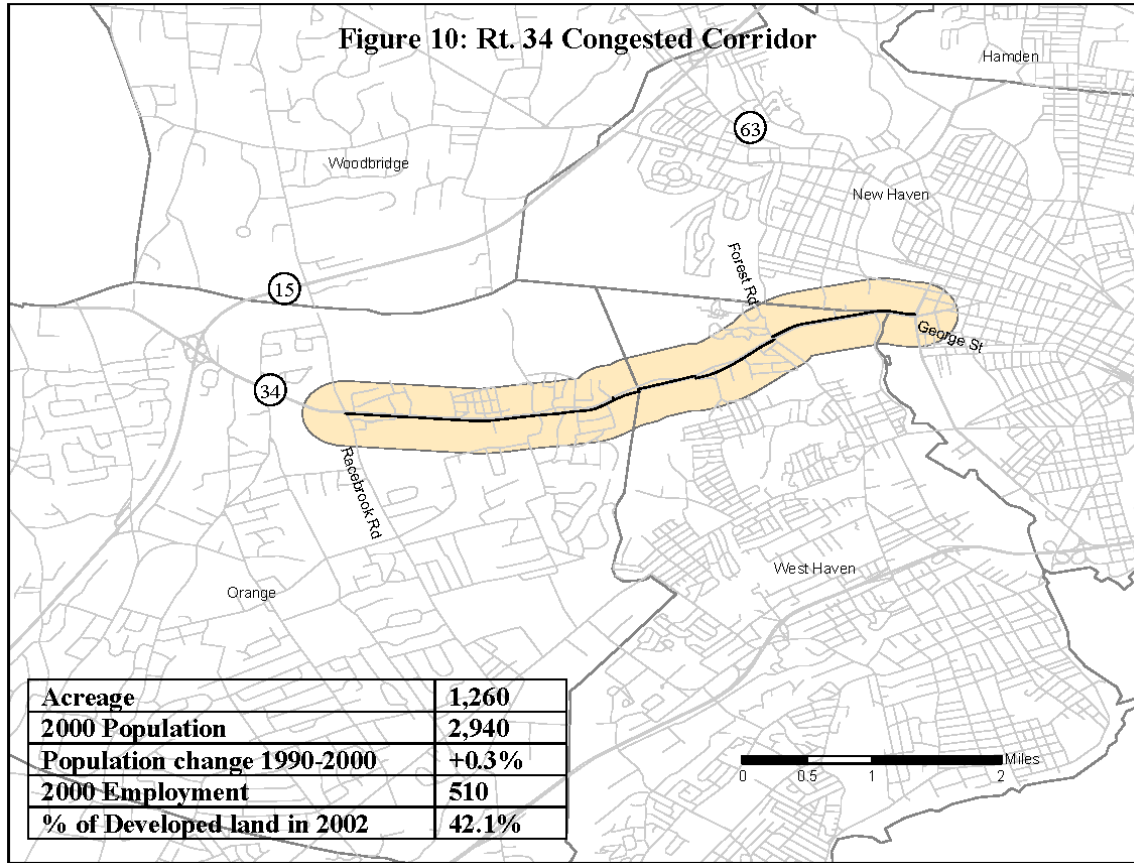


Figure A.8: Rt. 34 Congested Corridor (2004 CMS)

Table A.8: Rt. 34 Congested Corridor Speed Scenario (2004)

Segment	Direction/Time	Average speed (mph)	Threshold Speed (mph)
Racebrook Rd to Forest Rd	Westbound AM	43	25
Forest Rd to George St		28	25
Racebrook Rd to Forest Rd	Westbound PM	36	25
Forest Rd to George St		14	25
Racebrook Rd to Forest Rd	Eastbound AM	24	25
Forest Rd to George St		27	25
Racebrook Rd to Forest Rd	Eastbound PM	36	25
Forest Rd to George St		27	25

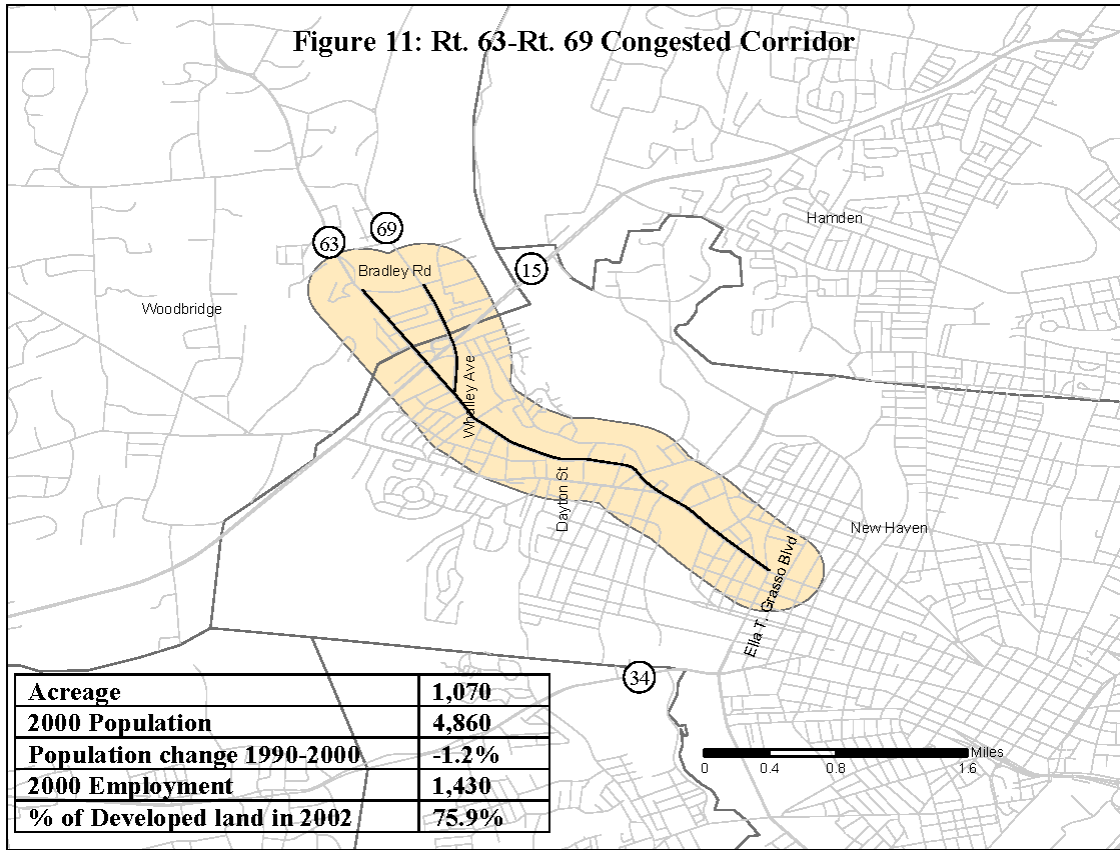


Figure A.9: Rt. 63-Rt. 69 Congested Corridor (2004 CMS)

Table A.9: Rt. 63-Rt. 69 Congested Corridor Speed Scenario (2004)

Segment	Direction/Time	Average speed (mph)	Threshold Speed (mph)
Rt. 63			
Ella T Grasso Blvd to Dayton St	Southbound AM	17	25
Dayton St to Whalley Ave		18	25
Whalley Ave to Bradley Rd		24	25
Ella T Grasso Blvd to Dayton St	Southbound PM	20	25
Dayton St to Whalley Ave		17	25
Whalley Ave to Bradley Rd		29	25
Ella T Grasso Blvd to Dayton St	Northbound AM	23	25
Dayton St to Whalley Ave		18	25
Whalley Ave to Bradley Rd		22	25
Ella T Grasso Blvd to Dayton St	Northbound PM	20	25
Dayton St to Whalley Ave		20	25
Whalley Ave to Bradley Rd		23	25
Rt. 69			
Amity Rd to Bradley Rd	Southbound AM	7	25
Amity Rd to Bradley Rd	Southbound PM	7	25
Amity Rd to Bradley Rd	Northbound AM	18	25
Amity Rd to Bradley Rd	Northbound PM	15	25

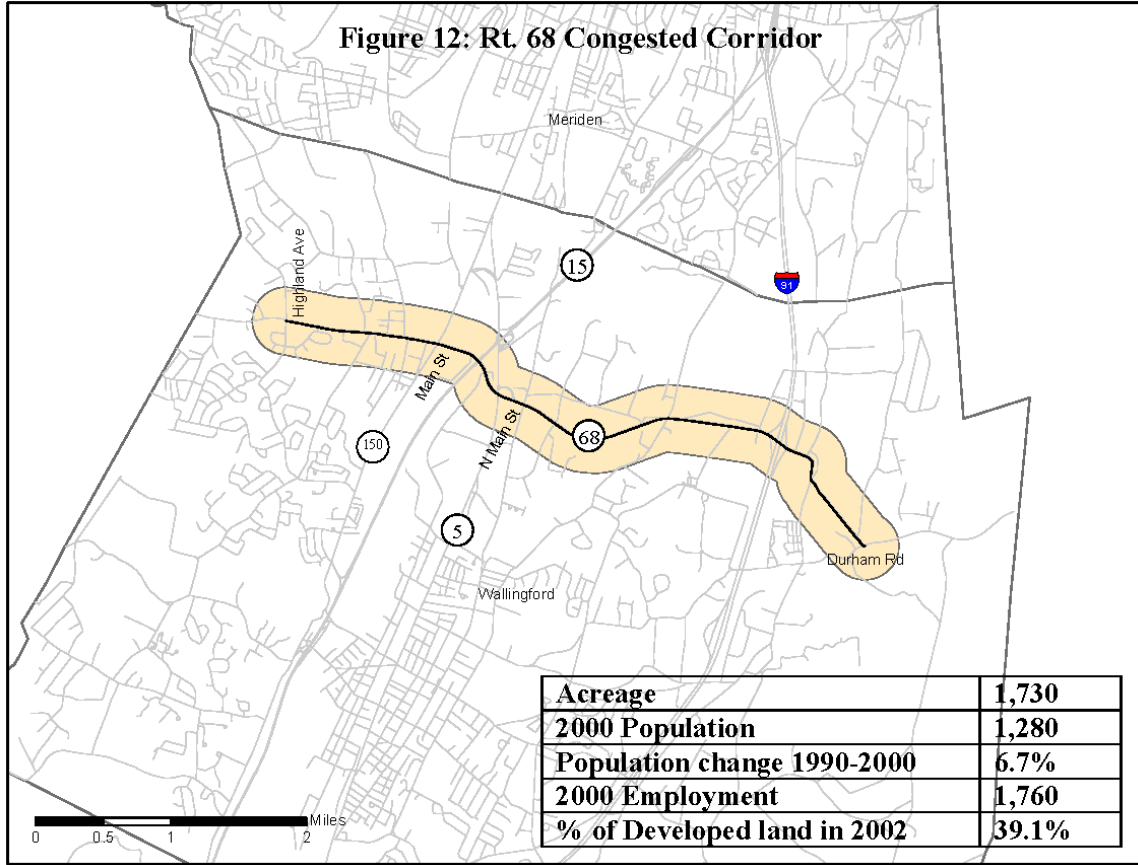


Figure A.10: Rt. 68 Congested Corridor (2004 CMS)

Table A.10: Rt. 68 Congested Corridor Speed Scenario (2004)

Segment	Direction/Time	Average speed (mph)	Threshold Speed (mph)
Highland Ave to Rt. 150 (Main St)	Westbound AM	33	30
Rt. 150 (Main St) to N. Main St		10	30
N. Main St to I-91 Exit 15		26	30
I-91 Exit 15 to Durham Rd		23	30
Highland Ave to Rt. 150 (Main St)	Westbound PM	33	30
Rt. 150 (Main St) to N. Main St		11	30
N. Main St to I-91 Exit 15		18	30
I-91 Exit 15 to Durham Rd		24	30
Highland Ave to Rt. 150 (Main St)	Eastbound AM	21	30
Rt. 150 (Main St) to N. Main St		23	30
N. Main St to I-91 Exit 15		31	30
I-91 Exit 15 to Durham Rd		22	30
Highland Ave to Rt. 150 (Main St)	Eastbound PM	28	30
Rt. 150 (Main St) to N. Main St		25	30
N. Main St to I-91 Exit 15		30	30
I-91 Exit 15 to Durham Rd		18	30

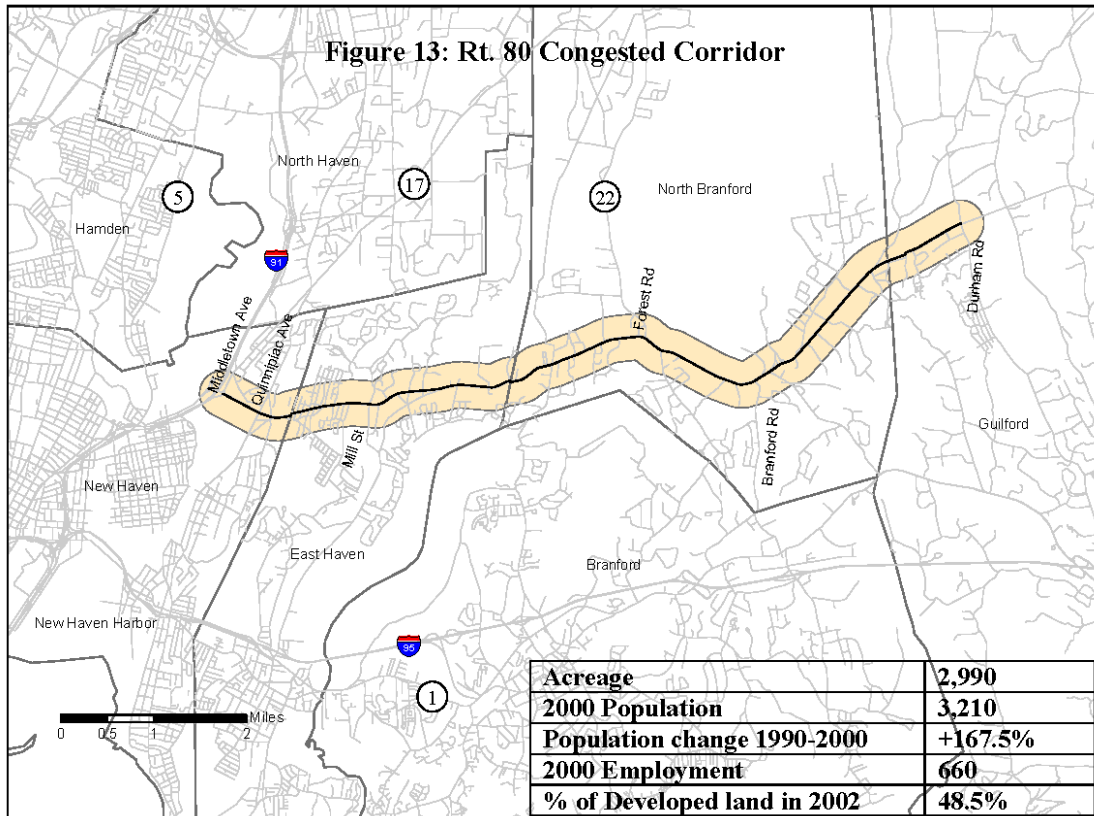


Figure A.11: Rt. 80 Congested Corridor (2004 CMS)

Table A.11: Rt. 80 Congested Corridor Speed Scenario (2004)

Segment	Direction/Time	Average speed (mph)	Threshold Speed (mph)
Middletown Ave to Quinnipiac Ave	Westbound AM	30	30
Quinnipiac Ave to Mill St		34	30
Mill St to Forest Rd		27	30
Forest Rd to Branford Rd		30	30
Branford Rd to Durham Rd		44	35
Middletown Ave to Quinnipiac Ave	Westbound PM	22	30
Quinnipiac Ave to Mill St		33	30
Mill St to Forest Rd		36	30
Forest Rd to Branford Rd		34	30
Branford Rd to Durham Rd		40	35
Middletown Ave to Quinnipiac Ave	Eastbound AM	24	30
Quinnipiac Ave to Mill St		21	30
Mill St to Forest Rd		33	30
Forest Rd to Branford Rd		35	30
Branford Rd to Durham Rd		35	35
Middletown Ave to Quinnipiac Ave	Eastbound PM	10	30
Quinnipiac Ave to Mill St		19	30
Mill St to Forest Rd		30	30
Forest Rd to Branford Rd		22	30
Branford Rd to Durham Rd		34	35

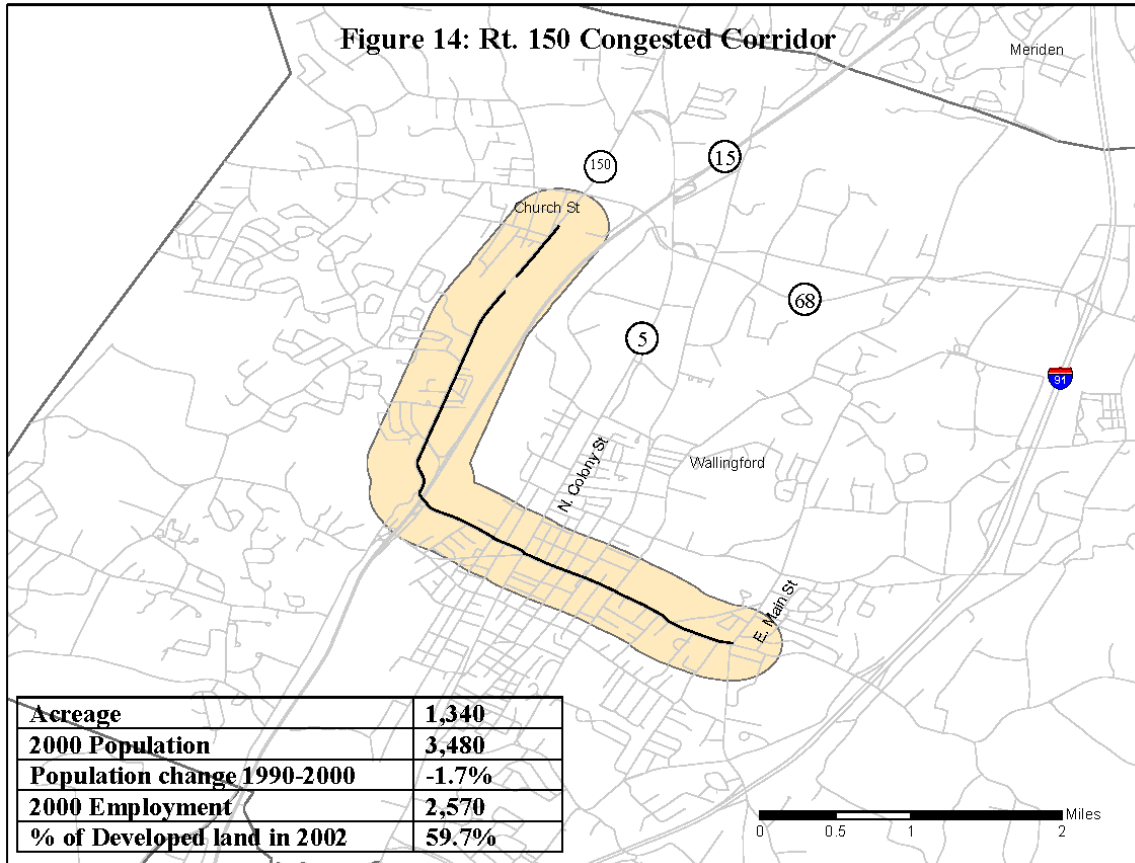


Figure A.12: Rt. 150 Congested Corridor (2004 CMS)

Table A.12: Rt. 150 Congested Corridor Speed Scenario (2004)

Segment	Direction/Time	Average speed (mph)	Threshold Speed (mph)
E. Main St to N. Colony St	Southbound AM	22	25
N. Colony St to Church St		28	25
E. Main St to N. Colony St	Southbound PM	20	25
N. Colony St to Church St		29	25
E. Main St to N. Colony St	Northbound AM	21	25
N. Colony St to Church St		29	25
E. Main St to N. Colony St	Northbound PM	20	25
N. Colony St to Church St		22	25

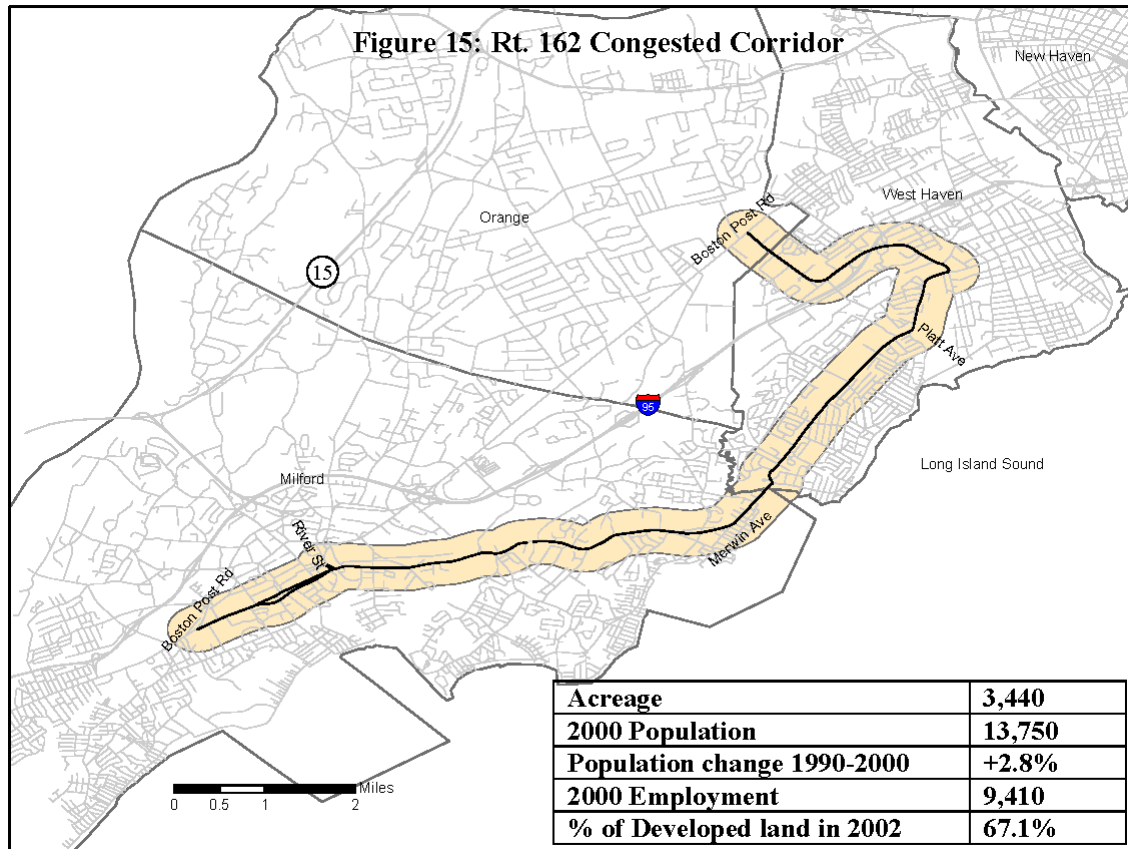


Figure A.13: Rt. 162 Congested Corridor (2004 CMS)

Table A.13: Rt. 162 Congested Corridor Speed Scenario (2004)

Segment	Direction/Time	Average speed (mph)	Threshold Speed (mph)
Boston Post Rd to River St	Southbound AM	27	25
River St to Merwin Ave		22	25
Merwin Ave to Platt Ave		20	25
Platt Ave to Boston Post Rd		23	25
Boston Post Rd to River St	Southbound PM	24	25
River St to Merwin Ave		22	25
Merwin Ave to Platt Ave		29	25
Platt Ave to Boston Post Rd		22	25
Boston Post Rd to River St	Northbound AM	26	25
River St to Merwin Ave		26	25
Merwin Ave to Platt Ave		30	25
Platt Ave to Boston Post Rd		20	25
Boston Post Rd to River St	Northbound PM	19	25
River St to Merwin Ave		25	25
Merwin Ave to Platt Ave		31	25
Platt Ave to Boston Post Rd		21	25

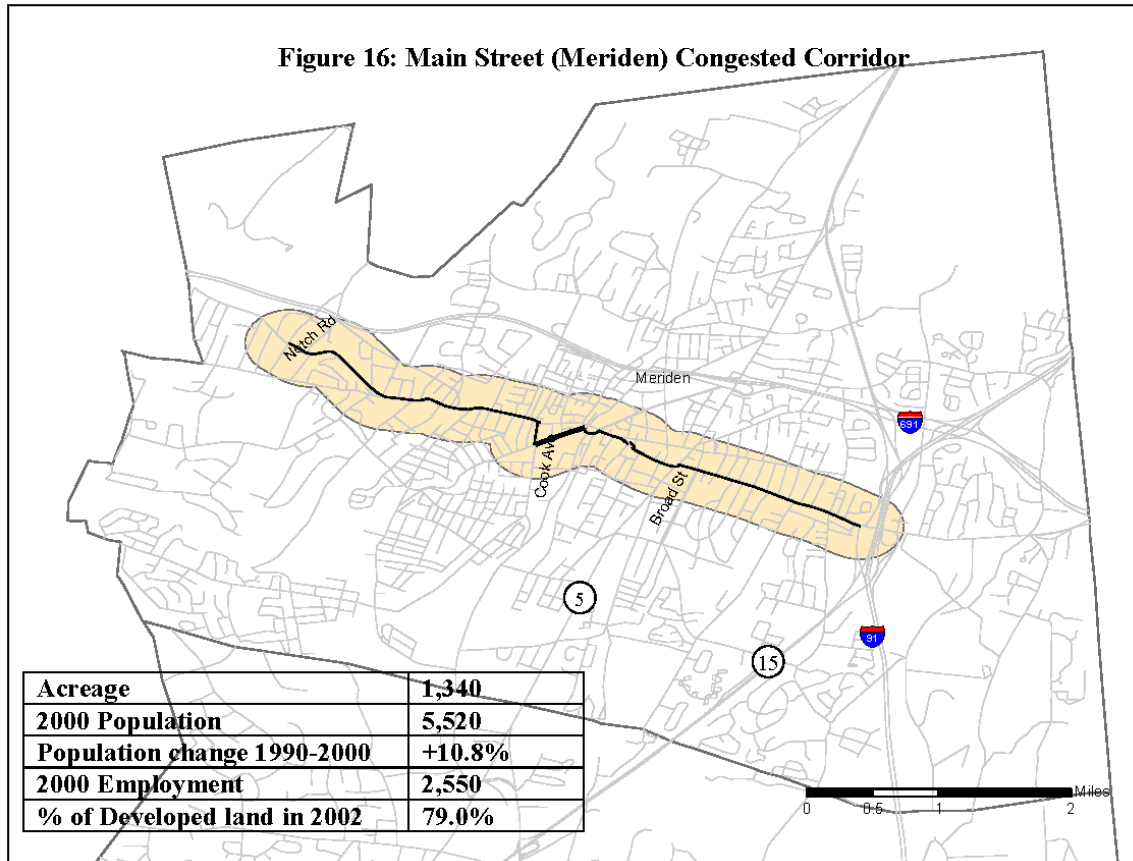


Figure A.14: Main Street (Meriden) Congested Corridor (2004 CMS)

Table A.14: Main Street (Meriden) Congested Corridor Speed Scenario (2004)

Segment	Direction/Time	Average speed (mph)	Threshold Speed (mph)
Notch Rd to Cook Ave	Westbound AM	40	25
Cook Ave to Broad St		19	25
Broad St to I-91/Rt.15 ramp		24	25
Notch Rd to Cook Ave	Westbound PM	37	25
Cook Ave to Broad St		24	25
Broad St to I-91/Rt.15 ramp		15	25
Notch Rd to Cook Ave	Eastbound AM	23	25
Cook Ave to Broad St		15	25
Broad St to I-91/Rt.15 ramp		20	25
Notch Rd to Cook Ave	Eastbound PM	21	25
Cook Ave to Broad St		12	25
Broad St to I-91/Rt.15 ramp		20	25

APPENDIX

B

2010 CONGESTED CORRIDOR VOLUME TO CAPACITY RATIOS

(EXCERPTED FROM SCRCOG 2010 CMP REPORT)

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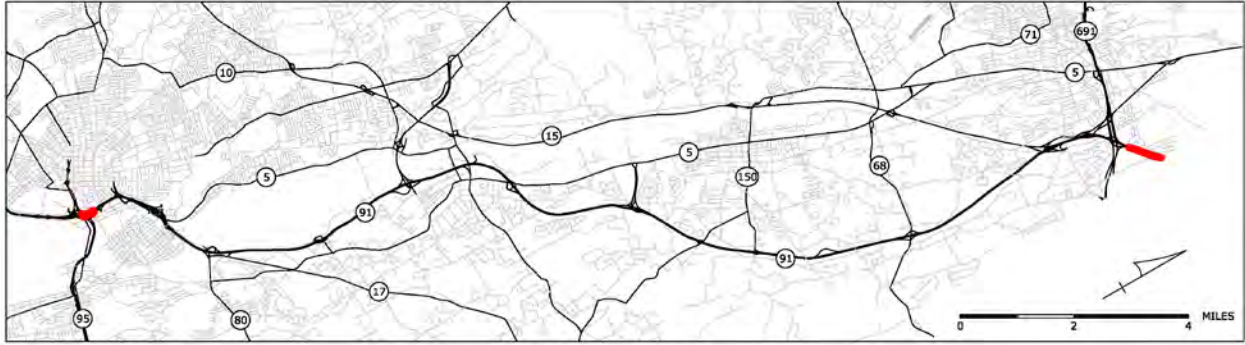


Figure B.1: I-91 Congested Corridor Segments

Table B.1: I-91 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
New Haven at I-95 Interchange	0.07 mi	Mile 0.14 <i>US-1/Water St. Overpass</i>	Mile 0.21 <i>SB US 34/I-95 Underpass</i>	1.14
New Haven between Exits 1 and 2	0.04 mi	Mile 0.37 <i>On Ramp from I-95 SB</i>	Mile 0.41 <i>Just north of Chapel St.</i>	0.96
Meriden between Exits 18 and 19	0.59 mi	Mile 20.41 <i>NB on-ramp from EB I-691</i>	Mile 21 <i>NB on-ramp from Baldwin Ave.</i>	1.00

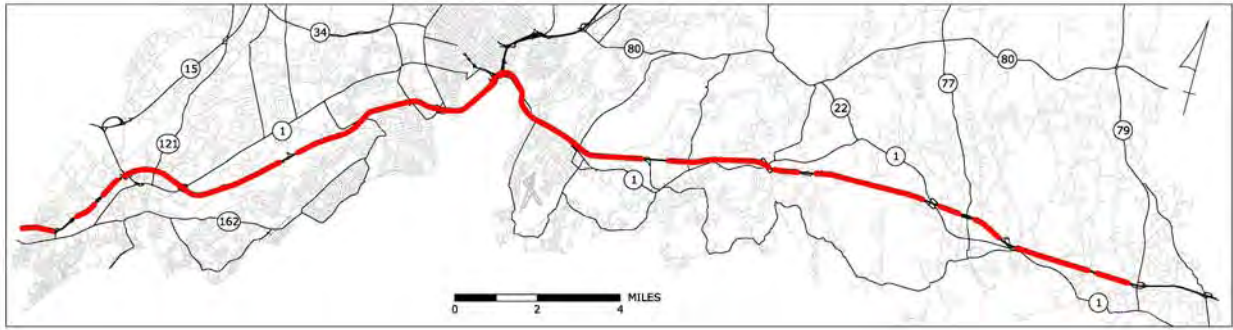


Figure B.2: I-95 Congested Corridor Segments

Table B.2: I-95 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
Milford, between exits 33 and 34	0.75 mi	Mile 34.54 <i>Stratford-Milford Town Line</i>	Mile 35.29 <i>NB Exit to US-1</i>	0.92
Milford, between exits 35 and 36	0.53 mi	Mile 36.01 <i>Schoolhouse Rd.</i>	Mile 36.54 <i>Plains Rd.</i>	1.01
Milford, between exits 36 and 37	0.48 mi	Mile 36.86 <i>Plains Rd.</i>	Mile 37.34 <i>High St.</i>	0.95
Milford/Orange, between exits 38 and exits 41	4.50 mi	Mile 37.57 <i>Milford Pkwy</i>	Mile 42.07 <i>Marsh Hill Rd.</i>	1.02
Orange/West Haven/New Haven between exits 41 and 47	5.35 mi	Mile 42.11 <i>Marsh Hill Rd.</i>	Mile 47.46 <i>Rt. 34</i>	1.12
New Haven at Exit 47 (Rt. 34)	0.05 mi	Mile 47.53 <i>Rt. 34</i>	Mile 47.58 <i>I-91</i>	1.02
New Haven at Exit 48 (I-91)	0.08 mi	Mile 47.72 <i>US-1 Overpass</i>	Mile 47.8 <i>I-91 Overpass</i>	1.11
New Haven/East Haven/Branford, between exits 48 and 53	4.26 mi	Mile 47.87 <i>Northbound on-ramp from I-91</i>	Mile 52.13 <i>Branford Connector</i>	1.04
Branford, between exits 54 and 55	2.29 mi	Mile 52.97 <i>Cherry Hill Rd.</i>	Mile 55.26 <i>US-1/E. Main St.</i>	0.96
Branford, between exits 55 and 56	0.51 mi	Mile 55.48 <i>US-1/E. Main St.</i>	Mile 55.99 <i>Leetes Island Rd.</i>	1.01
Branford/Guilford, between exits 56 and 57	2.68 mi	Mile 56.43 <i>Leetes Island Rd.</i>	Mile 59.11 <i>US-1/Boston Post Rd.</i>	1.08
Guilford, between exits 57 and 58	0.71 mi	Mile 59.3 <i>US-1/Boston Post Rd.</i>	Mile 60.01 <i>Rt. 77/Church St.</i>	1.08
Guilford, between exits 58 and 59	0.96 mi	Mile 60.4 <i>Rt. 77/Church St.</i>	Mile 61.36 <i>Goose Ln.</i>	0.92
Guilford/Madison, between exits 59 and 60	1.94 mi	Mile 61.73 <i>Goose Ln.</i>	Mile 63.64 <i>Mungertown Rd.</i>	0.95
Madison, between exits 60 and 61	0.73 mi	Mile 63.78 <i>Fort Path Rd.</i>	Mile 64.51 <i>Rt. 79/Durham Rd.</i>	0.99

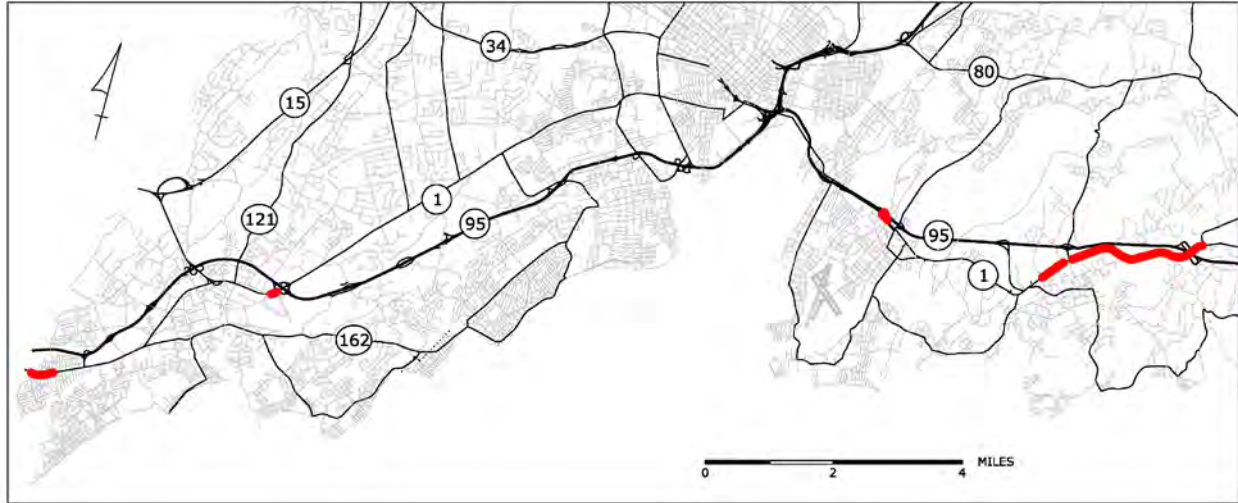


Figure B.3: Rt. 1 Congested Corridor Segments

Table B.3: Rt. 1 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
Milford East of Housatonic River	0.33 mi	Mile 35.5 <i>East of Rivercliff Dr.</i>	Mile 35.83 <i>Naugatuck Ave.</i>	1.12
Milford South of I-95 Interchange 39	0.10 mi	Mile 39.8 <i>Cherry St.</i>	Mile 39.9 <i>N. of Home Acres Ave.</i>	1.06
East Haven east of I-95 Interchange 51	0.14 mi	Mile 51.11 <i>South of Cherry St.</i>	Mile 51.25 <i>South of Pine St.</i>	0.9
Branford east of Branford Connector	0.42 mi	Mile 54.33 <i>Cherry Hill Rd.</i>	Mile 54.75 <i>North of Todds Hill Rd.</i>	1.01
Branford near I-95 interchange 55	2.24 mi	Mile 54.83 <i>North of Cedar St.</i>	Mile 57.07 <i>Rt. 139/North Branford Rd.</i>	1.02

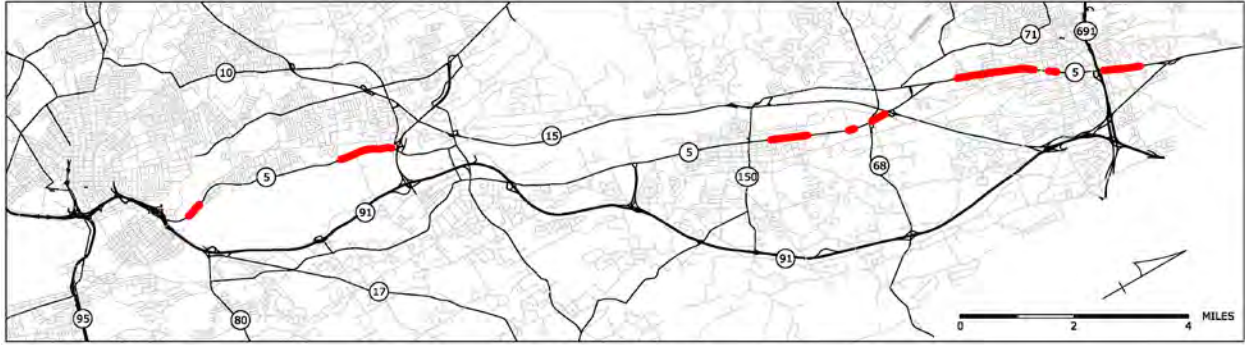


Figure B.4: Rt. 5 Congested Corridor Segments

Table B.4: Rt. 5 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
New Haven north of I-95	0.39 mi	Mile 0.74 <i>Lyman St.</i>	Mile 1.13 <i>Park Rd.</i>	1.06
North Haven south of Rt. 40	0.90 mi	Mile 3.71 <i>Skiff St.</i>	Mile 4.61 <i>South of Dixwell Ave.</i>	1.18
Wallingford between Rt. 150 and Rt. 68	1.04 mi	Mile 11.82 <i>Christian St.</i>	Mile 12.86 <i>North of North Plains Hwy</i>	1.30
Wallingford south of Rt. 68	0.16 mi	Mile 13.29 <i>North of Pent Hwy</i>	Mile 13.45 <i>North of Ives Rd.</i>	1.75
Wallingford between Rt. 68 and Rt. 15	0.13 mi	Mile 13.71 <i>Con to Rt. 68</i>	Mile 13.84 <i>Yale Ave.</i>	1.29
Meriden between Rt. 15 and E. Main St.	1.45 mi	Mile 15.35 <i>South Broad Ter.</i>	Mile 16.8 <i>Silver St.</i>	1.08
Meriden south of East Main St.	0.05 mi	Mile 17.06 <i>South of East Main St.</i>	Mile 17.11 <i>East Main St.</i>	1.33
Meriden north of I-691	0.63 mi	Mile 17.92 <i>North of I-691</i>	Mile 18.55 <i>Clark St.</i>	1.18

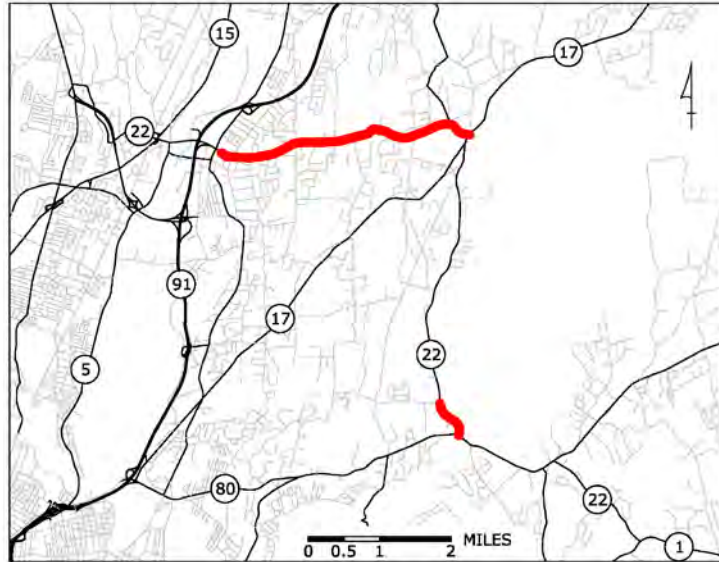


Figure B.5: Rt. 22 Congested Corridor Segments

Table B.5: Rt. 22 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
North Haven/North Branford	3.66 mi	Mile 2.77 <i>East of US-5/Washington Ave.</i>	Mile 6.43 <i>Rt. 17/Middletown Ave.</i>	1.06
North Branford, north of Rt. 80	0.40 mi	Mile 10.32 <i>Mill Rd.</i>	Mile 10.72 <i>Rt. 80</i>	0.92

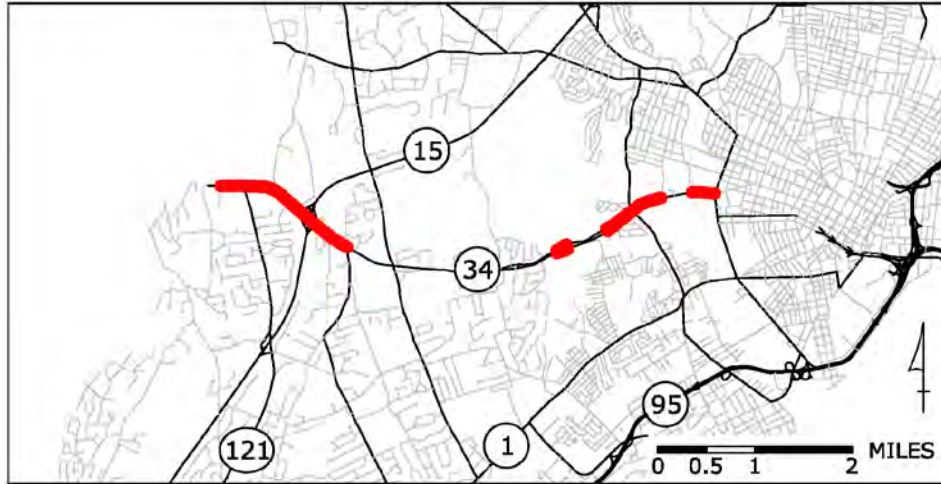


Figure B.6: Rt. 34 Congested Corridor Segments

Table B.6: Rt. 34 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
Orange, near Rt. 15 exits 57/58	1.92 mi	Mile 16.46 <i>Fernbrook Rd.</i>	Mile 18.38 <i>Rt 114/ Racebrook Rd.</i>	1.06
West Haven, near Maltby Lake	0.18 mi	Mile 20.13 <i>Orange/West Haven town line</i>	Mile 20.31 <i>East of town line</i>	1.03
West Haven, near Rt. 122	0.64 mi	Mile 20.69 <i>Elizabeth St.</i>	Mile 21.33 <i>Central Ave.</i>	1.04
New Haven, near Rt. 10	0.23 mi	Mile 21.65 <i>Yale Ave.</i>	Mile 21.88 <i>Rt. 10</i>	0.92

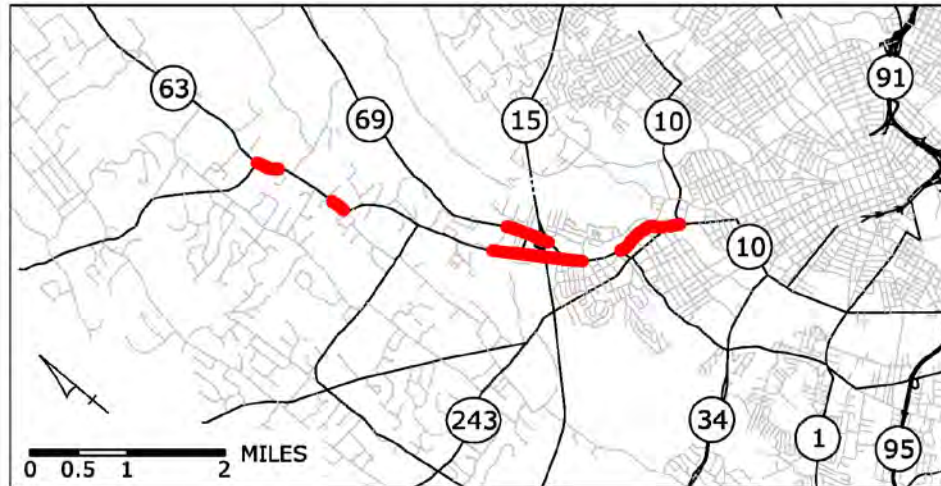


Figure B.7: Rt. 63-Rt. 69 Congested Corridor Segments

Table B.7: Rt. 63-Rt. 69 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
Rt. 63				
New Haven, west of Rt. 10	0.11 mi	Mile 0.0 (Rt. 10)	Mile 0.11 (Rt. 243/Fountain St.)	1.20
New Haven, west of Rt. 243	0.52 mi	Mile 0.19 (Central Ave.)	Mile 0.71 (Rt. 122/Dayton St.)	1.25
New Haven, east of Rt. 69	0.17 mi	Mile 1.12 (Ramsdell St.)	Mile 1.29 (Rt. 69/Whalley Ave.)	1.35
New Haven/Woodbridge, under Rt. 15	0.66 mi	Mile 1.31 (Wright St.)	Mile 1.97 (Bradley Rd.)	1.12
Woodbridge, south of Rt. 67	0.97 mi	Mile 3.72 (Pease Rd.)	Mile 4.69 (Rt. 67/Seymour Rd.)	0.96
Rt. 69				
New Haven, at Rt. 15 interchange 59	0.45 mi	Mile 0.25 (Exit from NB Rt. 15)	Mile 0.7 (Bradley Rd.)	1.25

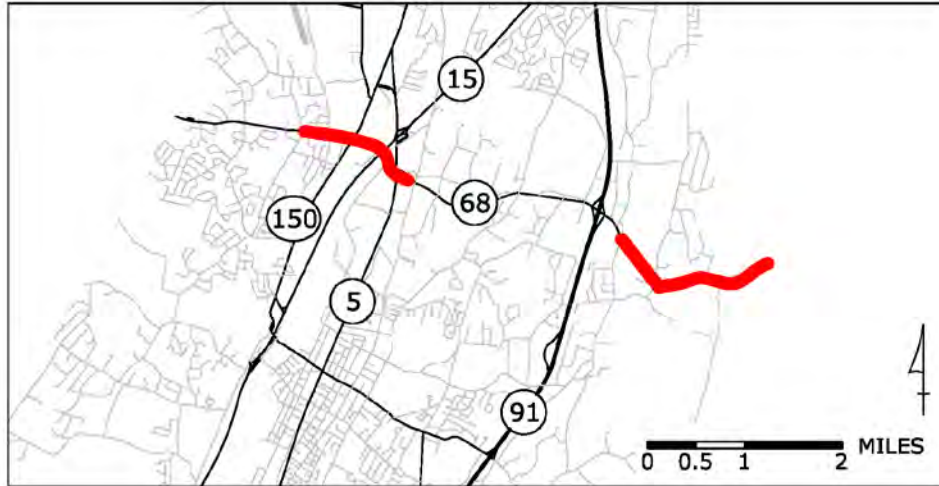


Figure B.8: Rt. 68 Congested Corridor Segments

Table B.8: Rt. 68 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
Wallingford, west of Rt. 150/Main St.	0.53 mi	Mile 13.5 <i>Hope Hill Rd.</i>	Mile 14.03 <i>Rt. 150/Main St.</i>	1.07
Wallingford, under Rt. 15	0.62 mi	Mile 14.04 <i>Rt. 150/Main St.</i>	Mile 14.66 <i>Connector from US 5</i>	1.41
Wallingford, east of I-91	1.91 mi	Mile 17.16 <i>Williams Rd.</i>	Mile 19.07 <i>Wallingford-Durham town line</i>	1.27

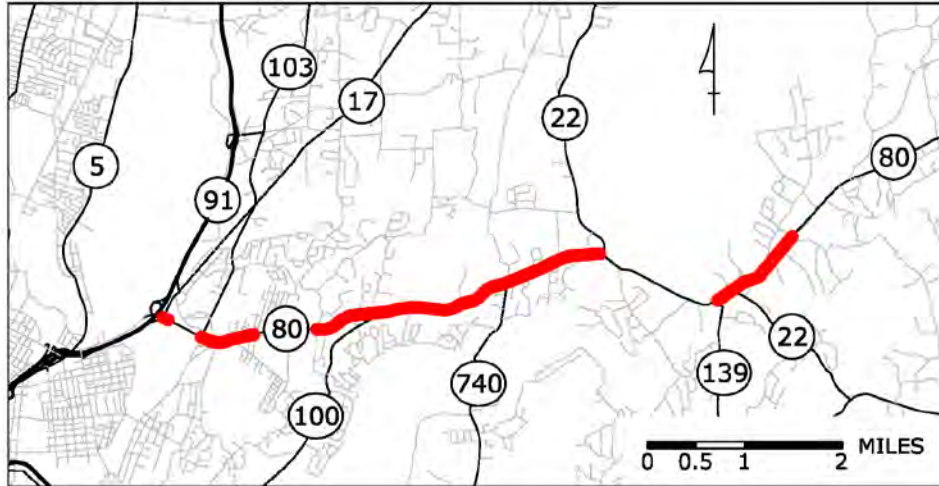


Figure B.9: Rt. 80 Congested Corridor Segments

Table B.9: Rt. 80 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
New Haven, east of I-91:	0.15 mi	Mile 0.0 Rt. 17/ Middletown Ave.	Mile 0.15 East of Rt. 17/Middletown Ave.	1.67
New Haven/East Haven town line:	1.06 mi	Mile 0.38 Rt. 103/ Quinnipiac Ave.	Mile 1.44 Green St.	1.05
East Haven, west of Rt. 100:	0.85 mi	Mile 1.74 Mill St.	Mile 2.59 East of Rt. 100/N. High St.	1.16
East Haven/North Branford	1.91 mi	Mile 2.74 East of Rt. 100	Mile 4.65 West of Rt. 22	0.98
North Branford east of Rt. 139	1.02 mi	Mile 6.11 Rt. 139/Branford Rd.	Mile 7.13 W. Pond Rd.	1.05

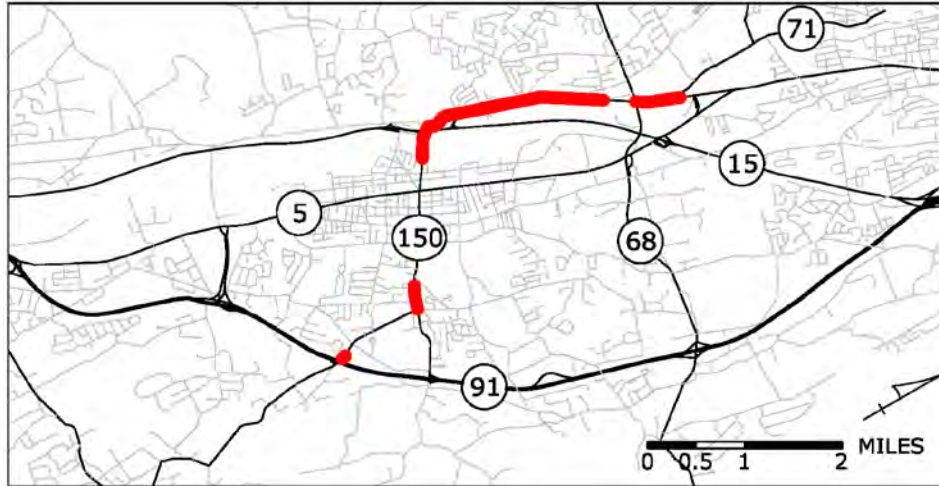


Figure B.10: Rt. 150 Congested Corridor Segments

Table B.10: Rt. 150 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
Wallingford, at I-91	0.18 mi	Mile 3.01 <i>SB I-91</i>	Mile 3.19 <i>South of Aldon Ln.</i>	0.97
Wallingford, between Rt. 738 and Rt. 5	0.69 mi	Mile 3.96 <i>SR 738/E. Center St.</i>	Mile 4.65 <i>N. Elm St.</i>	1.00
Wallingford, between Rt. 5 and Rt. 68	2.19 mi	Mile 5.51 <i>Bull Ave.</i>	Mile 7.70 <i>Hill Ave.</i>	1.02
Wallingford, north of Rt. 68	0.47 mi	Mile 8.03 <i>Rt. 68/Church St.</i>	Mile 8.50 <i>Rt. 71/Old Colony Rd.</i>	1.00

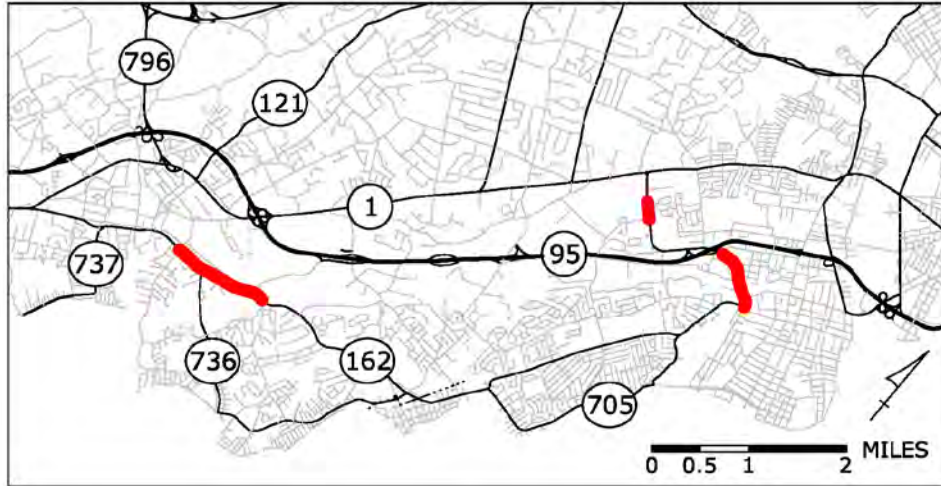


Figure B.11: Rt. 162 Congested Corridor Segments

Table B.11: Rt. 162 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
Milford, near Rt. 736/Buckingham Ave.	1.03	Mile 1.63 <i>Gulf St.</i>	Mile 2.66 <i>Pond Point Ave.</i>	0.96
West Haven, east of I-95	0.83	Mile 7.95 <i>W. Main St.</i>	Mile 8.78 <i>W. of Greta St.</i>	0.95
Orange/West Haven town line	0.24	Mile 9.84 <i>Meadowbrook Rd.</i>	Mile 10.08 <i>East of West Haven/Orange town line</i>	0.99

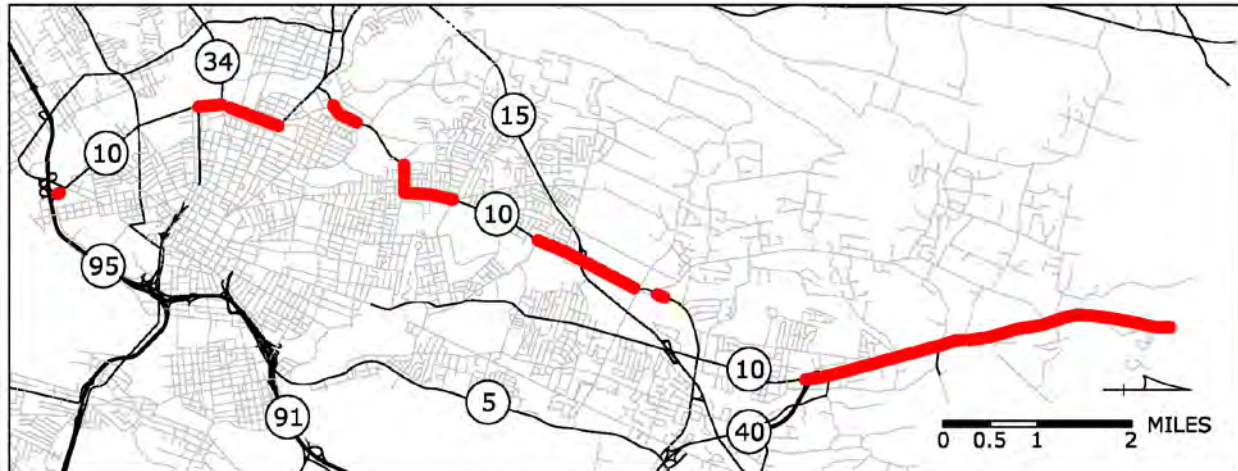


Figure B.12: Rt. 10 Congested Corridor Segments

Table B.12: Rt. 10 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
New Haven, Near I-95 interchange 45	0.07 mi	Mile 0.13 <i>On Ramp to SB I-95</i>	Mile 0.20 <i>Off Ramp from SB I-95</i>	1.21
New Haven, at overlap with Rt. 34	0.25 mi	Mile 1.95 <i>Rt. 706 NB Frontage Road</i>	Mile 2.2 <i>Rt 34/Derby Ave.</i>	1.02
New Haven, between Rt. 34 and Whalley Ave.	0.55 mi	Mile 2.3 <i>South of Irving St.</i>	Mile 2.85 <i>Whalley Ave.</i>	1.19
New Haven, near SCSU	0.32 mi	Mile 3.68 <i>Blake St.</i>	Mile 4.00 <i>SCSU parking lot</i>	1.01
South Hamden	1.01 mi	Mile 4.7 <i>Arch St.</i>	Mile 5.71 <i>Scott St.</i>	1.09
Hamden, near Rt. 15 interchange 60	1.18 mi	Mile 6.53 <i>Mather St.</i>	Mile 7.71 <i>Rt. 753/Dixwell Ave.</i>	1.07
Hamden, at trail underpass, north of Rt. 753/Dixwell Ave.	0.08 mi	Mile 7.95 <i>North of Rt. 753/Dixwell Ave.</i>	Mile 8.03 <i>North of Rt. 753/Dixwell Ave.</i>	1.50
Hamden, north of Rt. 40	1.62 mi	Mile 10.11 <i>Junction Rt. 40 NB</i>	Mile 11.73 <i>Todd St.</i>	1.13
North Hamden	2.17 mi	Mile 11.8 <i>North of Todd St.</i>	Mile 13.97 <i>Hamden/Cheshire town line</i>	1.37



Figure B.13: Rt. 15 Congested Corridor Segments

Table B.13: Rt. 15 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
Milford, west of exit 54	0.14 mi	Mile 37.53 <i>Stratford/Milford town line</i>	Mile 37.67 <i>NB exit to SB Rt. 796</i>	0.91
Milford, exit 54 to exit 55A	0.18 mi	Mile 37.96 <i>NB on ramp from Rt. 796</i>	Mile 38.14 <i>NB exit to Whellers Farm Rd.</i>	1.00
Milford/Orange, exit 55B to exit 56	2.83 mi	Mile 38.49 <i>NB exit to Wolf Harbor Rd.</i>	Mile 41.32 <i>NB exit to Rt. 121</i>	0.91
Orange, exit 56 to exit 57	1.32 mi	Mile 41.37 <i>NB Acceleration from Rt. 121</i>	Mile 42.69 <i>NB exit to Rt. 34</i>	0.98
Orange/Woodbridge/New Haven/Hamden/North Haven, exit 57 to exit 63	10.46 mi	Mile 42.77 <i>NB Acceleration from Rt. 34</i>	Mile 53.23 <i>NB exit to Rt. 22</i>	1.06
Wallingford/Meriden, exit 65 to exit 68	6.08 mi	Mile 58.55 <i>NB exit to River Rd. (137)</i>	Mile 64.63 <i>NB exit to Rt. 91</i>	1.01

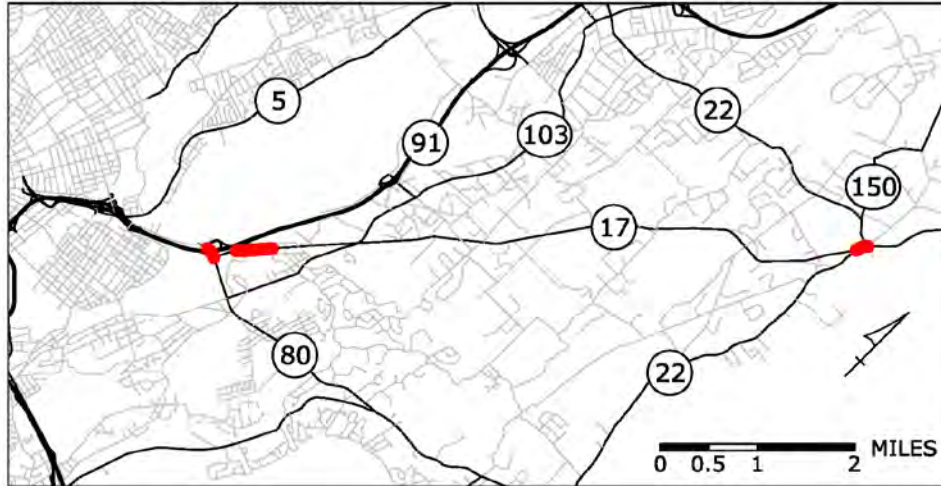


Figure B.14: Rt. 17 Congested Corridor Segments

Table B.14: Rt. 17 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
New Haven, near I-91 SB Ramps	0.15 mi	Mile 0.09 <i>SB I-91</i>	Mile 0.24 <i>Rt. 80/Foxon Blvd.</i>	1.42
New Haven, near I-91 NB On Ramp	0.42 mi	Mile 0.41 <i>Barnes Ave.</i>	Mile 0.83 <i>Cross St.</i>	1.24
North Branford, at Rt. 22	0.06 mi	Mile 6.98 <i>S. Junction Rt. 22/Forest Rd.</i>	Mile 7.04 <i>N. Junction Rt. 22/Clintonville Rd.</i>	0.94

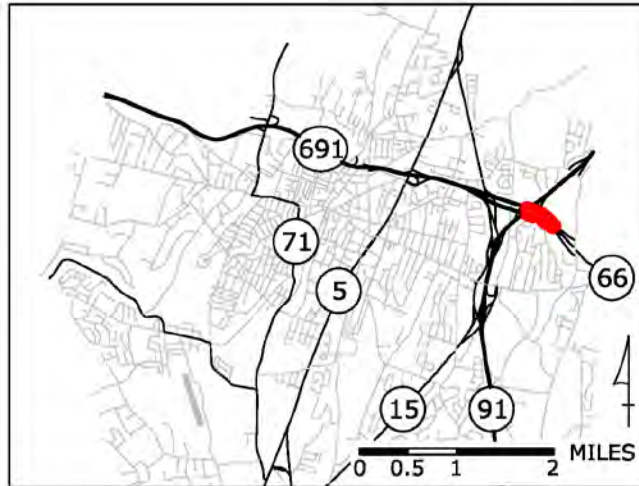


Figure B.15: Rt. 66 Congested Corridor Segments

Table B.15: Rt. 66 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
Meriden, at junction with I-691	0.04 mi	Mile 0.00 <i>Junction I-691</i>	Mile 0.04 <i>EB exit from I-91 NB</i>	0.91
Meriden, east of I-91	0.09 mi	Mile 0.18 <i>East of WB access to I-91 NB</i>	Mile 0.27 <i>EB exit to Preston Ave.</i>	1.08

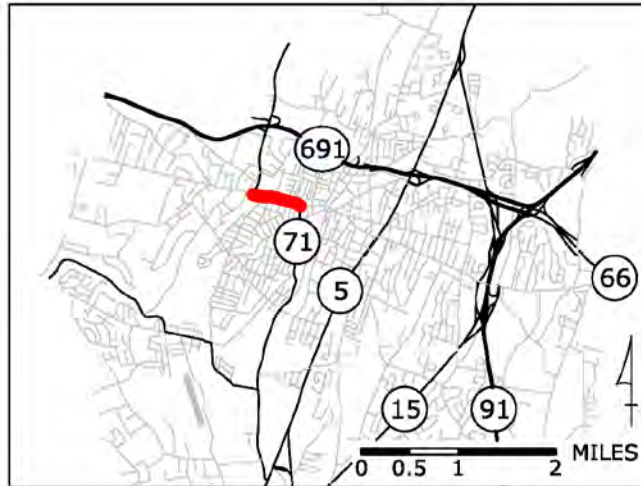


Figure B.16: Rt. 71 Congested Corridor Segment

Table B.16: Rt. 71 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
		Mile 3.30 <i>W. Main St. #1</i>	Mile 3.84 <i>W. Main St. #2</i>	
Meriden, Main St.	0.54 mi	Mile 3.30 <i>W. Main St. #1</i>	Mile 3.84 <i>W. Main St. #2</i>	0.98

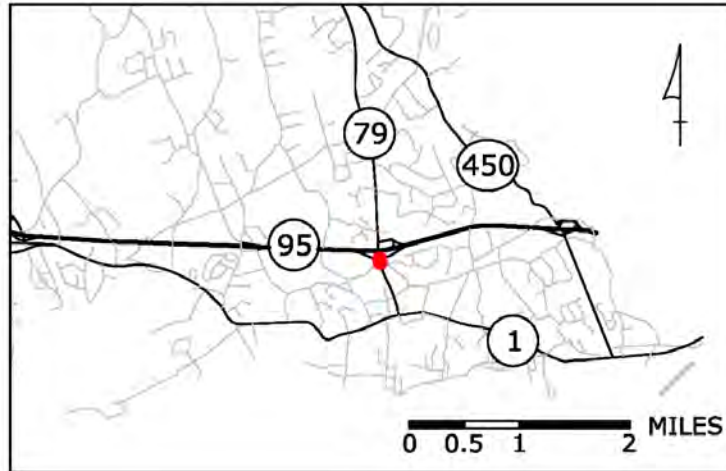


Figure B.17: Rt. 79 Congested Corridor Segment

Table B.17: Rt. 79 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
		Mile 0.50 <i>Woodland Rd.</i>	Mile 0.54 <i>Access to NB I-95</i>	
Madison, near I-95 interchange 61	0.04 mi	Mile 0.50 <i>Woodland Rd.</i>	Mile 0.54 <i>Access to NB I-95</i>	0.99

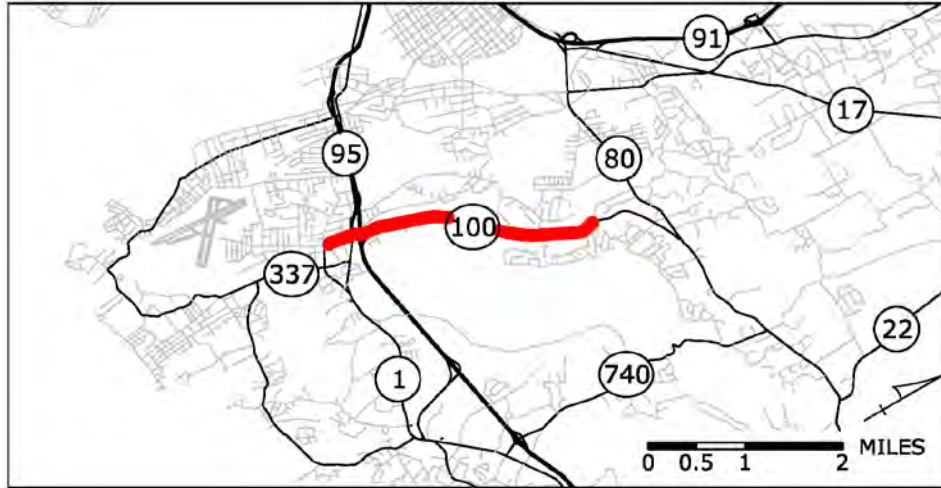


Figure B.18: Rt. 100 Congested Corridor Segment

Table B.18: Rt. 100 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
East Haven, from I-95 interchange 52 north	2.82 mi	Mile 0.61 <i>Messina Dr.</i>	Mile 3.43 <i>Mill St.</i>	1.11

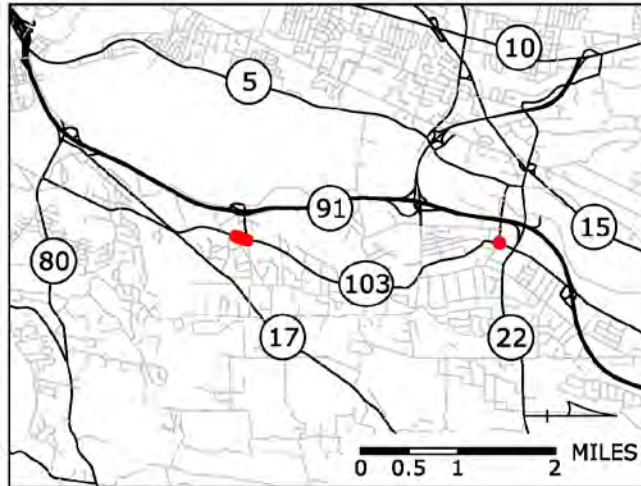


Figure B.19: Rt. 103 Congested Corridor Segments

Table B.19: Rt. 103 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
North Haven, near Rt. 715/Montowese Ave.	0.08	Mile 2.17 <i>Fitch St.</i>	Mile 2.25 <i>Rt. 715/ Montowese Ave.</i>	0.91
North Haven, south of Rt. 22	0.01	Mile 5.15 <i>Rt. 719/ Broadway EB</i>	Mile 5.16 <i>Rt. 719/ Broadway WB</i>	1.26

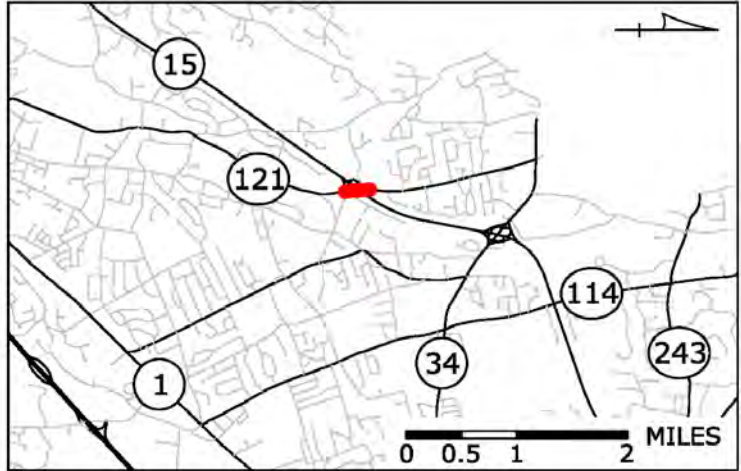


Figure B.20: Rt. 121 Congested Corridor Segment

Table B.20: Rt. 121 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
		Mile 3.91 <i>Rt. 15 NB Access</i>	Mile 4.09 <i>Rt. 15 SB Access</i>	
Orange, near Rt. 15 interchange 56	0.18			0.95

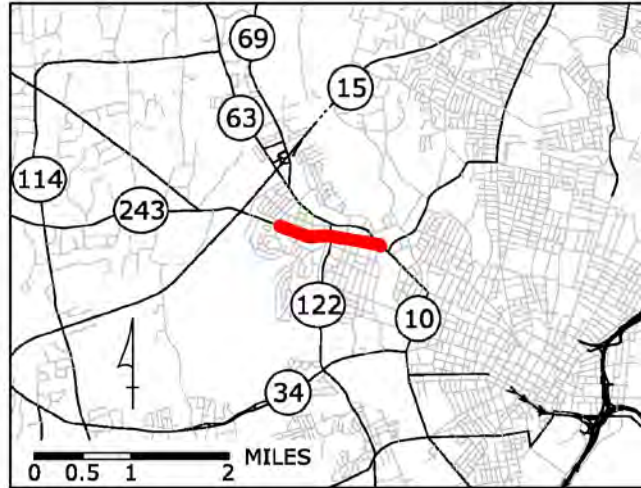


Figure B.21: Rt. 243 Congested Corridor Segments

Table B.21: Rt. 243 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
New Haven, west of Rt. 122	0.56 mi	Mile 5.66 <i>Lowin Ave.</i>	Mile 6.22 <i>End overlap Rt. 122</i>	0.92
New Haven, west of Whalley Ave.	0.38 mi	Mile 6.32 <i>East of Rt. 122</i>	Mile 6.70 <i>Rt. 63/Whalley Ave.</i>	0.96

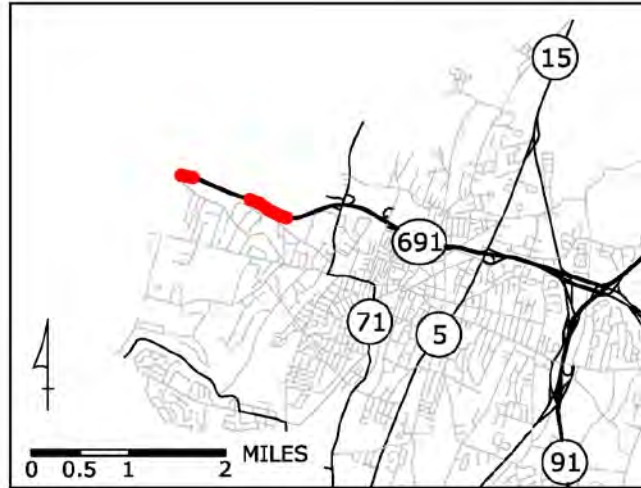


Figure B.22: Rt. 691 Congested Corridor Segments

Table B.22: Rt. 691 Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
Meriden, west of Rt. 15	0.09 mi	Mile 0.48 <i>WB access from NB Rt 15</i>	Mile 0.57 <i>EB Exit to SB Rt. 15</i>	1.36
Meriden, west of exit 5	0.47 mi	Mile 3.31 <i>West of Rt. 71 exit</i>	Mile 3.78 <i>West of Reservoir Ave.</i>	0.96
Meriden, east of exit 4	0.09 mi	Mile 4.58 <i>WB exit to Rt. 322</i>	Mile 4.67 <i>Meriden/Southington town line</i>	0.93

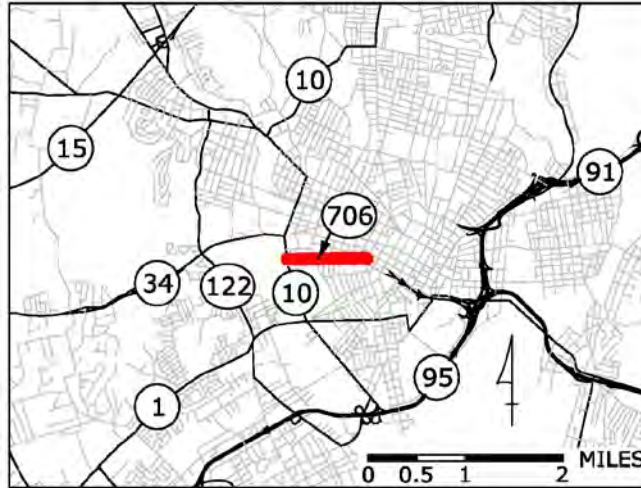


Figure B.23: Rt. 706/N. Frontage Rd. Congested Corridor Segment

Table B.23: Rt. 706/N. Frontage Rd. Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
New Haven, east of Rt. 10	0.82 mi	Mile 0.00 <i>Howe St.</i>	Mile 0.82 <i>Rt. 10/Ella T. Grasso Blvd.</i>	0.97

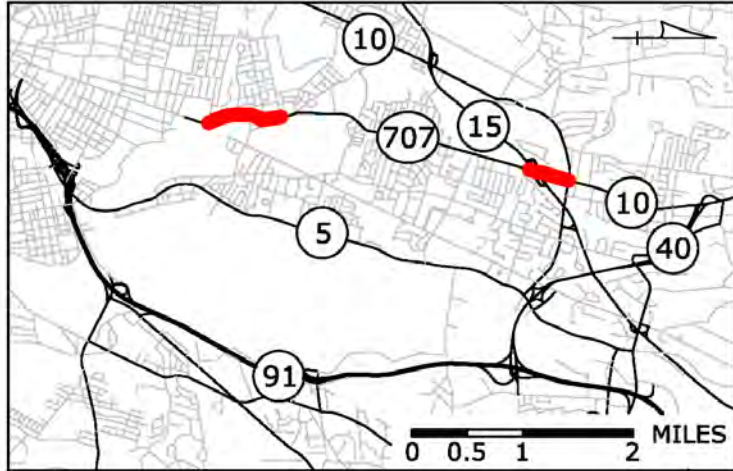


Figure B.24: Rt. 707/Whitney Ave. Congested Corridor Segments

Table B.24: Rt. 707/Whitney Ave. Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
South Hamden	0.68 mi	Mile 0.26 Armory St.	Mile 0.94 Putnam Ave.	0.96
Hamden, near Rt 15 interchange 61	0.35 mi	Mile 3.27 <i>Access to NB Rt. 15</i>	Mile 3.62 <i>Rt. 10/Dixwell Ave.</i>	0.90

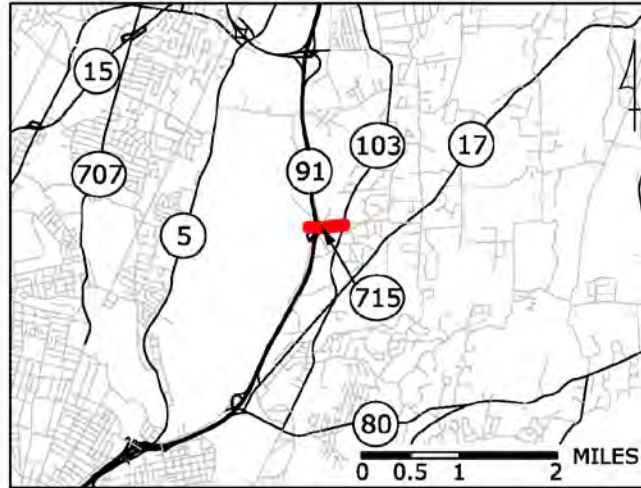


Figure B.25: Rt. 715/Montowese Ave. Congested Corridor Segments

Table B.25: Rt. 715/Montowese Ave. Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
North Haven, at I-91 interchange 9	0.09	Mile 0.16 <i>Universal Dr. N.</i>	Mile 0.25 <i>Access to NB I-91</i>	1.27
North Haven, east of I-91	0.19	Mile 0.32 <i>Clark Ave.</i>	Mile 0.51 <i>Rt. 103/ Quinnipiac Ave.</i>	1.42

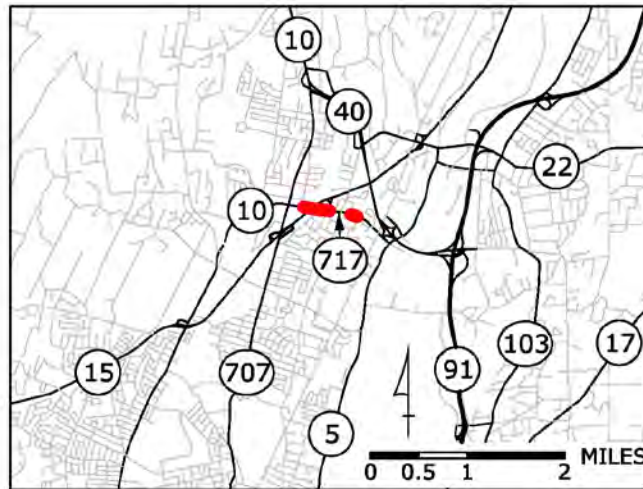


Figure B.26: Rt. 717/Dixwell Ave. Congested Corridor Segments

Table B.26: Rt. 717/Dixwell Ave. Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
Hamden/North Haven, near Rt. 15 interchange 62	0.25 mi	Mile 0.18 <i>East of Washington Ave.</i>	Mile 0.43 <i>Access to Rt. 15 NB</i>	1.02
North Haven, between Rt. 15 and Rt. 40	0.06 mi	Mile 0.65 <i>East of Carafa Ter</i>	Mile 0.71 <i>West of Falcon Crest Dr.</i>	0.99

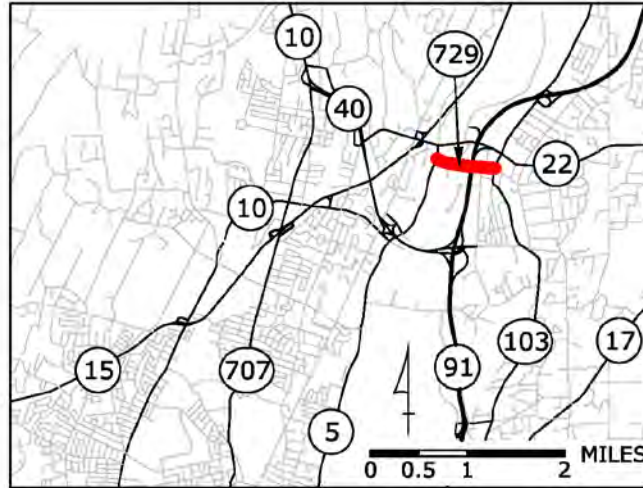


Figure B.27: Rt. 729/Broadway Congested Corridor Segment

Table B.27: Rt. 729/Broadway Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
		Mile 0.00 <i>Rt. 5/State Street</i>	Mile 0.42 <i>Washington Ave.</i>	
North Haven, near I-91	0.42 mi	Mile 0.00 <i>Rt. 5/State Street</i>	Mile 0.42 <i>Washington Ave.</i>	0.98

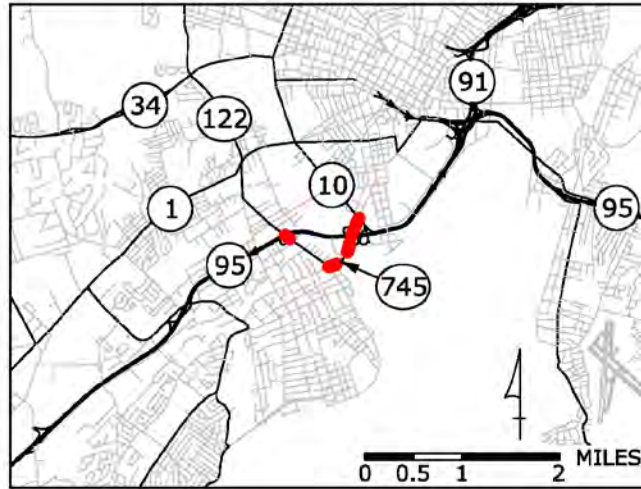


Figure B.28: Rt. 745/First Ave./Kimberly Ave. Congested Corridor Segments

Table B.28: Rt. 745/First Ave./Kimberly Ave. Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
West Haven, near I-95 interchange 43	0.08 mi	Mile 0.00 <i>Rt 122/Exit from I-95 SB</i>	Mile 0.08 <i>Access to I-95 NB</i>	1.17
West Haven, east of First Ave.	0.11 mi	Mile 0.59 <i>Elm St. and First Ave.</i>	Mile 0.70 <i>East of Water St.</i>	1.13
West Haven/New Haven town line	0.11 mi	Mile 0.81 <i>Beginning of West River Overpass</i>	Mile 0.92 <i>Access to I-95 NB</i>	0.95
New Haven, north of I-95 interchange 44	0.18 mi	Mile 1.03 <i>Exit from I-95 SB</i>	Mile 1.21 <i>Rt. 10/Ella T. Grasso Blvd.</i>	1.16

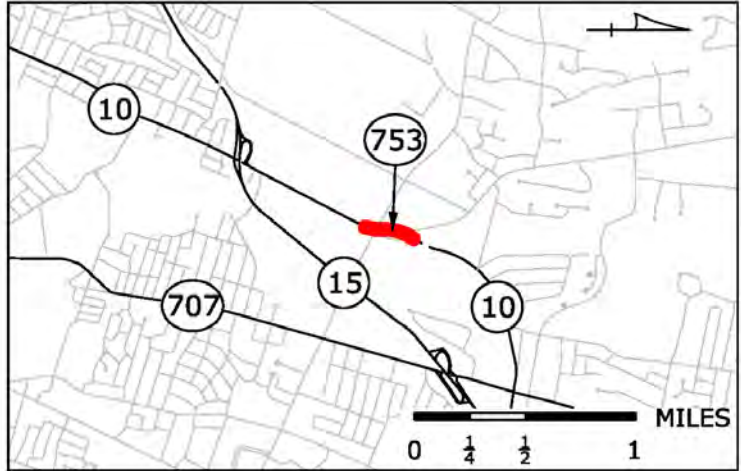


Figure B.29: Rt. 753/Dixwell Ave. Congested Corridor Segment

Table B.29: Rt. 753/Dixwell Ave. Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
		Mile 0.03 <i>Dixwell Ave. #2/ Rt. 10 NB</i>	Mile 0.17 <i>Dixwell Ave. #2/ Rt. 10 NB</i>	
Hamden, north of Skiff St.	0.14 mi	Mile 0.03 <i>Dixwell Ave. #2/ Rt. 10 NB</i>	Mile 0.17 <i>Dixwell Ave. #2/ Rt. 10 NB</i>	1.00

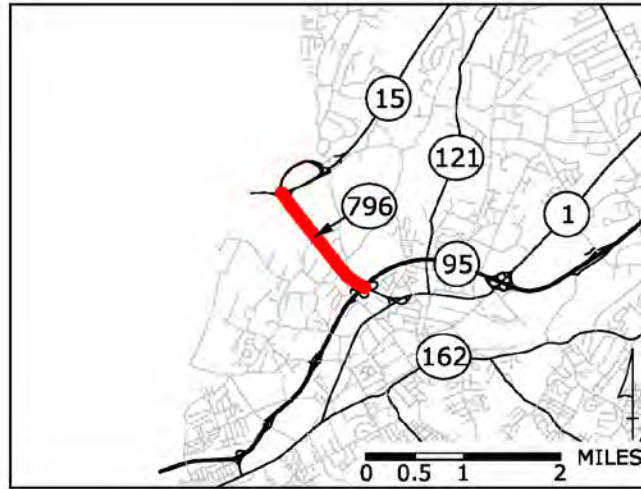


Figure B.30: Rt. 796/Milford Connector Congested Corridor Segment

Table B.30: Rt. 796/Milford Connector Congested Corridor V/C Characteristics

Segment Location	Segment Length	Segment Limits		Existing Peak Hour V/C
Milford, between I-95 and Rt. 15	1.11 mi	<i>Mile 0.67 NB exit from I-95 SB</i>	<i>Mile 1.78 Rt. 15 underpass</i>	0.96

APPENDIX

C

2012 CONGESTED CORRIDOR TRAVEL TIME DATA

APPENDIX

C

2012 CONGESTED CORRIDOR TRAVEL TIME DATA

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	I-95							
2	4228	Int 3	54.6	0.0	52.8	0.0	0.0	2.4	25.7
3	533	Int 6	7.0	0.0	51.9	0.0	0.0	0.6	3.9
4	2419	Int 7	28.9	0.0	57.2	0.0	0.0	0.0	7.0
5	2132	Int 8	24.0	0.0	60.6	0.0	0.0	0.0	1.9
6	4579		48.1	0.0	64.8	0.0	0.0	0.0	2.3
Total	13,891		162.6	0.0	58.3	0.0	0.0	3.0	40.7

Stats based on 7 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

I-91 SB (AM2 Exit 8)-1-NB TN
 I-91 SB (AM2 Exit 8)-1-SB-R004
 I-91 SB (AM2 Exit 8)-1-SB-R006
 I-91 SB (AM2 Exit 8)-1-SB-R008
 I-91 SB (AM2 Exit 8)-1-SB-R010
 I-91 SB (AM2 Exit 8)-1-SB-R012
 I-91 SB (AM2 Exit 8)-1-SB-R014

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0	I-95							
2	4228	Int 3	51	54	54	58	54	60	51
3	533	Int 6	6	6	6	9	6	10	6
4	2419	Int 7	25	27	29	34	29	29	29
5	2132	Int 8	21	26	24	25	23	25	24
6	4579		47	46	46	54	47	48	49
Totals	13891		150	159	159	180	159	172	159

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	I-95							
2	3026	Int 3 (Trumbull St)	54.7	0.3	37.7	8.2	0.7	19.8	50.3
3	5482	Int 6 (Willow St)	77.7	0.0	48.1	1.3	0.0	5.7	59.0
4	1459	Int 7 (Ferry St)	17.8	0.0	55.8	0.0	0.0	0.0	8.8
5	3755	Int 8 Route 80)	47.2	0.0	54.3	0.0	0.0	0.0	25.2
Total	13,722		197.3	0.3	47.4	9.5	0.7	25.5	143.3

Stats based on 6 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

I-91(Southbound PMExit 8)-1-SB-R002
 I-91(Southbound PMExit 8)-1-SB-R004
 I-91(Southbound PMExit 8)-1-SB-R006
 I-91(Southbound PMExit 8)-1-SB-R008
 I-91(Southbound PMExit 8)-1-SB-R010
 I-91(Southbound PMExit 8)-1-SB-R012

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	I-95						
2	3026	Int 3 (Trumbull St)	40	92	53	60	41	42
3	5482	Int 6 (Willow St)	61	78	74	102	79	72
4	1459	Int 7 (Ferry St)	16	18	18	20	18	17
5	3755	Int 8 Route 80)	50	50	47	44	49	43
Totals	13722		167	238	192	226	187	174

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Int 8							
2	3741	Int 7	67.7	0.0	37.7	9.5	0.0	30.5	57.8
3	1805	Int 6	27.2	0.0	45.3	4.2	0.0	9.3	14.5
4	4726	Int 3	63.5	0.0	50.7	0.0	0.0	6.3	35.3
5	4551	I-95	72.8	0.0	42.6	1.5	0.0	17.8	61.0
Total	14,823		231.2	0.0	43.7	15.2	0.0	64.0	168.7

Stats based on 6 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

I-91 SB (AM2 Exit 8)-1-SB-R001
 I-91 SB (AM2 Exit 8)-1-SB-R005
 I-91 SB (AM2 Exit 8)-1-SB-R007
 I-91 SB (AM2 Exit 8)-1-SB-R009
 I-91 SB (AM2 Exit 8)-1-SB-R011
 I-91 SB (AM2 Exit 8)-1-SB-R013

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Int 8						
2	3741	Int 7	49	111	74	54	62	56
3	1805	Int 6	22	56	23	20	22	20
4	4726	Int 3	58	70	67	79	54	53
5	4551	I-95	75	64	77	76	87	58
Totals	14823		204	301	241	229	225	187

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Int 8(Route 80)							
2	3963	Int 7 (Ferry St)	54.5	0.0	49.6	0.0	0.0	7.2	33.0
3	2891	Int 6 (Willow St)	33.0	0.0	59.7	0.0	0.0	0.0	4.3
4	3619	Int 3 (Trumbull St)	69.5	1.0	35.5	18.0	1.5	26.2	52.3
5	4058	I-95	209.0	5.3	13.2	142.7	15.8	192.2	205.8
Total	14,531		366.0	6.3	27.1	160.7	17.3	225.5	295.5

Stats based on 6 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

I-91(Southbound PMExit 8)-1-SB-R000
 I-91(Southbound PMExit 8)-1-SB-R003
 I-91(Southbound PMExit 8)-1-SB-R005
 I-91(Southbound PMExit 8)-1-SB-R007
 I-91(Southbound PMExit 8)-1-SB-R009
 I-91(Southbound PMExit 8)-1-SB-R011

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Int 8(Route 80)						
2	3963	Int 7 (Ferry St)	41	52	56	58	56	64
3	2891	Int 6 (Willow St)	30	32	33	33	34	36
4	3619	Int 3 (Trumbull St)	45	42	170	51	55	54
5	4058	I-95	53	379	298	144	122	258
Totals	14531		169	505	557	286	267	412

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Exit 34							
2	3320	Exit 35	41.0	0.0	55.2	0.0	0.0	2.0	12.0
3	4443	Exit 36	48.8	0.0	62.1	0.0	0.0	0.0	0.0
4	4961	Exit 38	53.3	0.0	63.5	0.0	0.0	0.0	0.0
5	8213	Exit 39	81.0	0.0	69.1	0.0	0.0	0.0	0.0
6	3672	Exit 40	36.8	0.0	68.1	0.0	0.0	0.0	0.0
7	10106	Exit 41	102.0	0.0	67.6	0.0	0.0	0.0	0.0
8	11148	Exit 42	114.8	0.0	66.2	0.0	0.0	0.0	0.0
9	10945	Exit 44	111.5	0.0	66.9	0.0	0.0	0.0	1.8
Total	56,808		589.0	0.0	65.8	0.0	0.0	2.0	13.8

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

I 95 (Milford AM)-1-SB-R002
 I 95 (Milford AM)-1-SB-R004
 I 95 (Milford AM)-1-SB-R006
 I 95 (Milford AM)-1-SB-R008

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Exit 34				
2	3320	Exit 35	40	39	45	40
3	4443	Exit 36	46	48	49	52
4	4961	Exit 38	52	52	51	58
5	8213	Exit 39	83	79	81	81
6	3672	Exit 40	35	41	36	35
7	10106	Exit 41	97	113	103	95
8	11148	Exit 42	108	127	117	107
9	10945	Exit 44	110	113	112	111
Totals	56808		571	612	594	579

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Int 44							
2	7801	Canal Dock Road	150.5	0.5	35.3	29.5	22.0	56.5	126.5
3	2203	I-95 / I91 / Rte 44	28.0	0.0	53.6	0.0	0.0	0.0	18.0
4	3038	Q Bridge	42.0	0.0	49.3	0.0	0.0	0.0	35.5
5	2455	Woodward/Stiles	35.0	0.0	47.8	0.0	0.0	0.0	32.0
6	4383	E Haven/New Haven	56.0	0.0	53.4	0.0	0.0	0.0	34.5
7	7849	Lake Saltonstall	83.5	0.0	64.1	0.0	0.0	0.0	4.0
8	11157	Int 54	116.5	0.0	65.3	0.0	0.0	0.0	4.0
9	10690	int 55	114.5	0.0	63.7	0.0	0.0	0.0	4.5
10	4194	Int 56	43.5	0.0	65.7	0.0	0.0	0.0	0.5
11	7018	Branford/Guilford	78.5	0.0	61.0	0.0	0.0	0.0	6.5
12	9619	Int 57	112.0	0.0	58.6	0.0	0.0	0.0	7.0
13	4482	int 58	53.5	0.0	57.1	0.0	0.0	0.0	16.5
14	7377	Int 59	79.0	0.0	63.7	0.0	0.0	0.0	8.5
15	12681	Guilford/Madison	135.0	0.0	64.0	0.0	0.0	0.0	6.0
16	4662	Int 61	51.0	0.0	62.3	0.0	0.0	0.0	6.5
Total	99,609		1178.5	0.5	57.6	29.5	22.0	56.5	310.5

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

combine segments
 Avg speed=48.6mph

Detailed Statistics By Run

Travel Time (sec) by Section

I-95_(Guilford_AM)-1-NB-R001
 I-95_(Guilford_AM)-1-NB-R003

Node #	Length	Node Name	Run #1	Run #2
1	0	Int 44		
2	7801	Canal Dock Road	109	192
3	2203	I-95 / I91 / Rte 44	29	27
4	3038	Q Bridge	45	39
5	2455	Woodward/Stiles	38	32
6	4383	E Haven/New Haven	51	61
7	7849	Lake Saltonstall	83	84
8	11157	Int 54	114	119
9	10690	int 55	120	109
10	4194	Int 56	44	43
11	7018	Branford/Guilford	82	75
12	9619	Int 57	113	111
13	4482	int 58	55	52
14	7377	Int 59	87	71
15	12681	Guilford/Madison	145	125
16	4662	Int 61	57	45
Totals	99609		1,172	1,185

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Int 34							
2	3573	Int 35	58.0	0.0	42.0	2.7	0.0	10.7	53.7
3	4198	Int 36	57.7	0.0	49.6	0.0	0.0	2.7	34.7
4	4680	Int 38	59.3	0.0	53.8	0.0	0.0	0.0	28.0
5	8222	Int 39	96.0	0.0	58.4	0.0	0.0	0.0	36.0
6	4203	Int 40	50.7	0.0	56.6	0.0	0.0	0.0	28.0
7	9802	Int 41	121.7	0.0	54.9	0.0	0.0	1.7	71.3
8	11931	Int 42	143.0	0.0	56.9	0.0	0.0	0.0	58.3
9	10212	Int 44	117.5	0.0	59.3	0.0	0.0	0.0	24.7
Total	56,821		664.7	0.0	58.3	2.7	0.0	15.0	334.7

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

I 95 (Milford PM)-1-SB-R002
 I 95 (Milford PM)-1-SB-R004
 I 95 (Milford PM)-1-SB-R006

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Int 34			
2	3573	Int 35	50	69	55
3	4198	Int 36	53	72	48
4	4680	Int 38	54	71	53
5	8222	Int 39	97	106	85
6	4203	Int 40	53	59	40
7	9802	Int 41	123	141	101
8	11931	Int 42	152	152	125
9	10212	Int 44	130	0	105
Totals	56821		712	670	612

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Int 44							
2	7261	Canal Dock Road	146.5	0.0	33.8	22.5	0.0	69.0	146.5
3	2223	I91/ I95/ Rte 34	61.0	1.0	24.8	23.0	0.0	44.0	61.0
4	2909	Q Bridge	110.5	1.0	17.9	60.5	0.0	110.5	110.5
5	2488	Woodward/ Stiles	50.0	0.0	33.9	8.0	0.0	37.0	50.0
6	4314	E. Haven/ New Haven	67.0	0.0	43.9	1.5	0.0	13.5	58.5
7	7853	Lake Saltonstall	116.5	0.0	46.0	3.0	0.0	26.0	74.5
8	11022	Int 54	157.0	0.0	47.9	0.0	0.0	12.5	111.5
9	11062	Int 55	220.0	0.0	34.3	56.0	0.0	127.5	185.5
10	4683	Int 56	60.0	0.0	53.2	0.0	0.0	1.0	34.0
11	6358	Branford/ Guilford	80.5	0.0	53.9	0.0	0.0	0.0	53.0
12	9680	Int 57	121.5	0.0	54.3	0.0	0.0	0.0	65.0
13	4832	Int 58	58.0	0.0	56.8	0.0	0.0	0.0	16.0
14	7095	Int 59	87.5	0.0	55.3	0.0	0.0	0.0	44.0
15	5455	Guilford/ Madison	66.0	0.0	56.4	0.0	0.0	0.0	12.5
16	11006	Int 61	143.5	0.0	52.3	0.0	0.0	0.0	115.0
Total	98,241		1545.5	2.0	43.3	174.5	0.0	441.0	1137.5

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

combine segments
 Avg speed = 22.9mph

Detailed Statistics By Run

Travel Time (sec) by Section

Rte._95N_(Guilford_PM)-1-R001
Rte._95N_(Guilford_PM)-1-R003

Node #	Length	Node Name	Run #1	Run #2
1	0	Int 44		
2	7261	Canal Dock Road	151	142
3	2223	I91/ I95/ Rte 34	74	48
4	2909	Q Bridge	98	123
5	2488	Woodward/ Stiles	47	53
6	4314	E. Haven/ New Haven	57	77
7	7853	Lake Saltonstall	92	141
8	11022	Int 54	133	181
9	11062	Int 55	138	302
10	4683	Int 56	53	67
11	6358	Branford/ Guilford	81	80
12	9680	Int 57	118	125
13	4832	Int 58	55	61
14	7095	Int 59	83	92
15	5455	Guilford/ Madison	64	68
16	11006	Int 61	138	149
Totals	98241		1,382	1,709

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Int 61							
2	5446	Guilford/ Madison	67.5	0.0	55.0	0.0	0.0	14.5	22.5
3	13064	Int 59	135.5	0.0	65.7	0.0	0.0	0.0	0.0
4	5491	Int 58	58.5	0.0	64.0	0.0	0.0	0.0	0.0
5	5238	Int 57	58.5	0.0	61.0	0.0	0.0	0.0	4.0
6	10153	Branford/ Guilford	103.5	0.0	66.9	0.0	0.0	0.0	0.0
7	5905	Int 56	59.0	0.0	68.2	0.0	0.0	0.0	0.0
8	6409	Int 55	66.5	0.0	65.7	0.0	0.0	0.0	0.0
9	9358	Int 54	98.5	0.0	64.8	0.0	0.0	0.0	0.0
10	11655	Lake Saltonstall	127.0	0.0	62.6	0.0	0.0	2.0	12.0
11	7897	E Haven/ New Haven	297.0	4.5	18.1	162.0	0.5	262.0	275.5
12	2046	Woodward/ Stiles	138.0	3.5	10.1	103.0	10.5	138.0	138.0
13	4707	Q Bridge	163.5	1.0	19.6	83.5	0.0	136.0	163.5
14	3285	I95 / I91 / Rte 34	105.5	1.5	21.2	49.0	8.0	82.5	105.5
15	1829	Canal Dock Road	27.0	0.0	46.2	0.0	0.0	0.0	27.0
16	7804	Int 44	94.0	0.0	56.6	0.0	0.0	0.0	26.0
Total	100,287		1599.5	10.5	42.7	397.5	17.0	635.0	774.0

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

combine segments
 Avg speed = 15.3 mph

Detailed Statistics By Run

Travel Time (sec) by Section

I-95_(Guilford_AM)-1-NB-R002
I-95_(Guilford_AM)-1-NB-R004

Node #	Length	Node Name	Run #1	Run #2
1	0	Int 61		
2	5446	Guilford/ Madison	59	76
3	13064	Int 59	129	142
4	5491	Int 58	60	57
5	5238	Int 57	58	59
6	10153	Branford/ Guilford	108	99
7	5905	Int 56	62	56
8	6409	Int 55	70	63
9	9358	Int 54	105	92
10	11655	Lake Saltonstall	129	125
11	7897	E Haven/ New Haven	384	210
12	2046	Woodward/ Stiles	128	148
13	4707	Q Bridge	135	192
14	3285	I95 / I91 / Rte 34	143	68
15	1829	Canal Dock Road	26	28
16	7804	Int 44	94	94
Totals	100287		1,690	1,509

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Int 44							
2	11912	Int 42	141.3	0.0	57.5	0.0	0.0	2.5	34.5
3	9369	Int 41	95.5	0.0	66.9	0.0	0.0	0.0	1.8
4	8682	Int 40	87.3	0.0	67.8	0.0	0.0	0.0	0.0
5	5788	Int 39	60.0	0.0	65.8	0.0	0.0	0.0	0.0
6	8361	Int 38	86.8	0.0	65.7	0.0	0.0	0.0	1.3
7	4525	Int 36	46.3	0.0	66.7	0.0	0.0	0.0	0.0
8	4461	Int 35	45.0	0.0	67.6	0.0	0.0	0.0	0.0
9	3504	Int 34	38.3	0.0	62.5	0.0	0.0	0.0	0.5
Total	56,602		600.3	0.0	64.3	0.0	0.0	2.5	38.0

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

I 95 (Milford AM)-1-SB-R001
 I 95 (Milford AM)-1-SB-R003
 I 95 (Milford AM)-1-SB-R005
 I 95 (Milford AM)-1-SB-R007

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Int 44				
2	11912	Int 42	131	143	152	139
3	9369	Int 41	96	87	103	96
4	8682	Int 40	88	91	83	87
5	5788	Int 39	65	64	56	55
6	8361	Int 38	87	97	81	82
7	4525	Int 36	43	49	44	49
8	4461	Int 35	43	47	43	47
9	3504	Int 34	38	39	36	40
Totals	56602		591	617	598	595

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Int 61							
2	12187	Guilford/ Madison	153.0	0.0	54.3	0.0	0.0	23.5	48.5
3	6335	Int 59	73.0	0.0	59.2	0.0	0.0	0.0	19.0
4	5386	Int 58	60.5	0.0	60.7	0.0	0.0	0.0	3.5
5	4833	Int 57	54.0	0.0	61.0	0.0	0.0	0.0	0.0
6	10396	Branford/ Guilford	120.5	0.0	58.8	0.0	0.0	0.0	33.5
7	5835	Int 56	67.0	0.0	59.4	0.0	0.0	0.0	19.0
8	6518	Int 55	69.0	0.0	64.4	0.0	0.0	0.0	0.0
9	9477	Int 54	118.0	0.0	54.8	0.0	0.0	6.5	42.5
10	11421	Lake Saltonstall	136.5	0.0	57.0	0.0	0.0	0.0	32.0
11	7565	East have/ New Haven	94.5	0.0	54.6	0.0	0.0	0.0	42.5
12	2387	Woodward/ Stiles	28.5	0.0	57.1	0.0	0.0	0.0	8.5
13	4750	Q Bridge	78.0	0.0	41.5	0.5	0.0	12.5	70.5
14	3564	I95/ I91/ Rte 34	59.0	0.0	41.2	1.0	0.0	5.0	59.0
15	1810	Canal Dock Road	36.0	0.0	34.3	5.0	0.0	18.5	36.0
16	7593	Int 44	333.0	2.5	15.5	203.5	0.0	333.0	333.0
Total	100,057		1480.5	2.5	46.1	210.0	0.0	399.0	747.5

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

combine segments
 Avg speed =45.7 mph

Detailed Statistics By Run

Travel Time (sec) by Section

Rte._95N_(Guilford_PM)-1-R002
 Rte._95N_(Guilford_PM)-1-R005

Node #	Length	Node Name	Run #1	Run #2
1	0	Int 61		
2	12187	Guilford/ Madison	132	174
3	6335	Int 59	68	78
4	5386	Int 58	59	62
5	4833	Int 57	56	52
6	10396	Branford/ Guilford	118	123
7	5835	Int 56	62	72
8	6518	Int 55	68	70
9	9477	Int 54	111	125
10	11421	Lake Saltonstall	134	139
11	7565	East have/ New Haven	95	94
12	2387	Woodward/ Stiles	30	27
13	4750	Q Bridge	82	74
14	3564	I95/ I91/ Rte 34	63	55
15	1810	Canal Dock Road	36	36
16	7593	Int 44	303	363
Totals	100057		1,417	1,544

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Int 44							
2	12421	Int 42	211.7	0.0	40.0	2.7	0.0	55.0	210.0
3	9581	Int 41	119.3	0.0	54.7	0.0	0.0	0.0	70.3
4	8417	Int 40	98.3	0.0	58.4	0.0	0.0	0.7	30.3
5	5835	Int 39	69.7	0.0	57.1	0.0	0.0	0.0	34.0
6	8182	Int 38	115.0	0.0	48.5	5.3	0.0	21.3	65.3
7	5018	Int 36	61.3	0.0	55.8	0.0	0.0	0.0	26.0
8	4155	int 35	52.0	0.0	54.5	0.0	0.0	0.0	22.0
9	3183	Int 34	42.3	0.0	51.3	0.0	0.0	2.3	25.3
Total	56,792		769.7	0.0	50.3	8.0	0.0	79.3	483.3

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

I 95 (Milford PM)-1-SB-R001
 I 95 (Milford PM)-1-SB-R003
 I 95 (Milford PM)-1-SB-R005

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Int 44			
2	12421	Int 42	204	210	221
3	9581	Int 41	130	121	107
4	8417	Int 40	92	115	88
5	5835	Int 39	65	83	61
6	8182	Int 38	93	156	96
7	5018	Int 36	59	70	55
8	4155	int 35	46	66	44
9	3183	Int 34	40	49	38
Totals	56792		729	870	710

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Stratford.N Milford Line							
2	10992	Rte 162	337.0	6.0	22.2	150.0	27.0	242.0	337.0
3	13601	Home Acres Ave	362.0	3.0	25.6	130.0	49.0	245.0	362.0
4	17574	Rte 114	438.0	4.0	27.4	138.0	108.0	223.0	437.0
5	15078	Rte 122	376.0	4.0	27.3	119.0	52.0	219.0	376.0
6	3090	Ella Grasso Blvd	145.0	2.0	14.5	92.0	43.0	121.0	145.0
7	11954	East Street	542.0	8.0	15.0	338.0	139.0	533.0	542.0
Total	72,289		2200.0	27.0	22.4	967.0	418.0	1583.0	2199.0

Stats based on 1 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 1 (New Haven) AM-1-WB-R002

Node #	Length	Node Name	Run #1
1	0	Stratford.N Milford Line	
2	10992	Rte 162	337
3	13601	Home Acres Ave	362
4	17574	Rte 114	438
5	15078	Rte 122	376
6	3090	Ella Grasso Blvd	145
7	11954	East Street	542
Totals	72289		2,200

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	East Street							
2	3830	Stiles Street	77.0	0.0	33.9	12.0	0.0	42.0	77.0
3	2420	Woodward Avenue	90.0	2.0	18.3	48.5	17.0	81.5	90.0
4	10393	Main Street	239.0	2.0	29.6	61.5	48.5	106.0	239.0
5	10298	Branford Connector	203.0	1.0	34.6	28.0	11.0	73.5	203.0
6	3977	Cedar Street	102.5	1.0	26.5	34.5	23.0	49.0	102.5
7	9174	Windmill Hill Road	218.0	1.0	28.7	61.5	10.5	160.5	218.0
8	2726	NOrth Branford Road	80.0	1.0	23.2	33.5	6.0	78.0	80.0
Total	42,818		1009.5	8.0	28.9	279.5	116.0	590.5	1009.5

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_1_Stratford_(EB)_AM-1-EB-R001
Route_1_Stratford_(EB)_AM-1-EB-R003

Node #	Length	Node Name	Run #1	Run #2
1	0	East Street		
2	3830	Stiles Street	83	71
3	2420	Woodward Avenue	92	88
4	10393	Main Street	212	266
5	10298	Branford Connector	232	174
6	3977	Cedar Street	114	91
7	9174	Windmill Hill Road	226	210
8	2726	NOrth Branford Road	72	88
Totals	42818		1,031	988

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Stratford-N Milford Line							
2	11210	Rte 162	486.0	9.0	15.7	295.0	144.0	404.0	486.0
3	13570	Home Acres Ave	339.0	3.0	27.3	108.0	19.0	226.0	339.0
4	17586	Rte 114	475.0	3.0	25.2	175.0	29.0	376.0	475.0
5	15079	Rte 122	427.0	6.0	24.1	170.0	38.0	321.0	427.0
6	3084	Ella Grasso Blvd	157.0	2.0	13.4	104.0	64.0	131.0	157.0
7	12006	East Street	688.0	15.0	11.9	483.0	185.0	679.0	688.0
Total	72,535		2572.0	38.0	19.2	1335.0	479.0	2137.0	2572.0

Stats based on 1 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Rte 1 (Strt-NHav) PM-EB-001

Node #	Length	Node Name	Run #1
1	0	Stratford-N Milford Line	
2	11210	Rte 162	486
3	13570	Home Acres Ave	339
4	17586	Rte 114	475
5	15079	Rte 122	427
6	3084	Ella Grasso Blvd	157
7	12006	East Street	688
Totals	72535		2,572

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	East Street							
2	3852	Stiles Street	142.5	3.0	18.4	76.5	16.0	125.0	142.5
3	2363	Woodward Avenue	78.5	0.5	20.5	38.0	0.5	75.5	78.5
4	10243	Main Street	288.5	2.5	24.2	113.5	47.5	202.0	288.5
5	10017	Branford Connector	296.5	3.5	23.0	125.5	55.0	200.5	296.5
6	4439	Cedar Street	145.5	1.0	20.8	69.5	33.0	122.0	145.5
7	9176	Windmill hill Road	237.5	2.5	26.3	81.5	26.5	162.5	237.5
8	2732	North Branford Road	82.5	1.5	22.6	35.5	3.5	82.5	82.5
Total	42,822		1271.5	14.5	23.0	540.0	182.0	970.0	1271.5

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_1(North_Branford)PM-1-EB-R001
Route_1(North_Branford)PM-1-EB-R003

Node #	Length	Node Name	Run #1	Run #2
1	0	East Street		
2	3852	Stiles Street	91	194
3	2363	Woodward Avenue	63	94
4	10243	Main Street	320	257
5	10017	Branford Connector	278	315
6	4439	Cedar Street	141	150
7	9176	Windmill hill Road	238	237
8	2732	North Branford Road	79	86
Totals	42822		1,210	1,333

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	North Branford Road							
2	2864	Windmill Hill Road	77.0	1.0	25.4	28.0	7.0	54.5	77.0
3	9225	Cedar Street	234.0	2.5	26.9	77.0	16.0	166.5	234.0
4	4643	Branford Connector	110.5	1.0	28.6	31.5	2.0	62.5	110.5
5	9723	Main Street	192.5	0.5	34.4	26.5	15.5	62.5	192.5
6	10041	Woodward Avenue	266.5	3.5	25.7	95.0	41.5	157.0	266.5
7	2379	Stiles Street	54.0	0.0	30.0	15.0	0.0	38.0	54.0
8	3776	East Street	135.0	2.5	19.1	70.5	32.5	103.5	135.0
Total	42,651		1069.5	11.0	27.2	343.5	114.5	644.5	1069.5

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_1_Stratford_(EB)_AM-1-EB-R002
Route_1_Stratford_(EB)_AM-1-EB-R004

Node #	Length	Node Name	Run #1	Run #2
1	0	North Branford Road		
2	2864	Windmill Hill Road	102	52
3	9225	Cedar Street	209	259
4	4643	Branford Connector	106	115
5	9723	Main Street	217	168
6	10041	Woodward Avenue	338	195
7	2379	Stiles Street	71	37
8	3776	East Street	134	136
Totals	42651		1,177	962

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	East Street							
2	11474	Ella Grasso Blvd	889.0	19.5	8.8	693.0	334.5	863.0	889.0
3	3134	Rte 122	146.0	3.5	14.6	92.5	43.5	128.5	146.0
4	15048	Rte 114	356.5	3.5	28.8	100.0	64.5	164.5	356.5
5	17432	Home Acres Avenue	335.0	2.5	35.5	42.5	38.0	113.5	324.0
6	13925	Rte 162	427.5	6.0	22.2	190.0	124.5	286.0	427.5
7	11026	Stratford/Milford Line	272.0	3.0	27.6	84.0	41.0	154.5	272.0
Total	72,039		2426.0	38.0	20.2	1202.0	646.0	1710.0	2415.0

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 1 (New Haven) AM-1-WB-R001
Route 1 (New Haven) AM-1-WB-R003

Node #	Length	Node Name	Run #1	Run #2
1	0	East Street		
2	11474	Ella Grasso Blvd	653	1,125
3	3134	Rte 122	125	167
4	15048	Rte 114	346	367
5	17432	Home Acres Avenue	288	382
6	13925	Rte 162	419	436
7	11026	Stratford/Milford Line	300	244
Totals	72039		2,131	2,721

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	North Branford Road							
2	2732	Windmill hill Road	93.0	1.0	20.0	46.0	12.5	76.0	93.0
3	9211	Cedar Street	253.0	2.0	24.8	96.0	24.0	218.0	253.0
4	4637	Branford Connector	162.5	2.0	19.5	83.5	39.5	138.5	162.5
5	9689	Main Street	323.0	4.0	20.5	157.5	65.5	247.5	323.0
6	10226	Woodward Avenue	339.5	3.0	20.5	165.0	99.0	256.0	339.5
7	2318	Stiles Street	46.0	0.0	34.4	6.5	0.0	30.0	46.0
8	3887	East Street	125.0	1.5	21.2	59.0	34.0	99.0	125.0
Total	42,700		1342.0	13.5	21.7	613.5	274.5	1065.0	1342.0

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_1(North_Branford)PM-1-EB-R002
Route_1(North_Branford)PM-1-EB-R004

Node #	Length	Node Name	Run #1	Run #2
1	0	North Branford Road		
2	2732	Windmill hill Road	127	59
3	9211	Cedar Street	239	267
4	4637	Branford Connector	129	196
5	9689	Main Street	271	375
6	10226	Woodward Avenue	388	291
7	2318	Stiles Street	53	39
8	3887	East Street	80	170
Totals	42700		1,287	1,397

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	East Street							
2	11538	Ella Grasso Blvd	569.0	10.0	13.8	372.0	145.0	561.0	569.0
3	3155	Rte 122	191.0	4.0	11.3	137.0	80.0	173.0	191.0
4	15002	Rte 114	484.0	6.0	21.1	228.0	119.0	347.0	484.0
5	17441	Home Acres Ave	414.0	2.0	28.7	117.0	19.0	272.0	414.0
6	13760	Rte 162	381.0	3.0	24.6	146.0	68.0	243.0	381.0
7	11261	Stratford/N Milford Line	323.0	2.0	23.8	131.0	25.0	279.0	323.0
Total	72,157		2362.0	27.0	20.8	1131.0	456.0	1875.0	2362.0

Stats based on 1 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Rte 1 (strt-NHav) PM-WB-001

Node #	Length	Node Name	Run #1
1	0	East Street	
2	11538	Ella Grasso Blvd	569
3	3155	Rte 122	191
4	15002	Rte 114	484
5	17441	Home Acres Ave	414
6	13760	Rte 162	381
7	11261	Stratford/N Milford Line	323
Totals	72157		2,362

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Wharton Brook Connector							
2	10879	Route 150	232.7	1.3	31.9	47.7	29.3	99.0	232.7
3	11409	Route 68	290.0	1.7	26.8	95.3	29.0	213.0	290.0
4	6801	South Broad Street	197.7	2.3	23.5	81.3	39.3	151.7	197.7
5	11800	East Main Street	357.0	3.3	22.5	155.7	80.0	273.7	357.0
6	10056	Route 15	264.0	1.7	26.0	92.3	27.3	200.7	264.0
Total	50,945		1341.3	10.3	25.9	472.3	205.0	938.0	1341.3

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_5_(Meriden_AM)-1-SB-R002
Route_5_(Meriden_AM)-1-SB-R005
Route_5_(Meriden_AM)-1-SB-R007

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Wharton Brook			
2	10879	Route 150	183	255	260
3	11409	Route 68	233	309	328
4	6801	South Broad Street	187	256	150
5	11800	East Main Street	476	282	313
6	10056	Route 15	262	291	239
Totals	50945		1,341	1,393	1,290

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Wharton Brook Connector							
2	10923	Route 150	293.5	2.5	25.4	107.5	66.5	157.5	293.5
3	11365	Route 68	343.0	3.0	22.6	149.0	52.0	295.5	343.0
4	6769	South Broad Street	199.0	2.5	23.2	83.5	23.0	152.5	199.0
5	11812	East Main Street	321.5	3.0	25.1	120.0	25.5	261.5	321.5
6	10050	Route 15	488.5	9.0	14.0	318.0	107.5	467.5	488.0
Total	50,919		1645.5	20.0	21.1	778.0	274.5	1334.5	1645.0

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_5_(Meriden_PM)-1-SB-R002
route_5_(meriden_pm_2)-1-R002

Node #	Length	Node Name	Run #1	Run #2
1	0	Wharton Brook		
2	10923	Route 150	263	324
3	11365	Route 68	361	325
4	6769	South Broad Street	237	161
5	11812	East Main Street	323	320
6	10050	Route 15	564	413
Totals	50919		1,748	1,543

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 15							
2	11154	East Main Street	251.3	2.0	30.3	63.7	26.3	145.3	245.7
3	11793	Route 150	368.0	5.0	21.8	167.0	71.7	286.7	368.0
4	6747	Route 68	194.3	2.3	23.7	78.7	31.0	144.3	194.3
5	11477	Center Street	328.7	3.7	23.8	132.7	39.3	243.0	328.7
6	10835	Wharton Brook Connector	283.7	2.7	26.0	98.7	56.3	187.7	282.7
Total	52,006		1426.0	15.7	24.9	540.7	224.7	1007.0	1419.3

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_5_(Meriden_AM)-1-SB-R001
Route_5_(Meriden_AM)-1-SB-R003
Route_5_(Meriden_AM)-1-SB-R006

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Route 15			
2	11154	East Main Street	324	247	183
3	11793	Route 150	290	400	414
4	6747	Route 68	174	233	176
5	11477	Center Street	351	298	337
6	10835	Wharton Brook	196	251	404
Totals	52006		1,335	1,429	1,514

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 15							
2	11200	East Main Street	427.5	6.0	17.9	236.5	104.0	369.5	427.5
3	11740	South Broad Street	299.5	2.0	26.7	99.5	38.5	188.0	299.5
4	6697	Route 68	230.5	3.5	19.8	116.5	54.0	188.0	230.5
5	11442	Route 150	310.5	2.5	25.1	115.5	31.0	240.0	310.5
6	10640	Wharton Brook Connector	240.0	1.5	30.2	58.5	25.5	110.0	240.0
Total	51,719		1508.0	15.5	23.4	626.5	253.0	1095.5	1508.0

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_5_(Meriden_PM)-1-SB-R001
route_5_(meriden_pm_2)-1-R001

Node #	Length	Node Name	Run #1	Run #2
1	0	Route 15		
2	11200	East Main Street	487	368
3	11740	South Broad Street	294	305
4	6697	Route 68	247	214
5	11442	Route 150	342	279
6	10640	Wharton Brook	216	264
Totals	51719		1,586	1,430

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 5							
2	5987	Mill Road	140.5	1.0	29.1	38.5	18.0	71.8	140.5
3	12039	Route 150	201.8	0.3	40.7	4.8	0.0	44.3	201.5
4	1953	Route 17/ 22	63.3	1.3	21.1	29.5	5.8	53.3	63.3
5	11450	Augur Road	185.5	0.3	42.1	1.8	0.0	23.0	183.8
6	11446	Route 80	179.0	0.0	43.6	0.0	0.0	12.8	174.5
Total	42,875		770.0	2.8	38.0	74.5	23.8	205.0	763.5

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 22 AM SB-R001
Route 22 AM SB-R003
Route 22 AM SB-R005
Route 22 AM SB-R007

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Route 5				
2	5987	Mill Road	111	130	204	117
3	12039	Route 150	177	225	201	204
4	1953	Route 17/ 22	45	61	78	69
5	11450	Augur Road	182	183	203	174
6	11446	Route 80	193	177	174	172
Totals	42875		708	776	860	736

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 5							
2	5992	Mill Road	144.3	1.3	28.3	42.0	14.3	74.0	144.3
3	12130	Route 150	223.0	0.8	37.1	15.5	1.8	51.5	223.0
4	1795	Route 17/ 22	59.3	1.3	20.7	28.3	9.5	45.0	59.3
5	11544	Augur Road	191.5	0.3	41.1	0.8	3.0	23.5	191.5
6	11589	Route 80	189.5	0.0	41.7	0.0	0.0	21.3	189.3
Total	43,050		807.5	3.5	36.3	86.5	28.5	215.3	807.3

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

ROUTE 22 PM SB-R001
ROUTE 22 PM SB-R003
ROUTE 22 PM SB-R005
ROUTE 22 PM SB-R007

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Route 5				
2	5992	Mill Road	166	128	150	133
3	12130	Route 150	212	225	230	225
4	1795	Route 17/ 22	51	39	63	84
5	11544	Augur Road	181	195	190	200
6	11589	Route 80	178	192	190	198
Totals	43050		788	779	823	840

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 80							
2	11524	Augur Road	207.8	0.5	37.8	18.0	28.3	48.8	198.5
3	11669	Route 17/ 22	195.8	0.5	40.6	6.5	2.5	34.5	195.5
4	2093	Route 150	70.3	1.3	20.3	34.0	15.3	57.0	70.3
5	11940	Mill Road	200.3	0.5	40.7	3.8	0.8	41.8	196.5
6	6099	Route 5	120.0	0.8	34.7	16.5	4.8	48.5	120.0
Total	43,325		794.0	3.5	37.2	78.8	51.5	230.5	780.8

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 22 AM SB-R002
Route 22 AM SB-R004
Route 22 AM SB-R006
Route 22 AM SB-R008

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Route 80				
2	11524	Augur Road	177	189	259	206
3	11669	Route 17/ 22	222	202	175	184
4	2093	Route 150	43	121	61	56
5	11940	Mill Road	202	192	219	188
6	6099	Route 5	142	102	132	104
Totals	43325		786	806	846	738

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 80							
2	11535	Augur Road	219.8	0.5	35.8	22.8	21.0	54.8	219.8
3	11598	Route 17/ 22	198.5	0.3	39.8	4.8	0.3	31.3	198.5
4	2107	Route 150	60.8	1.0	23.6	24.3	4.5	47.0	60.8
5	11947	Mill Road	204.5	0.0	39.8	4.3	0.0	26.5	204.5
6	6066	Route 5	126.5	0.8	32.7	22.8	3.5	56.0	126.5
Total	43,253		810.0	2.5	36.4	78.8	29.3	215.5	810.0

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

ROUTE 22 PM SB-R002
ROUTE 22 PM SB-R004
ROUTE 22 PM SB-R006
ROUTE 22 PM SB-R008

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Route 80				
2	11535	Augur Road	205	249	202	223
3	11598	Route 17/ 22	205	181	204	204
4	2107	Route 150	55	48	65	75
5	11947	Mill Road	218	193	199	208
6	6066	Route 5	142	114	119	131
Totals	43253		825	785	789	841

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Derby Milford Road							
2	5472	Route 121	140.5	1.0	26.6	47.0	23.5	82.0	140.5
3	9560	Route 114	205.5	2.0	31.7	42.5	32.0	84.5	201.5
4	9211	Orange-West haven Line	156.5	0.5	40.1	5.5	0.0	50.0	137.5
5	4802	Route 122	168.5	2.0	19.4	86.5	61.5	127.5	158.0
6	3269	Yale Avenue	56.0	0.0	39.8	2.0	0.0	10.0	56.0
7	1203	Ella Grasso Blvd	116.0	3.0	7.1	95.5	49.0	108.5	115.5
Total	33,517		843.0	8.5	27.1	279.0	166.0	462.5	809.0

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 34 New Haven (AM)-1-WB-R002
Route 34 New Haven (AM)-1-WB-R004

Node #	Length	Node Name	Run #1	Run #2
1	0	Derby Milford Road		
2	5472	Route 121	104	177
3	9560	Route 114	209	202
4	9211	Orange-West haven Line	168	145
5	4802	Route 122	121	216
6	3269	Yale Avenue	52	60
7	1203	Ella Grasso Blvd	47	185
Totals	33517		701	985

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Derby Milford Road							
2	5396	Route 121	131.8	1.5	27.9	40.0	19.3	71.0	131.8
3	9545	Route 114	192.5	1.0	33.8	35.3	29.3	67.5	182.3
4	9210	Orange/ West Haven Line	150.3	1.0	41.8	1.3	3.8	33.0	139.3
5	4752	Route 122	97.0	0.5	33.4	19.5	15.0	38.3	92.3
6	3305	Yale Avenue	68.0	0.8	33.1	12.0	4.3	23.3	68.0
7	1196	Ella Grasso Blvd	59.8	1.0	13.6	40.0	27.8	47.3	59.0
Total	33,404		699.3	5.8	32.6	148.0	99.3	280.3	672.5

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 34 New Haven PM-1-WB-R002
 Route 34 New Haven PM-1-WB-R004
 Route 34 New Haven PM-1-WB-R006
 Route 34 New Haven PM-1-WB-R008

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Derby Milford Road				
2	5396	Route 121	138	150	148	91
3	9545	Route 114	195	140	213	222
4	9210	Orange/ West Haven Line	145	163	148	145
5	4752	Route 122	70	122	119	77
6	3305	Yale Avenue	57	85	75	55
7	1196	Ella Grasso Blvd	39	66	94	40
Totals	33404		644	726	797	630

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Ella Grasso Blvd							
2	1262	Yale Ave	27.3	0.0	31.5	5.3	0.3	12.7	27.3
3	3315	Rte 122	65.0	1.0	34.8	8.0	1.3	19.0	65.0
4	4566	Orange/W Haven Line	85.0	0.0	36.6	7.0	5.0	21.3	85.0
5	9444	Rte 114	151.7	0.7	42.5	6.3	9.0	24.3	140.3
6	9514	Rte 121	157.7	0.7	41.1	1.3	9.0	30.3	157.7
7	5432	Derby Milford Road	120.7	1.3	30.7	31.0	19.7	47.3	120.7
Total	33,533		607.3	3.7	37.6	59.0	44.3	155.0	596.0

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 34 New Haven (AM)-1-WB-R001
Route 34 New Haven (AM)-1-WB-R003
Route 34 New Haven (AM)-1-WB-R005

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Ella Grasso Blvd			
2	1262	Yale Ave	31	24	27
3	3315	Rte 122	60	67	68
4	4566	Orange/W Haven Line	81	80	94
5	9444	Rte 114	138	137	180
6	9514	Rte 121	149	158	166
7	5432	Derby Milford Road	181	83	98
Totals	33533		640	549	633

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Ella Grasso Blvd							
2	1298	Yale Avenue	24.5	0.0	36.1	1.8	0.5	6.3	24.5
3	3335	Route 122	121.3	1.5	18.8	64.3	46.5	83.0	121.3
4	4594	Orange/W Haven Line	75.5	0.0	41.5	0.5	0.0	11.0	75.5
5	9317	Route 114	166.0	1.0	38.3	10.5	8.0	44.3	166.0
6	9480	Route 121	172.8	0.8	37.4	13.0	10.3	40.8	172.8
7	5455	Derby Milford Line	186.5	2.5	19.9	94.8	44.0	139.0	186.3
Total	33,479		746.5	5.8	30.6	184.8	109.3	324.3	746.3

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 34 New Haven PM-1-WB-R001
Route 34 New Haven PM-1-WB-R003
Route 34 New Haven PM-1-WB-R005
Route 34 New Haven PM-1-WB-R007

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Ella Grasso Blvd				
2	1298	Yale Avenue	23	23	28	24
3	3335	Route 122	127	140	141	77
4	4594	Orange/W Haven Line	75	76	80	71
5	9317	Route 114	145	168	178	173
6	9480	Route 121	188	174	153	176
7	5455	Derby Milford Line	198	161	149	238
Totals	33479		756	742	729	759

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 10							
2	740	Fountain Street	39.0	0.4	12.9	26.0	15.8	38.2	39.0
3	2974	Dayton Street	93.2	1.4	21.8	42.2	6.4	87.8	93.2
4	3028	Route 69	85.6	1.4	24.1	33.6	10.0	57.4	85.6
5	3771	Bradley Road	117.0	1.2	22.0	52.2	19.0	99.2	117.0
6	4417	Center Road	75.2	0.2	40.0	5.4	4.2	11.2	75.2
7	4307	N. Pease Roadf	66.0	0.0	44.5	0.0	0.0	2.2	66.0
8	5384	Route 67	85.6	0.2	42.9	1.6	0.6	10.6	85.4
Total	24,621		561.6	4.8	29.9	161.0	56.0	306.6	561.4

Stats based on 5 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_63_(New_Haven)_AM-1-WB-R00
Route_63_(New_Haven)_AM-1-WB-R00
Route_63_(New_Haven)_AM-1-WB-R00
Route_63_(New_Haven)_AM-1-WB-R00
Route_63_(New_Haven)_AM-1-WB-R01

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Route 10					
2	740	Fountain Street	39	18	18	20	100
3	2974	Dayton Street	89	70	66	121	120
4	3028	Route 69	57	71	122	70	108
5	3771	Bradley Road	89	115	85	100	196
6	4417	Center Road	65	83	65	95	68
7	4307	N. Pease Roadf	64	67	64	70	65
8	5384	Route 67	83	100	81	77	87
Totals	24621		486	524	501	553	744

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 10							
2	630	Fountain Street	80.0	2.5	5.4	69.0	32.5	80.0	80.0
3	3049	Dayton Street	181.0	3.5	11.5	128.8	54.0	181.0	181.0
4	2976	Route 69	152.0	2.0	13.3	101.0	51.0	146.0	152.0
5	3776	Bradley Road	132.5	0.8	19.4	68.0	25.5	126.0	132.5
6	4377	Center Road	85.8	0.3	34.8	14.5	4.5	38.5	85.8
7	4350	N. Pease Road	72	0.0	41.2	2.0	0.0	11.8	59.5
8	5216	Route 67	111.5	0.5	31.9	12.0	4.3	22.0	58.5
Total	24,374		749.8	9.5	22.2	395.3	171.8	605.3	749.3

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_63_(North_Haven)-1-WB-R001
Route_63_(North_Haven)-1-WB-R003
Route_63_(North_Haven)-1-WB-R005
Route_63_(North_Haven)-1-WB-R007

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Route 10				
2	630	Fountain Street	20	121	92	87
3	3049	Dayton Street	132	201	173	218
4	2976	Route 69	89	180	159	180
5	3776	Bradley Road	113	117	92	208
6	4377	Center Road	65	70	83	125
7	4350	N. Pease Road	63	23	78	75
8	5216	Route 67	86	0	137	12
Totals	24374		568	712	814	905

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 67							
2	5367	N. Pease Road	120.3	1.0	30.4	29.0	9.8	52.8	120.3
3	4348	Center Road	73.0	0.3	40.6	2.3	2.0	13.5	72.5
4	4357	Bradley Road	76.5	0.0	38.8	4.0	0.0	15.0	76.5
5	3947	Route 69	195.0	4.3	13.8	127.8	51.3	186.5	195.0
6	3015	Dayton Street	90.0	1.0	22.8	38.3	8.8	80.0	90.0
7	3064	Fountain Street	153.0	2.5	13.7	100.5	41.3	153.0	153.0
8	629	Route 10	17.8	0.0	24.2	6.8	0.0	17.5	17.5
Total	24,727		725.5	9.0	23.2	308.5	113.0	518.3	724.8

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_63_(New_Haven)_AM-1-WB-R00
Route_63_(New_Haven)_AM-1-WB-R00
Route_63_(New_Haven)_AM-1-WB-R00
Route_63_(New_Haven)_AM-1-WB-R00

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Route 67				
2	5367	N. Pease Road	169	118	104	90
3	4348	Center Road	75	68	67	82
4	4357	Bradley Road	66	77	78	85
5	3947	Route 69	121	208	270	181
6	3015	Dayton Street	94	73	123	70
7	3064	Fountain Street	108	127	203	174
8	629	Route 10	14	20	18	19
Totals	24727		647	691	863	701

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 67							
2	5503	N. Pease Road	101.0	0.0	37.1	7.3	1.0	17.8	101.0
3	4354	Center Road	132.5	2.0	22.4	60.8	26.0	80.5	132.5
4	4332	Bradley Road	103.8	0.5	28.5	32.3	17.0	53.8	103.8
5	3889	Route 69	141.0	2.8	18.8	83.5	29.0	130.3	140.8
6	2998	Dayton Street	94.7	0.5	21.6	32.5	17.0	63.8	71.0
7	3109	Fountain Street	168.3	2.3	12.6	86.5	31.5	126.3	126.3
8	533	Route 10	34.7	0.8	10.5	19.5	10.3	25.5	25.5
Total	24,718		701.5	8.8	24.0	322.3	131.8	497.8	700.8

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_63_(North_Haven)-1-WB-R002
Route_63_(North_Haven)-1-WB-R004
Route_63_(North_Haven)-1-WB-R006
Route_63_(North_Haven)-1-WB-R008

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Route 67				
2	5503	N. Pease Road	91	97	106	110
3	4354	Center Road	90	298	77	65
4	4332	Bradley Road	63	190	80	82
5	3889	Route 69	103	134	209	118
6	2998	Dayton Street	100	0	126	58
7	3109	Fountain Street	149	0	177	179
8	533	Route 10	30	0	34	40
Totals	24718		626	719	809	652

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 63							
2	3376	Bradley Road	123.4	2.4	18.6	65.4	27.0	101.1	123.4
Total	3,376		123.4	2.4	18.6	65.4	27.0	101.1	123.4

Stats based on 9 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 69 AM-1-SB-R002
 Route 69 AM-1-SB-R004
 Route 69 AM-1-SB-R006
 Route 69 AM-1-SB-R008
 Route 69 AM-1-SB-R010
 Route 69 AM-1-SB-R013
 Route 69 AM-1-SB-R015
 Route 69 AM-1-SB-R017

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Route 63								
2	3376	Bradley Road	84	86	127	109	144	121	153	111
Totals	3376		84	86	127	109	144	121	153	111

Detailed Statistics By Run

Travel Time (sec) by Section

Route 69 AM-1-SB-R019

Node #	Length	Node Name	Run #9
1	0	Route 63	
2	3376	Bradley Road	176
Totals	3376		176

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 63							
2	3506	Bradley Road	182.3	2.4	13.1	122.6	57.2	168.3	182.2
Total	3,506		182.3	2.4	13.1	122.6	57.2	168.3	182.2

Stats based on 9 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

RTE. 69 PM-1-SB-R002
 RTE. 69 PM-1-SB-R004
 RTE. 69 PM-1-SB-R006
 RTE. 69 PM-1-SB-R008
 RTE. 69 PM-1-SB-R010
 RTE. 69 PM-1-SB-R012
 RTE. 69 PM-1-SB-R014
 RTE. 69 PM-1-SB-R016

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Route 63								
2	3506	Bradley Road	176	123	97	202	199	216	239	191
Totals	3506		176	123	97	202	199	216	239	191

Detailed Statistics By Run

Travel Time (sec) by Section

RTE. 69 PM-1-SB-R018

Node #	Length	Node Name	Run #9
1	0	Route 63	
2	3506	Bradley Road	198
Totals	3506		198

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Bradley Road							
2	3456	Route 63	143.3	2.5	16.4	84.6	43.5	120.7	143.0
Total	3,456		143.3	2.5	16.4	84.6	43.5	120.7	143.0

Stats based on 10 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 69 AM-1-SB-R001
 Route 69 AM-1-SB-R003
 Route 69 AM-1-SB-R005
 Route 69 AM-1-SB-R007
 Route 69 AM-1-SB-R009
 Route 69 AM-1-SB-R012
 Route 69 AM-1-SB-R014
 Route 69 AM-1-SB-R016

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Bradley Road								
2	3456	Route 63	166	95	117	152	257	76	112	179
Totals	3456		166	95	117	152	257	76	112	179

Detailed Statistics By Run

Travel Time (sec) by Section

Route 69 AM-1-SB-R018
Route 69 AM-1-SB-R020

Node #	Length	Node Name	Run #9	Run #10
1	0	Bradley Road		
2	3456	Route 63	130	149
Totals	3456		130	149

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Bradley Road							
2	3438	Route 63	222.2	3.4	10.5	163.6	90.3	208.4	222.0
Total	3,438		222.2	3.4	10.5	163.6	90.3	208.4	222.0

Stats based on 10 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

RTE. 69 PM-1-SB-R001
 RTE. 69 PM-1-SB-R003
 RTE. 69 PM-1-SB-R005
 RTE. 69 PM-1-SB-R007
 RTE. 69 PM-1-SB-R009
 RTE. 69 PM-1-SB-R011
 RTE. 69 PM-1-SB-R013
 RTE. 69 PM-1-SB-R

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Bradley Road								
2	3438	Route 63	82	98	203	176	136	102	350	239
Totals	3438		82	98	203	176	136	102	350	239

Detailed Statistics By Run

Travel Time (sec) by Section

RTE. 69 PM-1-SB-R017
RTE. 69 PM-1-SB-R019

Node #	Length	Node Name	Run #9	Run #10
1	0	Bradley Road		
2	3438	Route 63	502	334
Totals	3438		502	334

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Highland Avenue							
2	23150	Hope Hill Road	448.0	1.8	35.2	58.3	34.8	157.5	437.8
3	1522	Main Street	67.8	1.0	15.3	41.3	21.3	58.3	67.8
4	2313	North Main Street	98.8	2.3	16.0	60.0	28.3	91.0	97.0
5	4959	Miles Dr/Northrop Rd	117.8	1.0	28.7	35.5	21.5	54.5	117.5
6	1626	Williams Road	24.8	0.0	44.8	0.0	0.0	1.8	24.8
7	1772	Durham Rd/Barnes	32.3	0.3	37.5	5.3	0.0	11.5	29.5
8	1685	Wallingford/Durham	25.5	0.0	45.1	0.0	0.0	1.0	23.3
9	-9786		1.0	0.0	-6672.3	0.0	0.0	0.3	0.8
10	21975		215.8	2.0	69.4	0.0	18.0	80.0	212.5
Total	49,216		1031.5	8.3	32.5	200.3	123.8	455.8	1010.8

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_68_AM_EB-1-EB-R001
Route_68_AM_EB-1-EB-R003
Route_68_AM_EB-1-EB-R005
Route_68_AM_EB-1-EB-R007

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Highland Avenue				
2	23150	Hope Hill Road	374	414	446	558
3	1522	Main Street	70	134	32	35
4	2313	North Main Street	91	110	36	158
5	4959	Miles Dr/Northrop Rd	124	77	188	82
6	1626	Williams Road	26	24	22	27
7	1772	Durham Rd/Barnes	25	41	22	41
8	1685	Wallingford/Durham	25	27	21	29
9	-9786		1	1	1	1
10	21975		167	278	191	227
Totals	49216		903	1,106	959	1,158

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Highland Avenue							
2	23612	Hope Hill Road	465.0	2.5	34.6	57.8	25.3	161.0	365.0
3	1503	Main Street	47.3	0.3	21.7	16.0	3.3	35.3	35.5
4	2405	N. Main Street	78.3	0.5	20.9	28.8	12.8	56.0	57.3
5	4980	Miles Dr/Northrop Rd	104	0.3	32.6	14.5	12.5	29.0	78.0
6	1642	Williams Road	49	0.5	22.8	17.0	9.5	24.0	36.8
7	1711	Durham Rd/Barnes Rd	26.3	0.0	44.3	0.0	0.0	0.3	19.8
8	12575	Wallingford/Durham	285.3	2.3	30.0	63.5	21.0	111.5	213.5
Total	48,428		834.8	6.3	39.6	197.5	84.3	417.0	805.8

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Rte.68_EB_(PM)-1-EB-R001
Rte.68_EB_(PM)-1-EB-R003
Rte.68_EB_(PM)-1-EB-R005
Rte.68_EB_(PM)-1-EB-R007

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Highland Avenue				
2	23612	Hope Hill Road	391	416	588	173
3	1503	Main Street	64	46	32	0
4	2405	N. Main Street	102	96	37	0
5	4980	Miles Dr/Northrop Rd	83	85	144	0
6	1642	Williams Road	55	70	22	0
7	1711	Durham Rd/Barnes Rd	27	27	25	0
8	12575	Wallingford/Durham	269	317	270	0
Totals	48428		991	1,057	1,118	173

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Wallingford/Durham							
2	3359	Durham Rd/Barnes	61.3	0.0	37.3	3.7	0.0	15.7	61.3
3	3125	Williams Rd	58.3	0.0	36.5	5.7	0.0	22.3	58.3
4	3043	Miles Dr/Northrop	77.3	0.7	26.8	25.3	1.3	58.7	77.3
5	9728	N. Main Street	182.7	1.7	36.3	18.0	15.3	60.3	169.3
6	4368	Main Street	131.3	1.0	22.7	57.0	27.3	110.7	131.3
7	2583	Hope hill Road	83.0	1.0	21.2	38.3	23.7	57.0	83.0
8	20800	Highland Avenue	353.7	1.7	40.1	6.0	13.7	76.3	340.7
Total	47,006		947.7	6.0	33.8	154.0	81.3	401.0	921.3

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_68_AM_EB-1-EB-R002
Route_68_AM_EB-1-EB-R004
Route_68_AM_EB-1-EB-R006

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Wallingford/Durham			
2	3359	Durham Rd/Barnes	60	64	60
3	3125	Williams Rd	54	69	52
4	3043	Miles Dr/Northrop	73	98	61
5	9728	N. Main Street	161	199	188
6	4368	Main Street	100	115	179
7	2583	Hope hill Road	66	89	94
8	20800	Highland Avenue	361	367	333
Totals	47006		875	1,001	967

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Wallingford/Durham							
2	3442	Durham Rd/Barnes Rd	82.3	0.7	28.5	24.7	17.3	35.7	82.3
3	3126	Williams Rd	57.0	0.0	37.4	4.0	0.0	20.0	57.0
4	3036	Miles Dr	102.3	1.7	20.2	50.3	24.7	76.3	102.3
5	9760	N Main St	185.3	1.0	35.9	23.0	27.7	56.3	170.7
6	4324	Main Street	217.3	5.0	13.6	143.3	42.0	207.3	217.3
7	2671	Hope Hill Road	99.3	1.0	18.3	53.3	36.7	77.7	99.3
8	20440	Highland Avenue	233.7	1.0	59.6	3.7	7.3	51.0	217.7
Total	46,799		977.3	10.3	32.6	302.3	155.7	524.3	946.7

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Rte.68_EB_(PM)-1-EB-R002
Rte.68_EB_(PM)-1-EB-R004
Rte.68_EB_(PM)-1-EB-R006

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Wallingford/Durham			
2	3442	Durham Rd/Barnes Rd	55	120	72
3	3126	Williams Rd	51	57	63
4	3036	Miles Dr	91	113	103
5	9760	N Main St	194	155	207
6	4324	Main Street	98	335	219
7	2671	Hope Hill Road	64	112	122
8	20440	Highland Avenue	338	153	210
Totals	46799		891	1,045	996

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 17							
2	2324	Quinnipiac Avenue	97.3	1.7	16.3	57.3	29.0	86.7	97.3
3	6406	Mill Street	137.0	1.0	31.9	27.7	5.7	68.7	137.0
4	4593	Route 100	82.7	0.3	37.9	8.3	0.0	19.7	82.7
5	11978	Route 22	212.7	0.7	38.4	8.0	5.7	39.3	212.7
6	7374	Route 139	159.3	1.3	31.6	33.0	14.0	78.7	151.0
7	4937	West Pond Road	85.7	0.0	39.3	3.7	0.0	23.3	85.7
8	12348	Route 77	215.0	1.3	39.2	15.0	6.3	43.7	214.3
Total	49,960		989.7	6.3	34.4	153.0	60.7	360.0	980.7

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 80 AM EB-1-EB-R001
Route 80 AM EB-1-EB-R003
Route 80 AM EB-1-EB-R005

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Route 17			
2	2324	Quinnipiac Avenue	108	91	93
3	6406	Mill Street	119	145	147
4	4593	Route 100	103	78	67
5	11978	Route 22	217	213	208
6	7374	Route 139	183	154	141
7	4937	West Pond Road	82	80	95
8	12348	Route 77	180	222	243
Totals	49960		992	983	994

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 17							
2	2490	Quinnipiac Avenue	231.0	4.0	7.3	188.7	108.0	223.0	231.0
3	6454	Mill Street	182.3	2.3	24.1	72.0	15.3	145.0	182.3
4	5023	Route 100	101.3	0.3	33.8	15.3	3.3	48.0	101.3
5	11537	Route 22	248.7	2.0	31.6	51.7	12.0	114.0	248.7
6	7394	Route 139	192.3	2.0	26.2	66.0	19.7	120.3	192.3
7	4933	West Pond Road	104.3	0.0	32.2	19.7	0.0	70.0	104.3
8	12290	Route 77	218.7	0.3	38.3	13.7	4.3	58.3	217.0
Total	50,121		1278.7	11.0	26.7	427.0	162.7	778.7	1277.0

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 80 PM EB-1-EB-R001
Route 80 PM2 EB-1-EB-R001
Route 80 PM2 EB-1-EB-R003

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Route 17			
2	2490	Quinnipiac Avenue	226	219	248
3	6454	Mill Street	149	199	199
4	5023	Route 100	107	90	107
5	11537	Route 22	260	246	240
6	7394	Route 139	208	159	210
7	4933	West Pond Road	121	104	88
8	12290	Route 77	229	198	229
Totals	50121		1,300	1,215	1,321

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 77							
2	12467	West Pond Road	191.3	0.0	44.4	0.0	0.7	20.3	183.3
3	4978	Route 139	119.0	1.0	28.5	34.7	8.3	62.0	119.0
4	7287	Route 22	126.3	0.7	39.3	8.3	12.7	35.3	119.3
5	12416	Route 100	243.7	0.7	34.7	34.7	17.3	79.0	243.7
6	4123	Mill Street	93.7	0.7	30.0	23.0	8.0	40.3	93.7
7	6461	Quinnipiac Avenue	168.0	1.7	26.2	57.3	28.3	97.7	168.0
8	2276	Route 17	56.7	0.3	27.4	19.7	11.7	34.0	56.0
Total	50,008		998.7	5.0	34.1	177.7	87.0	368.7	983.0

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 80 AM EB-1-EB-R002
Route 80 AM EB-1-EB-R004
Route 80 AM EB-1-EB-R006

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Route 77			
2	12467	West Pond Road	197	193	184
3	4978	Route 139	131	143	83
4	7287	Route 22	126	105	148
5	12416	Route 100	302	226	203
6	4123	Mill Street	87	98	96
7	6461	Quinnipiac Avenue	159	200	145
8	2276	Route 17	87	37	46
Totals	50008		1,089	1,002	905

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 77							
2	12402	West Pond Road	233.5	0.5	36.2	32.5	2.5	73.0	233.5
3	5175	Route 139	112.0	0.5	31.5	24.0	8.0	67.5	112.0
4	7180	Route 22	149.0	1.0	32.9	26.5	18.5	58.0	149.0
5	12306	Route 100	241.5	1.5	34.7	31.5	20.0	86.0	241.5
6	4041	Mill Street	80.0	0.5	34.4	12.0	4.0	27.0	80.0
7	6585	Quinnipiac Avenue	201.0	3.0	22.3	88.5	49.5	130.5	201.0
8	2260	Route 17	71.5	1.0	21.6	33.0	21.5	45.5	71.0
Total	49,949		1088.5	8.0	31.3	248.0	124.0	487.5	1088.0

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Rout 80 PM WB-1-EB-R002
Route 80 PM2 WB-1-EB-R002

Node #	Length	Node Name	Run #1	Run #2
1	0	Route 77		
2	12402	West Pond Road	190	277
3	5175	Route 139	115	109
4	7180	Route 22	143	155
5	12306	Route 100	249	234
6	4041	Mill Street	67	93
7	6585	Quinnipiac Avenue	222	180
8	2260	Route 17	75	68
Totals	49949		1,061	1,116

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	I-91							
2	5005	Woodhouse	89.0	0.0	38.3	3.7	0.0	19.7	89.0
3	3601	North/South Elm St	91.0	0.3	27.0	29.3	7.3	68.0	91.0
4	2783	Route 5	134.7	2.7	14.1	87.0	28.0	134.7	134.7
5	15141	Route 68	422.7	3.7	24.4	164.3	69.3	292.3	422.7
6	2028	Route 71	40.7	0.3	34.0	6.0	0.0	12.0	40.7
Total	28,558		778.0	7.0	25.0	290.3	104.7	526.7	778.0

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_150_AM_SB-1-SB-R002
Route_150_AM_SB-1-SB-R004
Route_150_AM_SB-1-SB-R006

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	I-91			
2	5005	Woodhouse	94	88	85
3	3601	North/South Elm St	73	118	82
4	2783	Route 5	125	159	120
5	15141	Route 68	435	396	437
6	2028	Route 71	36	34	52
Totals	28558		763	795	776

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	I-91							
2	5084	Woodhouse	101.0	0.3	34.3	14.0	3.7	37.0	101.0
3	3639	North/South Elm St	105.3	2.0	23.6	43.3	5.0	83.3	105.3
4	2792	North/South Colony	165.0	3.0	11.5	117.0	42.7	165.0	165.0
5	15017	Route 68	484.0	5.0	21.2	228.0	121.0	361.7	484.0
6	2098	Route 71	89.7	0.7	16.0	53.3	41.7	64.7	89.7
Total	28,630		945.0	11.0	20.7	455.7	214.0	711.7	945.0

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

RTE.150PM_SB-1-SB-R002
RTE.150PM_SB-1-SB-R004
RTE.150PM_SB-1-SB-R006

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	I-91			
2	5084	Woodhouse	122	90	91
3	3639	North/South Elm St	84	134	98
4	2792	North/South Colony	180	176	139
5	15017	Route 68	538	434	480
6	2098	Route 71	41	135	93
Totals	28630		965	969	901

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 71							
2	1842	Route 68	68.3	0.3	18.4	37.0	20.3	54.0	68.3
3	16091	Route 5	480.0	6.3	22.9	205.7	66.7	376.0	480.0
4	2734	North/South Elm	104.3	2.3	17.9	57.3	18.0	101.3	104.3
5	3622	Woodhouse	85.0	0.7	29.1	23.0	12.7	37.0	85.0
6	4900	I-91	116.0	1.3	28.8	32.0	13.7	63.3	116.0
Total	29,189		853.7	11.0	23.3	355.0	131.3	631.7	853.7

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_150_AM_SB-1-SB-R001
Route_150_AM_SB-1-SB-R003
Route_150_AM_SB-1-SB-R005

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Route 71			
2	1842	Route 68	113	43	49
3	16091	Route 5	497	452	491
4	2734	North/South Elm	114	102	97
5	3622	Woodhouse	107	65	83
6	4900	I-91	107	145	96
Totals	29189		938	807	816

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 71							
2	2245	Route 68	76.0	0.3	20.1	37.3	21.3	58.7	76.0
3	15580	NOrth/South Colony Rd	437.3	5.7	24.3	171.3	67.0	291.0	437.3
4	2740	North/South Elm St	149.3	2.7	12.5	102.3	39.0	149.3	149.3
5	3635	Woodhouse	83.3	0.3	29.7	21.3	0.0	65.0	83.3
6	4748	I-91	108.7	0.7	29.8	27.3	12.0	46.3	108.7
Total	28,948		854.7	9.7	23.1	359.7	139.3	610.3	854.7

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

RTE.150PM_SB-1-SB-R001
 RTE.150PM_SB-1-SB-R003
 RTE.150PM_SB-1-SB-R005

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Route 71			
2	2245	Route 68	50	56	122
3	15580	NOrth/South Colony Rd	387	439	486
4	2740	North/South Elm St	112	159	177
5	3635	Woodhouse	87	76	87
6	4748	I-91	101	104	121
Totals	28948		737	834	993

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 1							
2	6584	River Street	195.5	2.5	23.0	83.0	34.0	144.0	195.5
3	17036	Route 75	417.0	4.0	27.9	126.5	37.0	282.0	417.0
4	15574	Platt Avenue	328.0	2.5	32.4	62.5	17.0	129.0	328.0
5	15112	Route 1	530.0	8.5	19.4	272.0	118.0	409.5	530.0
Total	54,306		1470.5	17.5	25.2	544.0	206.0	964.5	1470.5

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

162 AM-1-EB-R001
162 AM-1-EB-R003

Node #	Length	Node Name	Run #1	Run #2
1	0	Route 1		
2	6584	River Street	186	205
3	17036	Route 75	402	432
4	15574	Platt Avenue	338	318
5	15112	Route 1	581	479
Totals	54306		1,507	1,434

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 1							
2	6702	River Street	205.5	2.0	22.2	91.5	33.5	176.5	205.5
3	17132	Merwin Avenue	424.0	3.0	27.5	132.0	28.5	308.5	424.0
4	15549	Platt Avenue	325.0	1.0	32.6	60.0	11.0	146.5	325.0
5	15274	Route 1	429.5	4.0	24.2	171.0	70.5	321.5	429.0
Total	54,657		1384.0	10.0	26.9	454.5	143.5	953.0	1383.5

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

RTE. 162 PM-1-EB-R001
 RTE. 162 PM-1-EB-R003

Node #	Length	Node Name	Run #1	Run #2
1	0	Route 1		
2	6702	River Street	172	239
3	17132	Merwin Avenue	437	411
4	15549	Platt Avenue	328	322
5	15274	Route 1	476	383
Totals	54657		1,413	1,355

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 1							
2	14771	Platt Avenue	413.0	4.5	24.4	160.5	57.5	272.0	413.0
3	15462	Merwin Avenue	346.0	2.5	30.5	82.0	28.0	182.5	346.0
4	17826	River Street	561.0	8.0	21.7	257.0	65.0	478.0	561.0
5	6419	Route 1	180.0	0.5	24.3	70.5	18.5	164.0	180.0
Total	54,478		1500.0	15.5	24.8	570.0	169.0	1096.5	1500.0

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

162 AM-1-EB-R002
162 AM-1-EB-R004

Node #	Length	Node Name	Run #1	Run #2
1	0	Route 1		
2	14771	Platt Avenue	470	356
3	15462	Merwin Avenue	372	320
4	17826	River Street	599	523
5	6419	Route 1	188	172
Totals	54478		1,629	1,371

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 1							
2	15104	Platt Avenue	424.5	5.0	24.3	167.0	24.5	336.5	424.5
3	15280	Merwin Avenue	313.5	1.0	33.2	53.5	6.5	170.0	313.5
4	17455	River Street	457.0	6.0	26.0	159.0	38.0	289.0	457.0
5	6501	Route 1	159.5	0.0	27.8	49.0	0.0	137.5	159.0
Total	54,340		1354.5	12.0	27.4	428.5	69.0	933.0	1354.0

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

RTE. 162 PM-1-EB-R002
RTE. 162 PM-1-EB-R004

Node #	Length	Node Name	Run #1	Run #2
1	0	Route 1		
2	15104	Platt Avenue	405	444
3	15280	Merwin Avenue	312	315
4	17455	River Street	411	503
5	6501	Route 1	163	156
Totals	54340		1,291	1,418

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	I-95							
2	9799	Legion Avenue	377.5	3.7	17.7	157.7	88.3	223.3	324.7
3	1688	Derby Avenue	34	0.7	33.9	5.3	1.0	10.3	26.0
4	3572	Ella Grasso	152.5	1.0	16.0	61.0	30.3	83.0	101.7
5	3061	Fitch Street	110.5	1.3	18.9	39.0	15.7	58.0	73.7
6	8394	Arch Street	237	1.7	24.1	62.3	26.3	114.0	158.0
7	5882	Treadwell Street	172.5	1.0	23.2	48.0	21.7	91.3	115.0
8	8321	Skiff Street	208	1.3	27.3	44.0	9.3	87.3	138.7
9	5912	Whitney Avenue	137.5	1.0	29.3	24.0	9.7	47.0	91.7
10	7698	Route 22	169	1.3	31.1	25.0	17.0	50.7	112.7
11	6428	Mt Carmel Avenue	131	0.7	33.5	7.0	1.0	19.3	76.3
12	13128	Hamden/ Cheshire	215	0.0	41.6	1.0	0.0	13.7	91.0
Total	73,883		1310.0	13.7	38.5	474.3	220.3	798.0	1309.3

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_10_AM-1-R002
Route_10_AM-1-R004
Route_10_AM-1-R005

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	I-95			
2	9799	Legion Avenue	285	219	470
3	1688	Derby Avenue	30	11	38
4	3572	Ella Grasso	237	0	68
5	3061	Fitch Street	95	0	126
6	8394	Arch Street	261	0	213
7	5882	Treadwell Street	199	0	146
8	8321	Skiff Street	178	0	238
9	5912	Whitney Avenue	148	0	127
10	7698	Route 22	199	0	139
11	6428	Mt Carmel Avenue	131	0	98
12	13128	Hamden/ Cheshire	215	0	59
Totals	73883		1,978	230	1,722

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	I-95							
2	9978	Legion Avenue	486.0	4.0	14.0	316.0	253.0	363.0	486.0
3	1782	Derby Avenue	131.0	2.0	9.3	101.0	76.0	118.0	131.0
4	3359	Ella Grasso	288.0	6.0	8.0	231.0	117.0	288.0	288.0
5	3101	Fitch Street	76.0	1.0	27.8	23.0	1.0	44.0	76.0
6	8435	Arch Street	384.0	5.0	15.0	240.0	114.0	363.0	384.0
7	5908	Treadwell Street	201.0	2.0	20.0	100.0	20.0	188.0	201.0
8	8386	Skiff Street	290.0	3.0	19.7	147.0	53.0	263.0	290.0
9	5824	Whitney Avenue	169.0	2.0	23.5	70.0	25.0	139.0	169.0
10	7698	Route 22	220.0	2.0	23.9	89.0	45.0	144.0	220.0
11	6299	Mt Carmel Avenue	126.0	0.0	34.1	19.0	0.0	45.0	126.0
12	13020	Hamden/ Cheshire	273.0	2.0	32.5	51.0	0.0	117.0	273.0
Total	73,790		2644.0	29.0	19.0	1387.0	704.0	2072.0	2644.0

Stats based on 1 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_10_PM-1-SB-R002

Node #	Length	Node Name	Run #1
1	0	I-95	
2	9978	Legion Avenue	486
3	1782	Derby Avenue	131
4	3359	Ella Grasso	288
5	3101	Fitch Street	76
6	8435	Arch Street	384
7	5908	Treadwell Street	201
8	8386	Skiff Street	290
9	5824	Whitney Avenue	169
10	7698	Route 22	220
11	6299	Mt Carmel Avenue	126
12	13020	Hamden/ Cheshire	273
Totals	73790		2,644

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Hamden/ Cheshire							
2	13216	Mt Carmel Ave	244.5	1.0	36.9	19.0	38.5	68.5	244.0
3	6336	Route 22	113.0	0.5	38.2	7.5	3.0	22.0	113.0
4	7757	Dixwell Avenue	246.0	4.0	21.5	114.0	74.5	159.0	246.0
5	5691	Skiff Street	133.0	1.5	29.2	36.0	9.5	62.5	133.0
6	8401	Treadwell Street	232.0	3.5	24.7	89.0	28.5	149.5	232.0
7	5987	Arch Street	191.5	2.0	21.3	89.5	37.0	153.5	191.5
8	8354	Whalley Avenue	201.5	1.0	28.3	59.0	7.5	150.0	201.5
9	3017	Ella Grasso Blvd	93.5	1.0	22.0	42.0	21.5	68.5	93.5
10	3418	Derby Avenue	169.0	3.0	13.8	111.0	60.0	162.5	169.0
11	1760	Legion Avenue	77.5	1.5	15.5	47.5	21.5	71.0	77.5
12	9624	I-95	267.0	2.0	24.6	102.5	62.0	168.5	267.0
Total	73,561		1968.5	21.0	25.5	717.0	363.5	1235.5	1968.0

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_10_AM-1-R001
Route_10_AM-1-R003

Node #	Length	Node Name	Run #1	Run #2
1	0	Hamden/ Cheshire		
2	13216	Mt Carmel Ave	246	243
3	6336	Route 22	103	123
4	7757	Dixwell Avenue	201	291
5	5691	Skiff Street	131	135
6	8401	Treadwell Street	214	250
7	5987	Arch Street	173	210
8	8354	Whalley Avenue	179	224
9	3017	Ella Grasso Blvd	89	98
10	3418	Derby Avenue	114	224
11	1760	Legion Avenue	85	70
12	9624	I-95	236	298
Totals	73561		1,771	2,166

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Hamden/ Cheshire							
2	13228	Mt Carmel Avenue	219.0	1.0	41.2	0.0	7.0	37.0	219.0
3	6360	Route 22	154.0	2.0	28.2	46.0	9.0	83.0	154.0
4	7681	Dixwell Avenue	245.0	2.0	21.4	114.0	70.0	163.0	245.0
5	5688	Skiff Street	151.0	2.0	25.7	54.0	12.0	123.0	151.0
6	8339	Treadwell Street	262.0	2.0	21.7	120.0	29.0	225.0	262.0
7	5986	Arch Street	284.0	4.0	14.4	182.0	73.0	283.0	284.0
8	8369	Whalley Avenue	410.0	7.0	13.9	267.0	127.0	380.0	410.0
9	2896	Ella Grasso blvd	65.0	0.0	30.4	16.0	0.0	44.0	65.0
10	5395	Derby Avenue	323.0	7.0	11.4	231.0	90.0	323.0	323.0
11	1652	Legion Avenue	44.0	1.0	25.6	16.0	0.0	34.0	44.0
12	9039	I-95	232.0	2.0	26.6	78.0	19.0	162.0	232.0
Total	74,633		2389.0	30.0	21.3	1124.0	436.0	1857.0	2389.0

Stats based on 1 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_10_PM-1-SB-R001

Node #	Length	Node Name	Run #1
1	0	Hamden/ Cheshire	
2	13228	Mt Carmel Avenue	219
3	6360	Route 22	154
4	7681	Dixwell Avenue	245
5	5688	Skiff Street	151
6	8339	Treadwell Street	262
7	5986	Arch Street	284
8	8369	Whalley Avenue	410
9	2896	Ella Grasso blvd	65
10	5395	Derby Avenue	323
11	1652	Legion Avenue	44
12	9039	I-95	232
Totals	74633		2,389

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Milford/Stratford Line							
2	20120	Int 56	226.7	0.0	60.5	0.0	0.0	0.0	53.3
3	7750	Int 57	87.7	0.0	60.3	0.0	0.0	0.0	25.3
4	20284	Int 59	222.3	0.0	62.2	0.0	0.0	0.0	26.3
5	18701	Int 60	207.0	0.0	61.6	0.0	0.0	0.7	30.3
6	7578	Int 61	87.0	0.0	59.4	0.0	0.0	0.0	12.3
7	8675	Int 63	96.3	0.0	61.4	0.0	0.0	0.0	14.3
Total	83,108		927.0	0.0	61.1	0.0	0.0	0.7	162.0

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 15 (63-53) AM-1-SB-R002
Route 15 (63-53) AM-1-SB-R004
Route 15 (63-53) AM-1-SB-R006

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Milford/Stratford Line			
2	20120	Int 56	215	243	222
3	7750	Int 57	80	101	82
4	20284	Int 59	206	233	228
5	18701	Int 60	192	222	207
6	7578	Int 61	85	91	85
7	8675	Int 63	104	91	94
Totals	83108		882	981	918

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Exit 63 (Route 22)							
2	26246	Exit 64 (Quinnipiac Street)	312.0	0.8	57.4	0.0	4.5	39.5	62.0
3	14664	Exit 66 (N.Colony St)	163.8	0.0	61.1	0.0	0.0	0.0	21.8
4	20086	I-91	280.0	0.5	48.9	0.5	0.0	60.0	140.0
Total	60,996		755.8	1.3	55.0	0.5	4.5	99.5	223.8

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Rte_15_to_91AM-1-NB-R001
Rte_15_to_91AM-1-NB-R003
Rte_15_to_91AM-1-NB-R005
Rte_15_to_91AM-1-NB-R007

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Exit 63 (Route 22)				
2	26246	Exit 64 (Quinnipiac)	270	309	343	326
3	14664	Exit 66 (N.Colony St)	171	169	143	172
4	20086	I-91	252	345	290	233
Totals	60996		693	823	776	731

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Milford/Stratford Line							
2	20353	Int 56	268.7	0.0	51.7	0.0	0.0	11.7	172.0
3	7815	Int 57	102.3	0.0	52.1	0.0	0.0	0.0	66.0
4	20119	Int 59	296.7	0.0	46.2	0.0	0.0	30.3	253.7
5	18893	Int 60	260.7	0.0	49.4	0.0	0.0	11.3	185.3
6	7205	Int 61	93.3	0.0	52.6	0.0	0.0	1.7	53.7
7	8718	Int 63	113.0	0.0	52.6	0.0	0.0	1.0	70.0
Total	83,103		1134.7	0.0	49.9	0.0	0.0	56.0	800.7

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 15 (63 to 53) PM-1-SB-R002
route 15 (63-53) PM2-1-SB-R002
route 15 (63-53) PM2-1-SB-R004

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Milford/Stratford Line			
2	20353	Int 56	255	282	269
3	7815	Int 57	94	112	101
4	20119	Int 59	255	303	332
5	18893	Int 60	220	297	265
6	7205	Int 61	77	113	90
7	8718	Int 63	101	126	112
Totals	83103		1,002	1,233	1,169

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Exit 63 (Route 22)							
2	26251	Exit 64 (Quinnipiac St)	347.5	1.0	51.5	0.0	0.5	24.0	182.5
3	14718	Exit 66 (N Colony Road)	197.0	0.0	50.9	0.0	0.0	2.0	117.5
4	20072	I-91	268.5	0.0	51.0	0.0	0.0	1.5	201.0
Total	61,041		813.0	1.0	51.2	0.0	0.5	27.5	501.0

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Rte_15_to_91_PM-1-NB-R001
Rte_15_to_91_PM-1-NB-R003

Node #	Length	Node Name	Run #1	Run #2
1	0	Exit 63 (Route 22)		
2	26251	Exit 64 (Quinnipiac St)	307	388
3	14718	Exit 66 (N Colony Road)	162	232
4	20072	I-91	265	272
Totals	61041		734	892

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	I-91							
2	22405	Exit 66 N Colony Rd	295.7	0.7	51.7	0.0	2.0	24.7	148.7
3	14315	Exit 64 Quinnipiac St	161.3	0.0	60.5	0.0	0.0	0.0	16.0
4	26122	Exit 63 Route 22	299.3	0.0	59.5	0.0	0.0	0.0	37.0
Total	62,842		756.3	0.7	56.7	0.0	2.0	24.7	201.7

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Rte_15_to_91AM-1-NB-R002
Rte_15_to_91AM-1-NB-R004
Rte_15_to_91AM-1-NB-R006

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	I-91			
2	22405	Exit 66 N Colony Rd	267	277	343
3	14315	Exit 64 Quinnipiac St	170	170	144
4	26122	Exit 63 Route 22	307	310	281
Totals	62842		744	757	768

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Int 63							
2	8815	Int 61	98.0	0.0	61.3	0.0	0.0	2.3	8.0
3	7862	Int 60	83.7	0.0	64.1	0.0	0.0	0.0	5.7
4	18737	Int 59	212.7	0.0	60.1	0.0	0.0	6.7	35.7
5	19778	Int 57	224.7	0.0	60.0	0.0	0.0	0.0	43.7
6	7673	Int 56	80.7	0.0	64.9	0.0	0.0	0.0	18.0
7	20793	Milford/Stratford line	229.7	0.0	61.7	0.0	0.0	4.7	40.7
Total	83,658		929.3	0.0	61.4	0.0	0.0	13.7	151.7

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 15 (63-53) AM-1-SB-R001
Route 15 (63-53) AM-1-SB-R003
Route 15 (63-53) AM-1-SB-R005

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Int 63			
2	8815	Int 61	89	98	107
3	7862	Int 60	76	88	87
4	18737	Int 59	195	224	219
5	19778	Int 57	217	226	231
6	7673	Int 56	71	75	96
7	20793	Milford/Stratford line	212	235	242
Totals	83658		860	946	982

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	I-91							
2	19973	Exit 66 (N Colony Rd)	345.0	0.5	39.5	38.5	1.0	124.5	320.0
3	14331	Exit 64 (Quinnipiac St)	198.5	0.0	49.2	0.0	0.0	0.0	188.5
4	26120	Exit 63 (Route 22)	333.0	0.0	53.5	0.0	0.0	2.5	297.0
Total	60,424		876.5	0.5	47.0	38.5	1.0	127.0	805.5

Stats based on 2 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Rte_15_to_91_PM-1-NB-R002
Rte_15_to_91_PM-1-NB-R004

Node #	Length	Node Name	Run #1	Run #2
1	0	I-91		
2	19973	Exit 66 (N Colony Rd)	272	418
3	14331	Exit 64 (Quinnipiac St)	198	199
4	26120	Exit 63 (Route 22)	378	288
Totals	60424		848	905

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Int 63							
2	8438	Int 61	102.0	0.0	56.4	0.0	0.0	2.3	48.0
3	8086	Int 60	99.7	0.0	55.3	0.0	0.0	1.3	43.3
4	18647	Int 59	246.7	0.0	51.5	0.0	0.0	8.7	160.3
5	20251	Int 57	254.3	0.0	54.3	0.0	0.0	14.3	130.0
6	7322	Int 56	84.0	0.0	59.4	0.0	0.0	0.0	15.7
7	20746	Milford/Stratford Line	240.7	0.0	58.8	0.0	0.0	0.0	64.0
Total	83,490		1027.3	0.0	55.4	0.0	0.0	26.7	461.3

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 15 (63 to 53) PM-1-SB-R001
route 15 (63-53) PM2-1-SB-R001
route 15 (63-53) PM2-1-SB-R003

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Int 63			
2	8438	Int 61	85	115	106
3	8086	Int 60	83	121	95
4	18647	Int 59	204	280	256
5	20251	Int 57	212	270	281
6	7322	Int 56	78	82	92
7	20746	Milford/Stratford Line	228	245	249
Totals	83490		890	1,113	1,079

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 1							
2	760	I-95	50.8	1.0	10.2	37.7	14.3	49.3	50.8
3	17478	Route 80	342.7	2.2	34.8	45.0	7.7	125.0	341.7
Total	18,238		393.5	3.2	31.6	82.7	22.0	174.3	392.5

Stats based on 6 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_100_AM_SB-1-SB-R003
Route_100_AM_SB-1-SB-R005
Route_100_AM_SB-1-SB-R007
Route_100_AM_SB-1-SB-R009
Route_100_AM_SB-1-SB-R012
Route_100_AM_SB-1-SB-R014

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Route 1						
2	760	I-95	45	29	141	29	45	16
3	17478	Route 80	332	319	353	338	352	362
Totals	18238		377	348	494	367	397	378

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 1							
2	518	Route 95	23.0	0.3	15.4	14.0	3.3	23.0	23.0
3	17447	Route 80	480.8	3.0	24.7	183.0	79.8	300.3	480.8
Total	17,965		503.8	3.3	24.3	197.0	83.0	323.3	503.8

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

RTE_100_SB_-_PM-1-SB-R002
RTE_100_SB_-_PM-1-SB-R004
RTE_100_SB_-_PM-1-SB-R006
RTE_100_SB_-_PM-1-SB-R008

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Route 1				
2	518	Route 95	19	13	21	39
3	17447	Route 80	340	319	523	741
Totals	17965		359	332	544	780

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 80							
2	17223	I-95 Ramps	326.8	2.6	35.9	37.6	8.6	97.8	324.2
3	379	Route 1	13.0	0.2	19.9	5.2	2.6	9.2	10.4
Total	17,602		337.2	2.8	35.6	42.8	11.2	107.0	334.6

Stats based on 5 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route_100_AM_SB-1-SB-R004
Route_100_AM_SB-1-SB-R006
Route_100_AM_SB-1-SB-R008
Route_100_AM_SB-1-SB-R010
Route_100_AM_SB-1-SB-R013

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Route 80					
2	17223	I-95 Ramps	270	394	332	341	297
3	379	Route 1	0	8	6	10	28
Totals	17602		270	402	338	351	325

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 80							
2	17389	I-95	491.0	3.3	24.1	194.8	98.3	313.0	491.0
3	659	Route 1	21.8	0.8	20.7	11.5	2.5	21.3	21.3
Total	18,048		512.8	4.0	24.0	206.3	100.8	334.3	512.3

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

RTE_100_SB_-_PM-1-SB-R001
RTE_100_SB_-_PM-1-SB-R003
RTE_100_SB_-_PM-1-SB-R005
RTE_100_SB_-_PM-1-SB-R007

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Route 80				
2	17389	I-95	319	337	401	907
3	659	Route 1	19	19	36	13
Totals	18048		338	356	437	920

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	I-95							
2	3970	Route 1	184.8	1.8	14.6	116.8	62.0	180.0	184.8
3	5468	Route 34	135.0	1.0	27.6	41.8	12.0	78.4	135.0
4	7994	Route 63	253.4	2.0	21.5	118.4	63.0	188.2	252.8
Total	17,432		573.2	4.8	20.7	277.0	137.0	446.6	572.6

Stats based on 5 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 122 W Haven (AM)-1-NB-R001
Route 122 W Haven (AM)-1-NB-R003
Route 122 W Haven (AM)-1-NB-R005
Route 122 W Haven (AM)-1-NB-R007
Route 122 W Haven (AM)-1-NB-R009

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	I-95					
2	3970	Route 1	156	194	215	161	198
3	5468	Route 34	123	104	158	134	156
4	7994	Route 63	284	267	300	226	190
Totals	17432		563	565	673	521	544

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	I-95							
2	3988	Route 1	307.7	5.7	8.8	239.3	141.7	307.7	307.7
3	5577	Route 34	420.3	10.0	9.0	324.7	158.0	395.0	420.3
4	7935	Route 63	396.3	4.3	13.7	263.3	168.0	373.0	395.7
Total	17,500		1124.3	20.0	10.6	827.3	467.7	1075.7	1123.7

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 122 West Haven PM-1-NB-R001
Route 122 West Haven PM-1-NB-R004
Route 122 West Haven PM-1-NB-R006

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	I-95			
2	3988	Route 1	436	295	192
3	5577	Route 34	404	653	204
4	7935	Route 63	293	337	559
Totals	17500		1,133	1,285	955

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 63							
2	8195	Route 34	362.0	4.8	15.4	221.8	103.0	312.6	362.0
3	5477	Route 1	205.4	3.2	18.2	111.6	45.4	151.4	205.4
4	3913	I-95	172.0	2.8	15.5	106.0	40.8	164.8	171.8
Total	17,585		739.4	10.8	16.2	439.4	189.2	628.8	739.2

Stats based on 5 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 122 W Haven (AM)-1-NB-R002
Route 122 W Haven (AM)-1-NB-R004
Route 122 W Haven (AM)-1-NB-R006
Route 122 W Haven (AM)-1-NB-R008
Route 122 W Haven (AM)-1-NB-R010

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Route 63					
2	8195	Route 34	288	316	439	456	311
3	5477	Route 1	195	199	136	369	128
4	3913	I-95	91	297	136	182	154
Totals	17585		574	812	711	1,007	593

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 63							
2	7983	Route 34	360.0	4.3	15.1	223.7	107.3	344.0	360.0
3	5690	Route 1	193.7	2.0	20.0	96.7	43.0	171.7	193.7
4	3930	I-95	259.3	3.7	10.3	194.0	80.0	258.7	258.7
Total	17,603		813.0	10.0	14.8	514.3	230.3	774.3	812.3

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Route 122 West Haven PM-1-NB-R002
Route 122 West Haven PM-1-NB-R005
Route 122 West Haven PM-1-NB-R007

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Route 63			
2	7983	Route 34	408	306	366
3	5690	Route 1	227	204	150
4	3930	I-95	425	247	106
Totals	17603		1,060	757	622

APPENDIX

D

2014 CONGESTED CORRIDOR TRAVEL TIME DATA

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 828-1693

Study Name : **Route 17 AM NB**
 Study Date : **5/12/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 80							
2	1581	I-91 NB Ramps	163.3	2.5	6.6	136.0	91.8	162.0	163.3
3	6228	Route 103	159.3	0.8	26.7	52.8	23.0	98.8	159.3
4	5555	Montowese Avenue	102.8	0.3	36.9	8.5	0.5	24.8	102.8
5	16073	Village Street	279.0	0.3	39.3	5.8	0.3	27.0	279.0
6	6485	Forest Road	120.3	0.5	36.8	11.3	0.5	30.5	120.3
7	627	Clintonville Road	19.3	0.3	22.2	8.3	0.8	19.3	19.3
Total	36,549		843.8	4.5	29.5	222.5	116.8	362.3	843.8

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Connecticut Counts LLC
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Study Name : **Route 17 AM NB**
 Study Date : **5/12/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Route 17 AM #1-1-R002
 Route 17 AM #1-1-R004
 Route 17 AM #1-1-R006
 Route 17 AM #1-1-R008*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Route 80				
2	1581	I-91 NB Ramps	51	165	250	187
3	6228	Route 103	221	142	119	155
4	5555	Montowese Avenue	102	94	122	93
5	16073	Village Street	280	269	289	278
6	6485	Forest Road	136	111	131	103
7	627	Clintonville Road	37	13	13	14
Totals	36549		827	794	924	830

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 828-1693

Study Name : **Route 17 PM NB**
 Study Date : **5/12/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 80							
2	1562	I-91 NB Ramps	110.5	1.8	9.6	83.5	44.8	109.3	110.5
3	6336	Route 103	145.3	1.3	29.7	37.0	7.5	74.0	145.3
4	5527	Montowese Avenue	111.5	0.8	33.8	17.0	2.8	41.0	111.5
5	15997	Village Street	284.0	0.8	38.4	11.0	10.3	46.8	284.0
6	6476	Forest Road	115.5	0.3	38.2	10.0	5.0	20.0	115.5
7	613	Clintonville Road	15.8	0.3	26.5	5.0	0.0	13.5	15.8
Total	36,511		782.5	5.0	31.8	163.5	70.3	304.5	782.5

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Connecticut Counts LLC
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Study Name : **Route 17 PM NB**
 Study Date : **5/12/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Route 17 PM SB-1-SB-R002
 Route 17 PM SB-1-SB-R004
 Route 17 PM SB-1-SB-R006
 Route 17 PM SB-1-SB-R008*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Route 80				
2	1562	I-91 NB Ramps	56	137	124	125
3	6336	Route 103	146	150	165	120
4	5527	Montowese Avenue	98	119	118	111
5	15997	Village Street	282	282	296	276
6	6476	Forest Road	150	101	102	109
7	613	Clintonville Road	23	12	13	15
Totals	36511		755	801	818	756

Connecticut Counts LLC
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Study Name : **Route 17 AM SB**
 Study Date : **5/12/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Clintonville Road							
2	752	Route 22	60.3	1.5	8.5	47.3	16.8	60.3	60.3
3	6313	Village Street	125.0	0.3	34.4	17.0	3.8	42.0	125.0
4	15914	Montowese Avenue	255.8	0.0	42.4	0.0	0.0	7.3	255.8
5	5548	Route 103	98.0	0.3	38.6	5.8	2.5	11.5	98.0
6	6336	I-91 NB Ramps	146.5	1.0	29.5	38.0	5.8	76.3	146.5
7	1602	Route 80	42.0	0.3	26.0	14.3	0.0	32.5	42.0
Total	36,465		727.5	3.3	34.2	122.3	28.8	229.8	727.5

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 828-1693

Study Name : **Route 17 AM SB**
 Study Date : **5/12/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Route 17 AM #1-1-R001
 Route 17 AM #1-1-R003
 Route 17 AM #1-1-R005
 Route 17 AM #1-1-R007*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Clintonville Road				
2	752	Route 22	26	94	56	65
3	6313	Village Street	128	114	142	116
4	15914	Montowese Avenue	255	250	256	262
5	5548	Route 103	92	90	118	92
6	6336	I-91 NB Ramps	142	118	205	121
7	1602	Route 80	55	45	38	30
Totals	36465		698	711	815	686

Connecticut Counts LLC
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 (860) 828-1693

Study Name : **Route 17 PM SB**
 Study Date : **5/12/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Clintonville Road							
2	717	Forest Road	44.5	1.0	11.0	32.3	7.3	44.5	44.5
3	6294	Village Street	109.5	0.0	39.2	2.3	0.0	19.5	109.5
4	15915	Montowese Avenue	253.3	0.0	42.8	1.0	0.0	14.0	253.3
5	5670	Route 103	131.0	1.0	29.5	34.0	19.8	56.5	131.0
6	6259	I-91 NB Ramps	152.5	1.5	28.0	45.5	19.5	75.0	152.5
7	1577	Route 80	43.3	0.3	24.9	16.3	3.5	37.0	43.3
Total	36,432		734.0	3.8	33.8	131.3	50.0	246.5	734.0

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Connecticut Counts LLC
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 (860) 828-1693

Study Name : **Route 17 PM SB**
 Study Date : **5/12/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Route 17 PM SB-1-SB-R001
 Route 17 PM SB-1-SB-R003
 Route 17 PM SB-1-SB-R005
 Route 17 PM SB-1-SB-R007*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Clintonville Road				
2	717	Forest Road	18	50	47	63
3	6294	Village Street	107	115	110	106
4	15915	Montowese Avenue	275	253	247	238
5	5670	Route 103	165	110	114	135
6	6259	I-91 NB Ramps	137	136	185	152
7	1577	Route 80	40	55	37	41
Totals	36432		742	719	740	735

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Study Name : **W. Main St EB AM Peak**
 Study Date : **4/23/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0								
2	9	Notch Road	1.7	0.0	3.7	1.7	0.0	1.7	1.7
3	8681	Cook Avenue	304.3	3.3	19.4	156.3	46.0	276.7	304.3
4	5627	Broad Street	206.3	2.0	18.6	110.3	32.7	206.3	206.3
5	6645	I-91/Route 15/ NB Ramps	268.3	3.3	16.9	154.7	64.7	254.3	268.3
Total	20,962		780.7	8.7	18.3	423.0	143.3	739.0	780.7

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Study Name : **W. Main St EB AM Peak**

Study Date : **4/23/2014**

Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

West Main St AM #2-1-EB-R002
West Main St AM #2-1-EB-R004
West Main St AM #2-1-EB-R006

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0				
2	9	Notch Road	1	3	1
3	8681	Cook Avenue	285	286	342
4	5627	Broad Street	227	180	212
5	6645	I-91/Route 15/ NB Ramps	245	231	329
Totals	20962		758	700	884

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Study Name : **W. Main St EB PM Peak**

Study Date : **5/9/2014**

Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0								
2	14	Notch Road	3.5	0.0	2.7	3.5	0.8	3.5	3.5
3	8673	Cook Avenue	305.8	5.5	19.3	157.8	39.0	281.5	305.8
4	5627	Broad Street	266.5	2.3	14.4	170.5	87.8	265.3	266.5
5	7023	I-91/Rte 15 Ramps	255.0	3.0	18.8	135.0	62.5	245.0	255.0
Total	21,337		830.8	10.8	17.5	466.8	190.0	795.3	830.8

Stats based on 4 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

Connecticut Counts LLC
 Kensington, Connecticut 06037
 (860) 828-1693

Study Name : **W. Main St EB PM Peak**
 Study Date : **5/9/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*W. Main St PM #2-1-EB-R001
 W. Main St PM #2-1-EB-R003
 W. Main St PM #2-1-EB-R005
 W. Main St PM #2-1-EB-R008*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0					
2	14	Notch Road	1	7	4	2
3	8673	Cook Avenue	296	301	304	322
4	5627	Broad Street	329	169	330	238
5	7023	I-91/Rte 15 Ramps	200	284	284	252
Totals	21337		826	761	922	814

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Study Name : **W. Main St WB AM Peak**
 Study Date : **4/23/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	I-91/Rte 15 NB Ramps							
2	6692	Broad Street	240.0	3.3	19.0	125.7	57.3	228.0	240.0
3	4663	Cook Avenue	177.3	2.0	17.9	97.7	24.7	177.3	177.3
4	8601	Notch Road	300.0	3.7	19.5	153.0	35.7	281.0	300.0
Total	19,956		717.3	9.0	19.0	376.3	117.7	686.3	717.3

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **W. Main St WB AM Peak**
 Study Date : **4/23/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*West Main St AM #2-1-EB-R003
 West Main St AM #2-1-EB-R005
 West Main St AM #2-1-EB-R007*

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	I-91/Rte 15 NB Ramps			
2	6692	Broad Street	252	242	226
3	4663	Cook Avenue	148	165	219
4	8601	Notch Road	297	294	309
Totals	19956		697	701	754

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Study Name : **W. Main St WB PM Peak**
 Study Date : **5/9/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	I-91/ Rte 15 Ramps							
2	6896	Broad Street	270.0	3.3	17.4	152.0	63.0	255.7	270.0
3	4668	Cook Avenue	213.7	2.0	14.9	133.7	71.0	213.7	213.7
4	8584	Notch Road	309.7	4.0	18.9	163.3	54.7	276.7	309.7
Total	20,148		793.3	9.3	17.3	449.0	188.7	746.0	793.3

Stats based on 3 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **W. Main St WB PM Peak**

Study Date : **5/9/2014**

Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

W. Main St PM #2-1-EB-R002
W. Main St PM #2-1-EB-R004
W. Main St PM #2-1-EB-R007

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	I-91/ Rte 15 Ramps			
2	6896	Broad Street	294	269	247
3	4668	Cook Avenue	123	252	266
4	8584	Notch Road	283	316	330
Totals	20148		700	837	843

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Study Name : **Route 79 NB AM**
 Study Date : **5/13/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Boston Post Road							
2	3622	I-95 SB Ramp	110.3	1.7	22.4	48.2	10.5	80.5	110.3
3	5227	Green Hill Road	114.3	0.7	31.2	25.3	7.5	51.0	114.3
4	7547	Horsepond Road	130.7	0.3	39.4	9.7	2.5	21.3	130.7
Total	16,396		355.3	2.7	31.5	83.2	20.5	152.8	355.3

Stats based on 6 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 79 NB AM**
 Study Date : **5/13/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Route 79 AM SB-1-SB-R002
Route 79 AM SB-1-SB-R004
Route 79 AM SB-1-SB-R006
Route 79 AM SB-1-SB-R008
Route 79 AM SB-1-SB-R010
Route 79 AM SB-1-SB-R012

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Boston Post Road						
2	3622	I-95 SB Ramp	66	138	118	122	109	109
3	5227	Green Hill Road	112	86	92	122	130	144
4	7547	Horsepond Road	121	155	117	112	118	161
Totals	16396		299	379	327	356	357	414

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Study Name : **Route 79 PM NB**
 Study Date : **5/21/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Boston Post Road							
2	3788	I-95 SB Ramps	164.3	2.6	15.7	99.3	35.8	147.9	164.3
3	5086	Green Hill Road	95.4	0.1	36.4	9.4	1.6	23.6	95.4
4	7503	Horsepond Road	124.6	0.4	41.0	3.3	0.5	18.9	124.6
Total	16,377		384.3	3.1	29.1	111.9	37.9	190.4	384.3

Stats based on 8 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 79 PM NB**
 Study Date : **5/21/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Route 79 PM SB-1-SB-R002
Route 79 PM SB-1-SB-R004
Route 79 PM SB-1-SB-R006
Route 79 PM SB-1-SB-R008
Route 79 PM SB-1-SB-R010
Route 79 PM SB-1-SB-R012
Route 79 PM SB-1-SB-R014
Route 79 PM SB-1-SB-

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Boston Post Road								
2	3788	I-95 SB Ramps	119	145	209	140	166	198	182	155
3	5086	Green Hill Road	114	98	90	84	99	109	84	85
4	7503	Horsepond Road	120	136	117	121	118	119	119	147
Totals	16377		353	379	416	345	383	426	385	387

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Study Name : **Route 79 SB AM**
 Study Date : **5/13/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Horsepond Road							
2	8036	Green Hill Road	155.9	0.7	35.2	20.0	4.9	42.4	155.9
3	4950	I-95 SB Ramp	131.1	1.3	25.7	47.7	10.0	76.6	131.1
4	3895	Boston Post Road	83.6	0.3	31.8	17.0	0.3	46.6	83.6
Total	16,881		370.6	2.3	31.1	84.7	15.1	165.6	370.6

Stats based on 7 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 79 SB AM**
 Study Date : **5/13/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Route 79 AM SB-1-SB-R001
Route 79 AM SB-1-SB-R003
Route 79 AM SB-1-SB-R005
Route 79 AM SB-1-SB-R007
Route 79 AM SB-1-SB-R009
Route 79 AM SB-1-SB-R011
Route 79 AM SB-1-SB-R013

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0	Horsepond Road							
2	8036	Green Hill Road	125	144	156	159	160	196	151
3	4950	I-95 SB Ramp	76	93	100	84	139	293	133
4	3895	Boston Post Road	78	77	65	86	83	92	104
Totals	16881		279	314	321	329	382	581	388

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Study Name : **Route 79 PM SB**
 Study Date : **5/21/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Horsepond Road							
2	7908	Green Hill Road	152.9	0.6	35.3	19.5	5.3	39.3	152.9
3	5044	I-95 SB Off Ramp	86.8	0.1	39.6	3.3	0.0	8.6	86.8
4	3680	Boston Post Road	82.4	0.9	30.5	19.4	1.6	42.1	82.4
Total	16,632		322.0	1.6	35.2	42.1	6.9	90.0	322.0

Stats based on 8 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 79 PM SB**
 Study Date : **5/21/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Route 79 PM SB-1-SB-R001
Route 79 PM SB-1-SB-R003
Route 79 PM SB-1-SB-R005
Route 79 PM SB-1-SB-R007
Route 79 PM SB-1-SB-R009
Route 79 PM SB-1-SB-R011
Route 79 PM SB-1-SB-R013
Route 79 PM SB-1-SB-

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Horsepond Road								
2	7908	Green Hill Road	122	164	167	167	160	154	145	144
3	5044	I-95 SB Off Ramp	83	101	84	85	86	78	98	79
4	3680	Boston Post Road	90	72	64	65	95	100	80	93
Totals	16632		295	337	315	317	341	332	323	316

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Study Name : **Route 103 NB AM**
 Study Date : **5/12/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Middletown Avenue							
2	4088	Montowese Avenue	111.7	1.0	25.0	41.7	12.3	79.5	111.7
3	5004	Potter Road	97.3	0.2	35.1	11.7	0.2	33.5	97.3
4	5611	Baily Road	129.5	1.0	29.5	33.5	9.2	60.8	129.5
5	3827	Shawmut Avenue	79.2	0.2	33.0	13.5	0.2	46.0	79.2
6	1665	Clintonville Road	54.0	0.7	21.0	25.5	2.5	54.0	54.0
Total	20,195		471.7	3.0	29.2	125.8	24.3	273.8	471.7

Stats based on 6 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 103 NB AM**
 Study Date : **5/12/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Route 103 SB AM-1-SB-R002
Route 103 SB AM-1-SB-R004
Route 103 SB AM-1-SB-R006
Route 103 SB AM-1-SB-R008
Route 103 SB AM-1-SB-R010
Route 103 SB AM-1-SB-R012

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Middletown Avenue						
2	4088	Montowese Avenue	90	109	117	118	121	115
3	5004	Potter Road	96	90	96	99	98	105
4	5611	Baily Road	131	141	155	139	111	100
5	3827	Shawmut Avenue	77	102	75	77	72	72
6	1665	Clintonville Road	70	41	54	50	54	55
Totals	20195		464	483	497	483	456	447

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Study Name : **Route 103 PM NB**
 Study Date : **5/21/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 17							
2	4155	Montowese Avenue	126.0	0.7	22.5	55.0	27.7	97.0	126.0
3	4976	Potter Road	103.5	0.3	32.8	18.2	8.0	29.5	103.5
4	5605	Bailey Road	125.7	0.7	30.4	29.7	13.5	62.2	125.7
5	3818	Shawmut Avenue	74.2	0.0	35.1	9.0	0.0	28.3	74.2
6	1656	Route 22	75.5	1.3	15.0	47.2	22.0	75.5	75.5
Total	20,210		504.8	3.0	27.3	159.0	71.2	292.5	504.8

Stats based on 6 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 103 PM NB**
 Study Date : **5/21/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Route 103 PM SB-1-SB-R002
Route 103 PM SB-1-SB-R004
Route 103 PM SB-1-SB-R006
Route 103 PM SB-1-SB-R008
Route 103 PM SB-1-SB-R010
Route 103 PM SB-1-SB-R012

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Route 17						
2	4155	Montowese Avenue	118	118	128	135	142	115
3	4976	Potter Road	90	95	96	137	115	88
4	5605	Bailey Road	134	134	103	105	157	121
5	3818	Shawmut Avenue	70	69	89	76	71	70
6	1656	Route 22	109	117	59	74	41	53
Totals	20210		521	533	475	527	526	447

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Study Name : **Route 103 SB AM**
 Study Date : **5/12/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Clintonville Road							
2	1764	Shawmut Avenue	57.0	0.8	21.1	26.8	4.3	57.0	57.0
3	3780	Bailey Road	77.7	0.0	33.2	12.8	0.0	50.3	77.7
4	5573	Potter Road	138.0	0.7	27.5	42.5	16.8	96.8	138.0
5	5034	Montowese Avenue	93.2	0.0	36.8	7.0	0.0	19.5	93.2
6	4063	Middletown Avenue	116.7	1.2	23.7	47.2	13.8	80.2	116.7
Total	20,214		482.5	2.7	28.6	136.3	35.0	303.8	482.5

Stats based on 6 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 103 SB AM**
 Study Date : **5/12/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Route 103 SB AM-1-SB-R001
Route 103 SB AM-1-SB-R003
Route 103 SB AM-1-SB-R005
Route 103 SB AM-1-SB-R007
Route 103 SB AM-1-SB-R009
Route 103 SB AM-1-SB-R011

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Clintonville Road						
2	1764	Shawmut Avenue	40	76	59	51	60	56
3	3780	Bailey Road	87	78	77	76	71	77
4	5573	Potter Road	109	162	105	149	139	164
5	5034	Montowese Avenue	95	107	88	90	91	88
6	4063	Middletown Avenue	111	163	113	80	128	105
Totals	20214		442	586	442	446	489	490

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Study Name : **Route 103 PM SB**
 Study Date : **5/21/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Clintonville Road							
2	1765	Shawmut Avenue	91.2	1.3	13.2	60.5	30.5	91.2	91.2
3	3782	Bailey Road	75.5	0.0	34.2	10.8	0.0	35.7	75.5
4	5627	Potter Road	150.3	1.3	25.5	54.2	24.5	103.8	150.3
5	5099	Montowese Avenue	103.5	0.2	33.6	16.3	5.5	29.8	103.5
6	4044	Route 17	123.8	1.2	22.3	54.8	29.7	90.3	123.8
Total	20,317		544.3	4.0	25.4	196.7	90.2	350.8	544.3

Stats based on 6 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 103 PM SB**
 Study Date : **5/21/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Route 103 PM SB-1-SB-R001
Route 103 PM SB-1-SB-R003
Route 103 PM SB-1-SB-R005
Route 103 PM SB-1-SB-R007
Route 103 PM SB-1-SB-R009
Route 103 PM SB-1-SB-R011

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Clintonville Road						
2	1765	Shawmut Avenue	47	100	42	94	118	146
3	3782	Bailey Road	75	72	82	73	76	75
4	5627	Potter Road	106	181	146	166	147	156
5	5099	Montowese Avenue	148	90	97	102	90	94
6	4044	Route 17	90	144	116	177	111	105
Totals	20317		466	587	483	612	542	576

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Study Name : **Route 121 AM NB**
 Study Date : **5/12/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 1							
2	12616	Derby Milford Road	252.0	0.6	34.1	37.2	18.4	66.6	252.0
3	7948	Route 15 Ramp	134.0	0.4	40.4	3.0	0.4	19.6	134.0
4	9349	Route 34	205.4	1.4	31.0	47.8	13.2	85.8	205.4
Total	29,913		591.4	2.4	34.5	88.0	32.0	172.0	591.4

Stats based on 5 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 121 AM NB**
 Study Date : **5/12/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Route 121 SB AM-1-SB-R001
 Route 121 SB AM-1-SB-R003
 Route 121 SB AM-1-SB-R005
 Route 121 SB AM-1-SB-R007
 Route 121 SB AM-1-SB-R009*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Route 1					
2	12616	Derby Milford Road	211	240	298	236	275
3	7948	Route 15 Ramp	119	145	139	139	128
4	9349	Route 34	312	149	176	196	194
Totals	29913		642	534	613	571	597

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Study Name : **Route 121 PM NB**
 Study Date : **5/12/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 1							
2	12681	Derby Milford Road	282.4	1.2	30.6	66.2	33.6	94.2	282.4
3	7876	Rte 15 Ramps	138.8	0.6	38.7	8.6	5.2	23.8	138.8
4	9326	Route 34	226.2	2.6	28.1	67.0	29.0	100.4	226.2
Total	29,883		647.4	4.4	31.5	141.8	67.8	218.4	647.4

Stats based on 5 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 121 PM NB**
 Study Date : **5/12/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Route 121 PM NB-1-NB-R001
 Route 121 PM NB-1-NB-R003
 Route 121 PM NB-1-NB-R005
 Route 121 PM NB-1-NB-R007
 Route 121 PM NB-1-NB-R009*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Route 1					
2	12681	Derby Milford Road	236	296	299	300	281
3	7876	Rte 15 Ramps	127	141	150	156	120
4	9326	Route 34	210	167	178	398	178
Totals	29883		573	604	627	854	579

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Study Name : **Route 121 AM SB**
 Study Date : **5/12/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 34							
2	9358	Rte 15 Ramps	216.0	1.8	29.5	57.8	26.0	85.6	216.0
3	7871	Derby Milford Road	133.4	0.2	40.2	3.0	1.4	19.0	133.4
4	12845	Route 1	226.6	0.4	38.6	13.0	11.0	23.2	226.6
Total	30,074		576.0	2.4	35.6	73.8	38.4	127.8	576.0

Stats based on 5 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 121 AM SB**
 Study Date : **5/12/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Route 121 SB AM-1-SB-R002
 Route 121 SB AM-1-SB-R004
 Route 121 SB AM-1-SB-R006
 Route 121 SB AM-1-SB-R008
 Route 121 SB AM-1-SB-R010*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Route 34					
2	9358	Rte 15 Ramps	150	206	302	213	209
3	7871	Derby Milford Road	118	130	142	141	136
4	12845	Route 1	262	241	209	207	214
Totals	30074		530	577	653	561	559

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Study Name : **Route 121 PM SB**
 Study Date : **5/12/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 34							
2	9226	Rte 15 Ramps	222.6	1.6	28.3	65.0	41.6	94.6	222.6
3	7943	Derby Milford Road	135.8	0.4	39.9	9.4	4.8	19.6	135.8
4	12837	Route 1	245.2	1.0	35.7	26.2	9.0	67.0	245.2
Total	30,006		603.6	3.0	33.9	100.6	55.4	181.2	603.6

Stats based on 5 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 121 PM SB**
 Study Date : **5/12/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Route 121 PM NB-1-NB-R002
 Route 121 PM NB-1-NB-R004
 Route 121 PM NB-1-NB-R006
 Route 121 PM NB-1-NB-R008
 Route 121 PM NB-1-NB-R010*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Route 34					
2	9226	Rte 15 Ramps	170	200	205	271	267
3	7943	Derby Milford Road	117	158	125	118	161
4	12837	Route 1	247	238	240	248	253
Totals	30006		534	596	570	637	681

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Study Name : **Route 243 AM Peak EB**
 Study Date : **5/9/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Johnson Road							
2	1943	Rimmon Road	45.4	0.8	29.2	11.8	0.0	21.1	45.4
3	4597	Lowin Avenue	147.8	1.4	21.2	69.1	41.1	89.3	147.8
4	2927	Forest Road	117.2	1.0	17.0	67.1	34.3	115.1	117.2
5	2522	Route 63	80.1	0.7	21.5	37.0	9.9	79.9	80.1
Total	11,989		390.6	3.9	20.9	185.0	85.3	305.4	390.6

Stats based on 9 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 243 AM Peak EB**
 Study Date : **5/9/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Route 243 AM WB-1-WB-R002-2
 Route 243 AM WB-1-WB-R004-2
 Route 243 AM WB-1-WB-R006-2
 Route 243 AM WB-1-WB-R008-2
 Route 243 AM WB-1-WB-R010-2
 Route 243 AM WB-1-WB-R012-2
 Route 243 AM WB-1-WB-R014-2
 Route 243 AM WB-1-WB-*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Johnson Road								
2	1943	Rimmon Road	41	35	48	45	46	52	46	50
3	4597	Lowin Avenue	134	94	113	120	242	136	147	191
4	2927	Forest Road	110	139	132	70	100	73	146	160
5	2522	Route 63	55	72	61	62	103	78	118	110
Totals	11989		340	340	354	297	491	339	457	511

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Study Name : **Route 243 PM Peak EB**
 Study Date : **5/9/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Johnson Road							
2	1906	Rimmon Road	40.5	0.5	32.1	7.7	0.0	15.2	40.5
3	4585	Lowin Avenue	111.5	1.0	28.0	33.2	17.8	48.3	111.5
4	2967	Forest Road	123.7	1.5	16.4	72.7	28.8	120.2	123.7
5	2461	Route 63	86.2	1.2	19.5	44.2	10.0	86.0	86.0
Total	11,919		361.8	4.2	22.5	157.7	56.7	269.7	361.7

Stats based on 6 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 243 PM Peak EB**
 Study Date : **5/9/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Route 243 WB PM-1-WB-R004
Route 243 WB PM-1-WB-R006
Route 243 WB PM-1-WB-R008
Route 243 WB PM-1-WB-R010
Route 243 WB PM-1-WB-R012
Route 243 WB PM-1-WB-R014

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Johnson Road						
2	1906	Rimmon Road	37	34	37	45	46	44
3	4585	Lowin Avenue	78	110	131	134	94	122
4	2967	Forest Road	128	118	176	102	116	102
5	2461	Route 63	124	90	58	70	83	92
Totals	11919		367	352	402	351	339	360

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Study Name : **Route 243 AM Peak WB**
 Study Date : **5/9/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 63							
2	2462	Forest Road	99.6	1.4	16.9	57.4	18.9	99.6	99.6
3	2989	Lowin Avenue	102.7	1.0	19.9	51.6	20.8	101.9	102.7
4	4421	Rimmon Road	96.2	0.2	31.3	20.3	5.8	43.3	96.2
5	2094	Johnson Road	34.6	0.0	41.3	0.4	0.0	3.7	34.6
6	0								
Total	11,966		334.0	2.7	24.4	129.9	45.4	248.6	333.9

Stats based on 9 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 243 AM Peak WB**
 Study Date : **5/9/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Route 243 AM WB-1-WB-R001-2
 Route 243 AM WB-1-WB-R003-2
 Route 243 AM WB-1-WB-R005-2
 Route 243 AM WB-1-WB-R007-2
 Route 243 AM WB-1-WB-R009-2
 Route 243 AM WB-1-WB-R011-2
 Route 243 AM WB-1-WB-R013-2
 Route 243 AM WB-1-WB-

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Route 63								
2	2462	Forest Road	71	59	84	97	117	103	98	116
3	2989	Lowin Avenue	83	111	106	126	122	71	102	101
4	4421	Rimmon Road	80	83	80	84	127	95	120	104
5	2094	Johnson Road	36	33	32	34	34	34	32	38
6	0		1	1	1	1	1	1	1	1
Totals	11966		271	287	303	342	401	304	353	360

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Study Name : **Route 243 PM Peak WB**
 Study Date : **5/9/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 63							
2	2541	Forest Road	134.1	3.1	12.9	90.6	29.8	133.6	134.1
3	2939	Lowin Avenue	147.6	2.1	13.6	97.5	50.1	145.0	147.6
4	4466	Rimmon Road	115.1	0.9	26.4	38.3	20.3	59.9	115.1
5	2062	Johnson Road	31.5	0.0	44.6	0.0	0.0	0.3	31.5
Total	12,008		428.4	6.1	19.1	226.4	100.1	338.8	428.4

Stats based on 8 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Route 243 PM Peak WB**
 Study Date : **5/9/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Route 243 WB PM-1-WB-R001
 Route 243 WB PM-1-WB-R003
 Route 243 WB PM-1-WB-R005
 Route 243 WB PM-1-WB-R007
 Route 243 WB PM-1-WB-R009
 Route 243 WB PM-1-WB-R011
 Route 243 WB PM-1-WB-R013
 Route 243 WB PM-1-WB-R015

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Route 63								
2	2541	Forest Road	144	83	100	188	157	156	130	115
3	2939	Lowin Avenue	99	114	173	82	93	168	249	203
4	4466	Rimmon Road	86	112	162	100	115	93	141	112
5	2062	Johnson Road	32	33	30	30	30	30	35	32
Totals	12008		361	342	465	400	395	447	555	462

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Study Name : I-691 AM EB
 Study Date : 5/12/2014
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Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Pratt Street							
2	2257	Meriden Town Line	104.6	0.6	14.7	70.2	45.0	89.4	104.6
3	9379	Route 71 Underpass	127.6	0.2	50.1	13.8	0.0	22.4	51.2
4	8411	Broad Street Overpass	100.2	0.0	57.2	2.4	0.0	2.8	21.6
5	4398	Route 15 Overpass	49.0	0.0	61.2	0.0	0.0	0.0	2.8
6	2263	I-91 Overpass	24.6	0.0	62.7	0.0	0.0	0.0	0.4
7	5429	East Meridan Line	60.2	0.0	61.5	0.2	0.0	0.0	9.8
8	5170	Baileyville Road	63.0	0.0	56.0	2.2	0.0	1.8	25.6
Total	37,307		529.2	0.8	48.1	94.8	45.0	116.4	216.0

Stats based on 5 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 55 MPH.

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Study Name : **I-691 AM EB**
 Study Date : **5/12/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*I-691 EB AM-1-EB-R001
 I-691 EB AM-1-EB-R003
 I-691 EB AM-1-EB-R005
 I-691 EB AM-1-EB-R007
 I-691 EB AM-1-EB-R009*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Pratt Street					
2	2257	Meriden Town Line	31	118	89	112	163
3	9379	Route 71 Underpass	110	111	149	154	114
4	8411	Broad Street Overpass	98	114	107	89	93
5	4398	Route 15 Overpass	53	49	49	47	47
6	2263	I-91 Overpass	27	25	23	24	24
7	5429	East Meridan Line	68	60	59	57	57
8	5170	Baileyville Road	75	62	57	63	58
Totals	37307		462	539	543	546	556

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Study Name : I-691 PM EB

Study Date : 5/12/2014

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Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Exit 3							
2	12058	West Meriden Line	191.4	0.6	43.0	45.0	31.8	63.4	76.8
3	9280	Route 71 Underpass	102.0	0.0	62.0	0.2	0.0	0.0	13.0
4	8430	Route 5 Overpass	90.0	0.0	63.9	0.0	0.0	0.0	5.4
5	4500	Route 15 Overpass	50.0	0.0	61.4	0.0	0.0	0.0	6.6
6	2185	I-91 Overpass	24.4	0.0	61.1	0.0	0.0	0.0	0.0
7	5286	East Meriden Line	59.6	0.0	60.5	0.0	0.0	0.0	0.0
8	5384	Baileyville Road	76.4	0.2	46.8	13.2	11.0	14.2	36.0
Total	47,123		595.8	0.8	53.9	58.4	42.8	77.6	137.8

Stats based on 5 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 55 MPH.

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Study Name : **I-691 PM EB**
 Study Date : **5/12/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*I-691 EB PM-1-EB-R001
 I-691 EB PM-1-EB-R003
 I-691 EB PM-1-EB-R005
 I-691 EB PM-1-EB-R007
 I-691 EB PM-1-EB-R009*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Exit 3					
2	12058	West Meriden Line	140	142	361	163	211
3	9280	Route 71 Underpass	99	94	117	101	99
4	8430	Route 5 Overpass	87	86	99	88	90
5	4500	Route 15 Overpass	49	48	57	48	48
6	2185	I-91 Overpass	25	24	25	24	24
7	5286	East Meriden Line	60	60	59	60	59
8	5384	Baileyville Road	133	67	63	65	64
Totals	47123		593	521	721	549	595

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Study Name : I-691 AM WB
 Study Date : 5/12/2014
 Page No. : 3

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Baileyville Road							
2	4918	East Meriden Line	103.8	0.6	32.3	42.2	18.4	41.8	96.6
3	5172	I-91 Overpass	60.2	0.0	58.6	0.0	0.0	0.0	6.0
4	2687	Route 15 Overpass	30.2	0.0	60.7	0.0	0.0	0.0	1.2
5	4145	Broad Street Overpass	46.4	0.0	60.9	0.0	0.0	0.0	3.2
6	8322	Route 71 Underpass	89.4	0.0	63.5	0.0	0.0	0.0	0.0
7	9399	West Meriden Line	104.0	0.0	61.6	0.0	0.0	0.0	4.6
8	12235	Exit 3	141.4	0.0	59.0	0.0	0.0	6.6	29.0
Total	46,878		575.4	0.6	55.5	42.2	18.4	48.4	140.6

Stats based on 5 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 55 MPH.

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Study Name : **I-691 AM WB**
 Study Date : **5/12/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*I-691 EB AM-1-EB-R002
 I-691 EB AM-1-EB-R004
 I-691 EB AM-1-EB-R006
 I-691 EB AM-1-EB-R008
 I-691 EB AM-1-EB-R010*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Baileyville Road					
2	4918	East Meriden Line	124	135	64	81	95
3	5172	I-91 Overpass	63	62	57	57	62
4	2687	Route 15 Overpass	32	30	30	30	29
5	4145	Broad Street Overpass	51	47	45	44	45
6	8322	Route 71 Underpass	91	90	89	86	91
7	9399	West Meriden Line	106	103	102	99	110
8	12235	Exit 3	141	146	135	136	149
Totals	46878		608	613	542	533	581

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Study Name : I-691 PM WB
 Study Date : 5/12/2014
 Page No. : 3

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Baileyville Road							
2	4869	East Meriden Line	117.0	0.8	28.4	50.2	34.0	58.2	95.6
3	5149	I-91 Overpass	59.2	0.0	59.3	0.0	0.0	0.0	5.8
4	2641	Rte 15 Overpass	30.2	0.0	59.6	0.0	0.0	0.0	3.0
5	4239	Broad Street Overpass	47.2	0.0	61.2	0.0	0.0	0.0	1.2
6	8439	Route 71 Underpass	92.2	0.0	62.4	0.0	0.0	0.0	5.4
7	9275	West Meriden Line	105.2	0.0	60.1	0.0	0.0	0.0	8.6
8	12529	Exit 3	144.6	0.0	59.1	1.4	0.0	6.0	31.0
Total	47,141		595.6	0.8	54.0	57.6	34.0	64.2	150.6

Stats based on 5 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 55 MPH.

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Study Name : **I-691 PM WB**
 Study Date : **5/12/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*I-691 EB PM-1-EB-R002
 I-691 EB PM-1-EB-R004
 I-691 EB PM-1-EB-R006
 I-691 EB PM-1-EB-R008
 I-691 EB PM-1-EB-R010*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Baileyville Road					
2	4869	East Meriden Line	73	131	127	139	115
3	5149	I-91 Overpass	59	57	59	57	64
4	2641	Rte 15 Overpass	30	29	30	31	31
5	4239	Broad Street Overpass	47	46	49	46	48
6	8439	Route 71 Underpass	88	92	98	90	93
7	9275	West Meriden Line	103	100	111	104	108
8	12529	Exit 3	139	136	145	141	162
Totals	47141		539	591	619	608	621

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Study Name : **Whitney Ave AM NB**
 Study Date : **6/5/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	East Rock Road							
2	1965	Hamden Line	78.8	1.4	9.2	60.2	20.8	78.8	78.8
3	4783	Putnam Avenue	133.8	1.2	24.4	51.8	15.8	95.4	133.8
4	4835	Gilles Road	120.0	1.0	27.5	37.2	6.4	79.6	120.0
5	4758	Skiff Street	155.4	1.4	20.9	74.0	32.0	110.8	155.4
6	2446	Millbrook Road	57.8	0.4	28.9	15.8	0.8	37.4	57.8
7	2092	Route 10	44.8	0.0	31.8	8.8	0.0	28.8	44.8
Total	19,979		590.6	5.4	23.1	247.8	75.8	430.8	590.6

Stats based on 5 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Whitney Ave AM NB**
 Study Date : **6/5/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Whitney Ave SB AM-1-SB-R002
 Whitney Ave SB AM-1-SB-R004
 Whitney Ave SB AM-1-SB-R006
 Whitney Ave SB AM-1-SB-R008
 Whitney Ave SB AM-1-SB-R010*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	East Rock Road					
2	1065	Hamden Line	23	54	120	118	70
3	4783	Putnam Avenue	135	97	163	133	141
4	4835	Gilles Road	107	112	162	95	124
5	4758	Skiff Street	127	119	131	286	114
6	2446	Millbrook Road	48	43	53	74	71
7	2092	Route 10	42	38	46	43	55
Totals	19979		482	463	684	749	575

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Study Name : **Whitney Ave PM NB**
 Study Date : **6/5/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	East Rock Road							
2	903	Hamden Line	85.2	1.0	7.2	69.8	36.8	85.2	85.2
3	4875	Putnam Avenue	148.8	1.6	22.3	65.2	13.8	133.4	148.8
4	4955	Gilles Road	149.0	2.0	22.7	64.2	19.0	109.4	149.0
5	4524	Skiff Street	127.0	1.6	24.3	49.4	13.4	98.6	127.0
6	2509	Millbrook Road	79.6	0.8	21.5	36.6	17.8	61.8	79.6
7	2218	Route 10	48.2	0.2	31.4	10.2	0.4	33.0	48.2
Total	19,984		637.8	7.2	21.4	295.4	101.2	521.4	637.8

Stats based on 5 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Whitney Ave PM NB**
 Study Date : **6/5/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Whitney Ave PM SB-1-SB-R002
 Whitney Ave PM SB-1-SB-R004
 Whitney Ave PM SB-1-SB-R006
 Whitney Ave PM SB-1-SB-R008
 Whitney Ave PM SB-1-SB-R010*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	East Rock Road					
2	903	Hamden Line	23	51	91	139	122
3	4875	Putnam Avenue	189	162	155	112	126
4	4955	Gilles Road	141	122	130	187	165
5	4524	Skiff Street	111	139	143	137	105
6	2509	Millbrook Road	53	83	105	111	46
7	2218	Route 10	52	44	59	40	46
Totals	19984		569	601	683	726	610

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Study Name : **Whitney Ave AM SB**
 Study Date : **6/5/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 10							
2	2170	Millbrook Road	109.4	2.0	13.5	72.4	28.0	107.4	109.4
3	2613	Skiff Street	50.6	0.0	35.2	5.6	0.0	11.8	50.6
4	4543	Giles Road	123.0	0.8	25.2	45.4	20.2	79.2	123.0
5	5001	Putnam Avenue	123.4	1.0	27.6	38.0	11.6	63.8	123.4
6	4833	Hamden Line	180.0	2.2	18.3	97.4	31.2	175.0	180.0
7	886	East Rock Road	21.2	0.2	28.5	6.0	1.2	17.8	21.2
Total	20,046		607.6	6.2	22.5	264.8	92.2	455.0	607.6

Stats based on 5 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Whitney Ave AM SB**
 Study Date : **6/5/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Whitney Ave SB AM-1-SB-R001
 Whitney Ave SB AM-1-SB-R003
 Whitney Ave SB AM-1-SB-R005
 Whitney Ave SB AM-1-SB-R007
 Whitney Ave SB AM-1-SB-R009*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Route 10					
2	2170	Millbrook Road	55	114	88	103	187
3	2613	Skiff Street	60	48	48	49	48
4	4543	Giles Road	85	90	160	128	152
5	5001	Putnam Avenue	124	119	92	148	134
6	4833	Hamden Line	163	149	281	172	135
7	886	East Rock Road	19	18	32	16	21
Totals	20046		506	538	701	616	677

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Study Name : **Whitney Ave PM SB**
 Study Date : **6/5/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 10							
2	2113	Millbrook Road	98.4	2.6	14.6	62.0	13.0	94.6	98.4
3	2615	Skiff Street	59.0	0.4	30.2	14.0	2.2	33.6	59.0
4	4586	Gilles Road	125.6	0.6	24.9	47.4	22.2	88.4	125.6
5	4967	Putnam Ave	122.8	0.6	27.6	37.8	9.0	76.0	122.8
6	4709	Hamden Line	160.6	2.2	20.0	80.4	23.2	136.8	160.6
7	1012	East Rock Road	22.2	0.2	31.1	5.0	0.0	10.0	22.2
Total	20,002		588.6	6.6	23.2	246.6	69.6	439.4	588.6

Stats based on 5 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Whitney Ave PM SB**
 Study Date : **6/5/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Whitney Ave PM SB-1-SB-R001
 Whitney Ave PM SB-1-SB-R003
 Whitney Ave PM SB-1-SB-R005
 Whitney Ave PM SB-1-SB-R007
 Whitney Ave PM SB-1-SB-R009*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Route 10					
2	2113	Millbrook Road	71	112	85	94	130
3	2615	Skiff Street	81	49	64	50	51
4	4586	Gilles Road	104	88	134	146	156
5	4967	Putnam Ave	125	139	106	122	122
6	4709	Hamden Line	139	189	197	149	129
7	1012	East Rock Road	27	18	31	18	17
Totals	20002		547	595	617	579	605

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Study Name : **Montowese Ave AM EB**
 Study Date : **6/4/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Universal Drive							
2	500	I-91 NB Ramps	26.8	0.4	12.7	17.8	6.2	26.8	26.8
3	1432	Route 103	42.6	0.6	22.9	18.0	2.8	42.6	42.6
4	3415	Route 17	103.0	0.8	22.6	44.6	13.8	99.4	103.0
Total	5,347		172.4	1.8	21.1	80.4	22.8	168.8	172.4

Stats based on 5 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Montowese Ave AM EB**
 Study Date : **6/4/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Montowese 3 AM EB-1-EB-R001
 Montowese 3 AM EB-1-EB-R003
 Montowese 3 AM EB-1-EB-R005
 Montowese 3 AM EB-1-EB-R007
 Montowese 3 AM EB-1-EB-R009*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Universal Drive					
2	500	I-91 NB Ramps	61	14	23	20	16
3	1432	Route 103	51	45	37	50	30
4	3415	Route 17	120	108	87	121	79
Totals	5347		232	167	147	191	125

Connecticut Counts LLC
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Study Name : **Montowese Ave PM EB**
 Study Date : **6/4/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Universal Drive							
2	452	I-91 NB Ramps	78.4	0.5	3.9	70.4	51.2	78.4	78.4
3	1420	Route 103	66.3	0.7	14.6	42.1	25.4	65.8	66.3
4	3329	Route 17	91.4	0.7	24.8	34.4	11.2	84.7	91.4
Total	5,201		236.1	1.9	15.0	146.9	87.8	228.9	236.1

Stats based on 10 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Connecticut Counts LLC
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Study Name : **Montowese Ave PM EB**
 Study Date : **6/4/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Montowese PM EB-1-EB-R001
Montowese PM EB-1-EB-R003
Montowese PM EB-1-EB-R005
Montowese PM EB-1-EB-R007
Montowese PM EB-1-EB-R009
Montowese PM EB-1-EB-R012
Montowese PM EB-1-EB-R014
Montowese PM EB-1-EB-R014

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Universal Drive								
2	452	I-91 NB Ramps	32	133	63	68	15	68	104	80
3	1420	Route 103	74	42	90	74	58	91	59	97
4	3329	Route 17	75	105	94	87	83	89	73	93
Totals	5201		181	280	247	229	156	248	236	270

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Study Name : **MOntowese Ave AM WB**
 Study Date : **6/4/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 17							
2	3439	Route 103	107.4	1.0	21.8	48.4	17.8	89.0	107.4
3	1398	I-91 NB Ramps	55.2	0.8	17.3	31.0	15.2	50.0	55.2
4	481	Universal Drive	13.2	0.0	24.8	5.0	0.0	13.2	13.2
Total	5,318		175.8	1.8	20.6	84.4	33.0	152.2	175.8

Stats based on 5 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **M**ontowese Ave AM WB
 Study Date : **6/4/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Montowese 3 AM EB-1-EB-R002
 Montowese 3 AM EB-1-EB-R004
 Montowese 3 AM EB-1-EB-R006
 Montowese 3 AM EB-1-EB-R008
 Montowese 3 AM EB-1-EB-R010*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Route 17					
2	3439	Route 103	94	114	105	112	112
3	1398	I-91 NB Ramps	80	56	34	40	66
4	481	Universal Drive	13	12	18	11	12
Totals	5318		187	182	157	163	190

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Study Name : **Montowese Ave PM WB**
 Study Date : **6/4/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 17							
2	3476	Route 103	110.0	1.0	21.5	50.3	22.6	94.3	110.0
3	1451	I-91 NB Ramps	53.7	0.7	18.4	28.7	15.4	47.4	53.7
4	567	Universal Drive	56.6	1.0	6.8	46.6	32.9	56.6	56.6
Total	5,494		220.3	2.7	17.0	125.6	70.9	198.3	220.3

Stats based on 7 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Montowese Ave PM WB**
 Study Date : **6/4/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Montowese PM EB-1-EB-R004
Montowese PM EB-1-EB-R006
Montowese PM EB-1-EB-R008
Montowese PM EB-1-EB-R011
Montowese PM EB-1-EB-R013
Montowese PM EB-1-EB-R017
Montowese PM EB-1-EB-R021

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0	Route 17							
2	3476	Route 103	129	96	119	90	139	104	93
3	1451	I-91 NB Ramps	87	60	64	68	31	39	27
4	567	Universal Drive	51	93	37	14	80	97	24
Totals	5494		267	249	220	172	250	240	144

Rt. 717/Dixwell Ave. and Rt.
729/Broadway combined
into 1 set of outputs.

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Study Name : **Dixwell Ave AM EB**
Study Date : **6/10/2014**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 10							
2	2943	Ridge Road	124.3	2.0	16.1	74.3	32.2	114.2	124.3
3	2344	Hartford Turnpike	52.2	0.0	30.6	11.8	2.3	31.0	52.2
4	893	State Street at Dixwell	50.0	1.0	12.2	34.8	18.2	48.0	50.0
5	5488	State St at Broadway	130.2	1.0	28.7	36.2	7.8	79.2	130.2
6	3127	Washington Ave	88.7	1.0	24.0	35.5	7.7	69.0	88.7
Total	14,795		445.3	5.0	22.7	192.7	68.2	341.3	445.3

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 40 MPH.

Connecticut Counts LLC
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Study Name : **Dixwell Ave AM EB**
 Study Date : **6/10/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

dixwell ave AM EB-1-EB-R001
dixwell ave AM EB-1-EB-R003
dixwell ave AM EB-1-EB-R005
dixwell ave AM EB-1-EB-R007
dixwell ave AM EB-1-EB-R009
dixwell ave AM EB-1-EB-R014

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Route 10						
2	2943	Ridge Road	97	81	98	117	115	238
3	2344	Hartford Turnpike	50	68	54	45	46	50
4	893	State Street at Dixwell	69	56	26	102	27	20
5	5488	State St at Broadway	140	123	127	148	113	130
6	3127	Washington Ave	100	76	68	92	111	85
Totals	14795		456	404	373	504	412	523

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Study Name : **Dixwell Ave PM EB**
 Study Date : **6/10/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 10							
2	2860	Ridge Road	165.8	3.3	11.8	116.8	40.5	160.8	165.8
3	2350	Hartford Turnpike	90.0	1.3	17.8	49.8	22.5	73.8	90.0
4	882	State St at Dixwell	26.3	0.3	22.9	11.8	5.3	18.8	26.3
5	5504	State St at Broadway	148.8	1.5	26.7	46.3	21.0	84.8	140.8
6	3105	Washington Ave	73.8	0.5	28.7	20.8	2.8	43.8	73.8
Total	14,701		496.5	6.8	20.2	245.3	92.0	381.8	496.5

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Connecticut Counts LLC
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Study Name : **Dixwell Ave PM EB**
 Study Date : **6/10/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

*Dixwell Ave PM EB-1-EB-R001
 Dixwell Ave PM EB-1-EB-R003
 Dixwell Ave PM EB-1-EB-R005
 Dixwell Ave PM EB-1-EB-R007*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Route 10				
2	2860	Ridge Road	201	130	249	83
3	2350	Hartford Turnpike	57	96	125	82
4	882	State St at Dixwell	55	13	22	15
5	5504	State St at Broadway	136	111	172	144
6	3105	Washington Ave	101	71	64	59
Totals	14701		550	421	632	383

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Study Name : **Dixwell Ave AM WB**
 Study Date : **5/23/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Washington Ave							
2	3163	State St at Broadway	80.7	0.9	26.7	26.6	5.6	51.3	80.7
3	5501	State St at Dixwell Ave	119.7	1.1	31.3	26.7	5.3	52.3	119.7
4	758	Hartford Turnpike	53.1	0.9	9.7	40.1	24.0	53.1	53.1
5	2359	Ridge Road	51.6	0.3	31.2	11.1	3.7	22.7	51.6
6	2932	Route 10	122.6	1.9	16.3	72.6	29.7	118.9	122.6
Total	14,713		427.7	5.0	23.5	176.1	68.3	298.3	427.7

Stats based on 7 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

Connecticut Counts LLC
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Study Name : **Dixwell Ave AM WB**
 Study Date : **5/23/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

dixwell ave AM EB-1-EB-R002
dixwell ave AM EB-1-EB-R004
dixwell ave AM EB-1-EB-R006
dixwell ave AM EB-1-EB-R008
dixwell ave AM EB-1-EB-R011
dixwell ave AM EB-1-EB-R013
dixwell ave AM EB-1-EB-R015

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0	Washington Ave							
2	3163	State St at Broadway	75	79	80	83	86	87	75
3	5501	State St at Dixwell Ave	132	113	152	115	113	108	105
4	758	Hartford Turnpike	67	70	20	83	32	52	48
5	2359	Ridge Road	52	47	42	50	46	78	46
6	2932	Route 10	148	83	157	163	87	105	115
Totals	14713		474	392	451	494	364	430	389

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(860) 828-1693

Study Name : **Dixwell Ave PM WB**

Study Date : **6/10/2014**

Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Washington Ave							
2	3158	State St at Broadway	114.3	2.0	18.8	59.7	24.7	90.0	114.3
3	5481	State St at Dixwell Ave	121.0	1.3	30.9	27.3	11.0	52.0	121.0
4	753	Hartford Turnpike	27.7	0.7	18.6	14.7	1.3	27.0	27.7
5	2412	Ridge Road	71.3	0.7	23.1	30.0	11.7	48.7	71.3
6	2857	Route 10	201.3	3.7	9.7	152.3	85.0	200.7	201.3
Total	14,661		535.7	8.3	18.7	284.0	133.7	418.3	535.7

Stats based on 3 BEFORE runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Dixwell Ave PM WB**
 Study Date : **6/10/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Dixwell Ave PM EB-1-EB-R002
Dixwell Ave PM EB-1-EB-R004
Dixwell Ave PM EB-1-EB-R006

Node #	Length	Node Name	Run #1	Run #2	Run #3
1	0	Washington Ave			
2	3158	State St at Broadway	98	125	120
3	5481	State St at Dixwell Ave	130	100	133
4	753	Hartford Turnpike	33	23	27
5	2412	Ridge Road	75	91	48
6	2857	Route 10	361	145	98
Totals	14661		697	484	426

Northbound corresponds to Westbound in Table 28.

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Study Name : **Kimberly Ave AM NB**
 Study Date : **6/10/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 10							
2	3430	Elm/ Kimberly/1st Ave	147.2	2.4	15.9	88.3	31.1	143.7	147.2
3	3105	I-95 SB Off Ramp	139.6	1.6	15.2	86.2	24.9	131.1	139.6
Total	6,535		286.8	4.0	15.5	174.6	56.0	274.8	286.8

Stats based on 9 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Kimberly Ave AM NB**
 Study Date : **6/10/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Kimberly Ave SB AM-1-SB-R002
Kimberly Ave SB AM-1-SB-R004
Kimberly Ave SB AM-1-SB-R006
Kimberly Ave SB AM-1-SB-R008
Kimberly Ave SB AM-1-SB-R010
Kimberly Ave SB AM-1-SB-R012
Kimberly Ave SB AM-1-SB-R014
Kimberly Ave SB AM-1-SB-R016

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Route 10								
2	3430	Elm/ Kimberly/1st Ave	119	104	148	125	119	208	145	174
3	3105	I-95 SB Off Ramp	99	109	99	135	97	293	113	168
Totals	6535		218	213	247	260	216	501	258	342

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Study Name : **Kimberly Ave PM NB**
 Study Date : **6/10/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 10							
2	3370	Kimberly Ave/Elm St	163.1	2.1	14.1	105.3	53.5	158.1	163.1
3	3049	I-95 SB Off Ramp	99.5	1.1	20.9	47.3	19.5	81.8	99.5
Total	6,419		262.6	3.3	16.7	152.5	73.0	239.9	262.6

Stats based on 8 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Kimberly Ave PM NB**
 Study Date : **6/10/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Elm St. West Haven 2 PM-1-SB-R002
Elm St. West Haven 2 PM-1-SB-R004
Elm St. West Haven 2 PM-1-SB-R006
Elm St. West Haven 2 PM-1-SB-R008
Elm St. West Haven 2 PM-1-SB-R010
Elm St. West Haven 2 PM-1-SB-R012
Elm St. West Haven 2 PM-1-SB-R014
Elm St. West Haven 2 PM-1-SB-R016

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Route 10								
2	3370	Kimberly Ave/Elm St	201	126	171	152	231	111	144	169
3	3049	I-95 SB Off Ramp	108	98	86	118	107	97	122	60
Totals	6419		309	224	257	270	338	208	266	229

Southbound corresponds to Eastbound in Table 28.

Connecticut Counts LLC
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Study Name : **Kimberly Ave AM SB**
 Study Date : **6/12/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	I-95 SB Off Ramp							
2	3213	Kimberly/Elm Street	117.1	1.6	18.7	61.9	20.1	115.4	117.1
3	3307	Route 10	111.0	1.4	20.3	54.2	19.2	101.1	111.0
Total	6,520		228.1	3.0	19.5	116.1	39.3	216.6	228.1

Stats based on 9 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Kimberly Ave AM SB**
 Study Date : **6/12/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Kimberly Ave SB AM-1-SB-R001
Kimberly Ave SB AM-1-SB-R003
Kimberly Ave SB AM-1-SB-R005
Kimberly Ave SB AM-1-SB-R007
Kimberly Ave SB AM-1-SB-R009
Kimberly Ave SB AM-1-SB-R011
Kimberly Ave SB AM-1-SB-R013
Kimberly Ave SB AM-1-SB-R015

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	I-95 SB Off Ramp								
2	3213	Kimberly/Elm Street	152	132	89	137	86	146	87	108
3	3307	Route 10	110	98	144	102	109	110	103	85
Totals	6520		262	230	233	239	195	256	190	193

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Study Name : **Kimberly Ave PM SB**
 Study Date : **6/10/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	I-95 SB Off Ramp							
2	3224	Kimberly /Elm St	110.1	1.1	20.0	54.9	19.0	103.9	110.1
3	3284	Route 10	106.0	1.5	21.1	49.4	17.8	82.5	106.0
Total	6,508		216.1	2.6	20.5	104.3	36.8	186.4	216.1

Stats based on 8 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Kimberly Ave PM SB**
 Study Date : **6/10/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Elm St. West Haven 2 PM-1-SB-R004
Elm St. West Haven 2 PM-1-SB-R006
Elm St. West Haven 2 PM-1-SB-R005
Elm St. West Haven 2 PM-1-SB-R007
Elm St. West Haven 2 PM-1-SB-R009
Elm St. West Haven 2 PM-1-SB-R011
Elm St. West Haven 2 PM-1-SB-R013
Elm St. West Haven 2 PM-1-SB-R015

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	I-95 SB Off Ramp								
2	3224	Kimberly /Elm St	86	114	120	137	76	96	139	113
3	3284	Route 10	179	123	77	77	80	84	112	116
Totals	6508		265	237	197	214	156	180	251	229

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Study Name : **Milford Conn AM NB**
 Study Date : **6/10/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 1							
2	2793	I-95 SB Ramp	67.6	0.4	28.2	23.9	3.9	35.1	61.7
3	6373	Route 15	94.6	0.0	45.9	3.6	0.0	9.4	73.3
Total	9,166		162.2	0.4	38.5	27.5	3.9	44.5	135.0

Stats based on 10 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Milford Conn AM NB**
 Study Date : **6/10/2014**
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Detailed Statistics By Run

Travel Time (sec) by Section

Milford Connector AM SB-1-SB-R00
Milford Connector AM SB-1-SB-R009
Milford Connector AM SB-1-SB-R008
Milford Connector AM SB-1-SB-R010
Milford Connector AM SB-1-SB-R013
Milford Connector AM SB-1-SB-R015
Milford Connector AM SB-1-SB-R017
Milford Connector AM SB-1

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Route 1								
2	2793	I-95 SB Ramp	41	43	38	42	41	287	47	45
3	6373	Route 15	80	81	76	88	102	118	136	86
Totals	9166		121	124	114	130	143	405	183	131

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Study Name : **Milford Connector PM NB**
 Study Date : **6/10/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 1							
2	2782	I-95 SB Ramp	45.3	0.0	41.9	1.3	0.0	12.3	42.3
3	5503	Route 15	77.3	0.0	48.6	0.0	0.0	3.3	61.0
Total	8,285		122.5	0.0	46.1	1.3	0.0	15.5	103.3

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Milford Connector PM NB**
 Study Date : **6/10/2014**
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Detailed Statistics By Run

Travel Time (sec) by Section

*milford connector PM SB-1-R002
 milford connector PM SB-1-R004
 milford connector PM SB-1-R006
 milford connector PM SB-1-R008*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Route 1				
2	2782	I-95 SB Ramp	40	43	45	53
3	5503	Route 15	69	82	88	70
Totals	8285		109	125	133	123

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Study Name : **Milford Conn AM SB**
 Study Date : **6/10/2014**
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Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 15							
2	10616	I-95 SB Ramp	152.5	0.2	47.5	11.3	2.8	25.0	94.0
3	3667	Route 1	50.8	0.2	49.2	2.2	0.2	10.7	31.8
Total	14,283		203.3	0.4	47.9	13.5	3.0	35.7	125.8

Stats based on 10 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Milford Conn AM SB**
 Study Date : **6/10/2014**
 Page No. : **5**

Detailed Statistics By Run

Travel Time (sec) by Section

Milford Connector AM SB-1-SB-R004
Milford Connector AM SB-1-SB-R007
Milford Connector AM SB-1-SB-R009
Milford Connector AM SB-1-SB-R012
Milford Connector AM SB-1-SB-R014
Milford Connector AM SB-1-SB-R016
Milford Connector AM SB-1-SB-R018
Milford Connector AM SB-1-SB-R019

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Route 15								
2	10616	I-95 SB Ramp	136	126	138	133	136	294	147	142
3	3667	Route 1	56	40	41	41	42	71	71	51
Totals	14283		192	166	179	174	178	365	218	193

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Study Name : **Milford Connector PM SB**
 Study Date : **6/10/2014**
 Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Route 15							
2	10329	I-95 SB Ramp	133.8	0.0	52.7	0.0	0.0	5.8	66.0
3	3626	Route 1	43.3	0.3	57.2	0.0	0.0	2.8	6.0
Total	13,955		177.0	0.3	53.8	0.0	0.0	8.5	72.0

Stats based on 4 BEFORE runs.
 Stops based on a Stop Speed of 5 MPH.
 Total Delay based on a Normal Speed of 40 MPH.

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Study Name : **Milford Connector PM SB**
 Study Date : **6/10/2014**
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Detailed Statistics By Run

Travel Time (sec) by Section

*milford connector PM SB-1-R001
 milford connector PM SB-1-R003
 milford connector PM SB-1-R005
 milford connector PM SB-1-R007*

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	Route 15				
2	10329	I-95 SB Ramp	128	135	135	137
3	3626	Route 1	52	42	40	39
Totals	13955		180	177	175	176

SCRCOG Congestion Management Process



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