Wallingford Intersection
Safety Improvements Study





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Prepared for:

South Central Regional Council of Governments and the Town of Wallingford, CT

SCR COG South Central Regional Council of Governments

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Executive Summary

The South Central Regional Council of Governments (SCRCOG), serving as the Metropolitan Planning Organization (MPO) for the New Haven urbanized area, places strong emphasis on improving transportation safety and reducing crashes across all travel modes — including driving, walking, biking, and transit. To support this mission, SCRCOG commissioned the Wallingford Intersection Safety Improvements Study (the "Study") to evaluate the existing conditions and develop conceptual design improvements to address safety at the intersection of Parker Farms Road, Highland Avenue, and Hope Hill Road in the Town of Wallingford. The study area, developed in coordination with the Town of Wallingford, extends from the study intersection by approximately:

- 500 feet to the south along Parker Farms Road to Jodi Drive
- 500 feet to the east along Parker Farms Road
- 750 feet to the west on Highland Avenue
- 750 feet to the north on Hope Hill Road

The Study includes the development of intersection improvement alternatives that were considered to improve the safety and operations at the intersection and the approach roadways. Each of these conceptual alternatives were assessed to determine the potential benefits, as well as the potential impacts to adjacent properties, environmental resources, and utilities. They were also presented to the Town stakeholders and the public for review and comment to aid in selection of a preferred alternative.

Based on the findings from the Study, as well as feedback from the stakeholders and the public, a Conceptual Design Plan was prepared that addresses the preferred improvements to the intersection and approach roadways that can be constructed in the short- to mid-term. These preferred improvements address intersection safety and operations and enhance pedestrian connectivity, while minimizing impacts to adjacent properties, resources, and utilities. A planning level cost estimate has been provided for the Conceptual Design Plan to aid the Town of Wallingford and SCRCOG in planning for future improvements to the intersection.

The Town of Wallingford will use this Study to seek funding to implement the improvements identified herein. Once funding is identified, the Conceptual Design Plan can be advanced to engineering design and construction.

Additional funding will allow for a Preliminary Engineering study to be performed to confirm the project extents, review potential impacts to environmental and natural resources, and identify potential property and utility impacts so that the expected project costs can be refined.

Once Preliminary Engineering is complete, the Final Design plans and specifications will be developed to address the various roadway elements, grading, signage and striping, work zone traffic control, and other work necessary to complete the construction, as intended. If necessary, a right-of-way acquisition process would be conducted to obtain additional property for purposes of the project. Final Design culminates with completion of the construction documentation to solicit bids and allow for construction of the project.

Chapter 1: Introduction

The South Central Regional Council of Governments (SCRCOG), serving as the Metropolitan Planning Organization (MPO) for the New Haven urbanized area, places strong emphasis on improving transportation safety and reducing crashes across all travel modes — including driving, walking, biking, and transit. To support this mission, SCRCOG commissioned the Wallingford Intersection Safety Improvements Study (the "Study") to evaluate the existing conditions and develop conceptual design improvements to address safety at the intersection of Parker Farms Road, Highland Avenue, and Hope Hill Road in the Town of Wallingford. The study area (**Figure 1**), developed in coordination with the Town of Wallingford and SCRCOG, focuses on the intersection of Parker Farms Road, Highland Avenue, and Hope Hill Road, as well as an additional 500 feet east and south along Parker Farms Road and 750 west and north along Highland Avenue and Hope Hill Road, respectively.

Parker Farms Road is a town-owned and maintained roadway, and the corridor is classified as an east-west Major Urban Collector roadway by the Connecticut Department of Transportation (CTDOT). The posted speed limit of Parker Farms Road is 30 miles per hour (mph) and approximately 8,950 vehicles per day (vpd) utilize the corridor to the east of the study intersection and approximately 4,430 vpd use the corridor to the south of the study intersection.

Highland Avenue is a town-owned and maintained roadway, and the corridor is classified as a north-south Major Urban Collector roadway by the CTDOT. The posted speed limit on Highland Avenue is 30 mph and approximately 5,760 vpd utilize the corridor within the vicinity of the study intersection.

Hope Hill Road is a town-owned and maintained roadway, and the corridor is classified as a north-south local roadway by the CTDOT. The posted speed limit on Hope Hill Road is 30 mph and approximately 3,055 vpd utilize the corridor within the vicinity of the study intersection.

Intersection safety is a major concern for the Town, the nearby residents and businesses, and motorists who use the adjacent roadway network. Given the intersection geometry, all-way stop-control, close proximity to several schools, and the average daily volumes, there is recurring congestion at the intersection, particularly during the school arrival and dismissal time periods. Vehicular and pedestrian safety concerns along Highland Avenue are exacerbated by the roadway's lack of sidewalks and significant downgrade approaching the study intersection. The skewed alignment of the intersection approaches and additional driveways at or near the intersection lead to limited sightlines and confusion for motorists over who has the right-of-way. A total of 15 crashes have occurred within the study area for the three-and-a-half-year period between January 1, 2022 and April 30, 2025, with four of the crashes involving injuries. The recommended safety improvements identified herein aim to address the above-noted safety deficiencies and to provide a safer intersection for all roadway users.

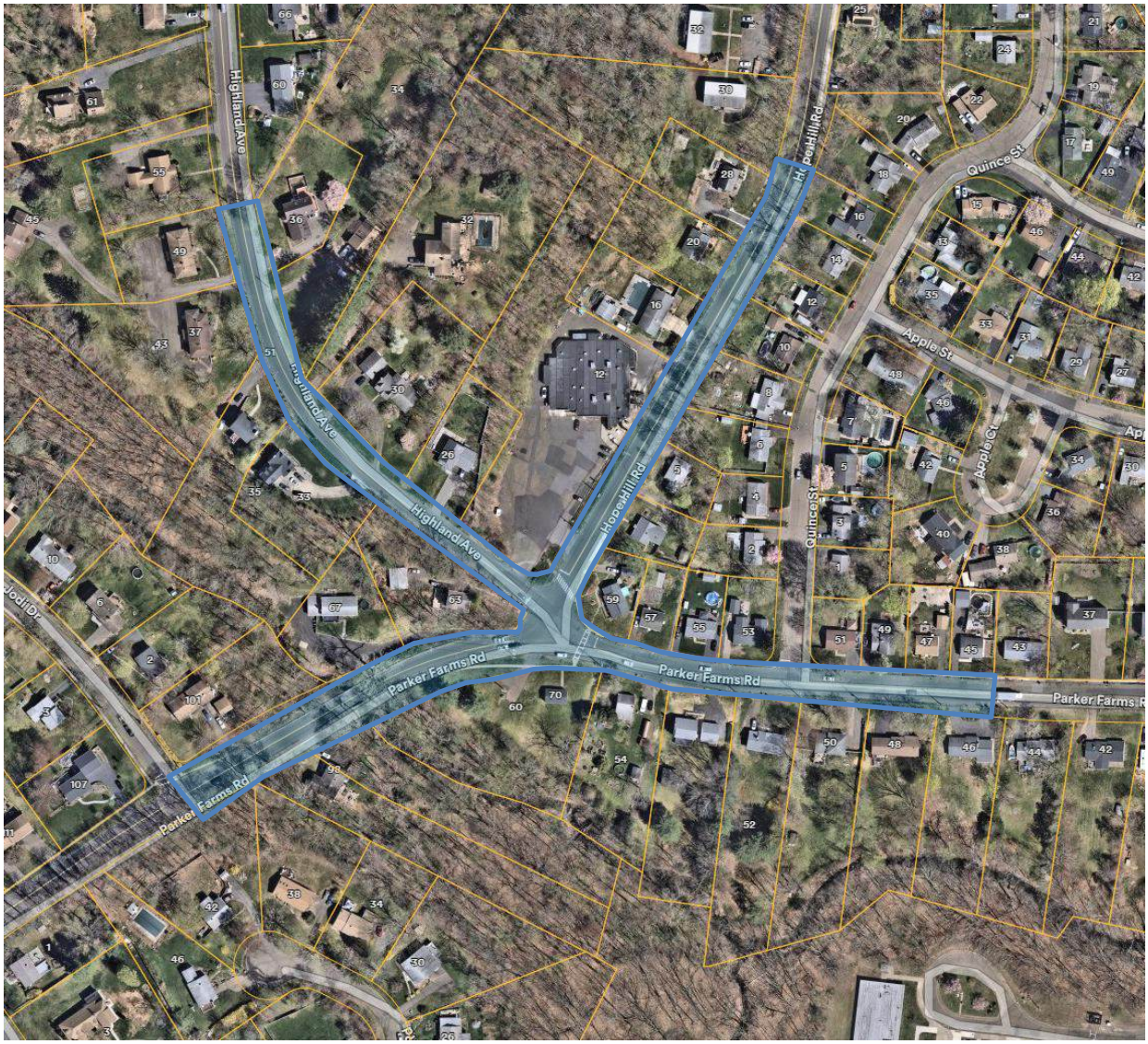


Figure 1
Intersection Safety Study Area
(Source: Nearmap)

Chapter 2: Existing Intersection Conditions

This section summarizes the existing conditions at the intersection of Parker Farms Road, Hope Hill Road, and Highland Avenue. The travel demand, roadway geometry, and road safety were assessed using the data sources identified herein and were utilized to identify deficiencies and inform the development of intersection safety improvement concepts.

A. STUDY INTERSECTION AND ADJACENT ROADWAY CHARACTERISTICS

Parker Farms Road

Parker Farms Road is a town-owned and maintained roadway, and the corridor is classified as an east-west Major Urban Collector roadway by the CTDOT with a posted speed limit of 30 miles per hour (mph). The roadway provides access to North Turnpike Road (Route 150) to the east of the study area, which provides connection to the Route 15 Exit 58B interchange. To the west of the study area, Parker Farms Road provides connection to Cheshire Road, which links to the Route 15 Exit 58A interchange. The land use along Parker Farms Road is primarily residential and is the access route to the Parker Farms Elementary School located approximately 1,100 feet east of the study intersection. For the purposes of the analyses provided in this study, Parker Farms Road was modeled as the westbound and northbound approaches to the study intersection.

To the east of the study intersection, Parker Farms Road is a two-lane roadway with concrete sidewalk along the north side of the road and bituminous curb on both sides of the road. Parker Farms Road is approximately 36 feet wide, with 12-foot travel lanes and shoulders ranging from 4 feet to 8 feet. This section of Parker Farms Road was recently resurfaced as part of a gas main improvement project. New pavement markings, which include a double yellow centerline, white painted edge lines, stop bars and bar-type crosswalks, were installed as part of the resurfacing project. No marked bike lanes or on-street parking is provided.

To the south of the study intersection, Parker Farms Road is a two-lane roadway with bituminous curb on both sides of the road. The roadway width varies from approximately 28 feet near the study intersection to 24 feet at the box culvert stream crossing located approximately 250 feet west of the stop bar. West of the box culvert, the roadway widens to approximately 32 feet in the vicinity of Jodi Drive. Concrete sidewalk is provided along the east side of Parker Farms Road to approximately 150 feet north of Jodi Drive. There is a gap in the sidewalk and then the concrete sidewalk continues along the opposite side of the road beginning approximately 75 feet from the intersection with Jodi Drive. Metal beam guiderail is provided on both sides of the road at each of the approaches to the box culvert stream crossing. A double-yellow centerline is provided along this section of Parker Farms Road with marked stop bars and a parallel-bar- type crosswalk at the intersection with Jodi Drive. No marked shoulders, bike lanes or on-street parking is provided.



Figure 2
Parker Farms Road at Existing Box Culvert (Facing North)

Highland Avenue

Highland Avenue is a town-owned and maintained roadway, and the corridor is classified as a north-south Major Urban Collector roadway by the CTDOT with a posted speed limit of 30 mph. The roadway provides connection to Church Street (Route 68) and the Town of Cheshire to the north of the study area. The land use along Highland Avenue is primarily residential and is the access route to Highland Elementary School located approximately one mile to the north of the study intersection. For purposes of the analyses provided in this study, Highland Avenue was modeled as the eastbound approach to the study intersection.



Figure 3
Highland Avenue (Facing East)

Within the study limits, Highland Avenue is a two-lane roadway with a width of 26 feet and bituminous curb on both sides of the road. With the exception of an approximate 100-foot-long section of bituminous sidewalk along the north side of Highland Avenue that connects the Suburban Market (12 Hope Hill Road) property to the adjacent residential property to the north (26 Highland Avenue), no sidewalk exists along Highland Avenue. A double-yellow centerline is provided along this section of Highland Avenue with marked stop bars. No marked shoulders, bike lanes or on-street parking is provided.

Hope Hill Road

Hope Hill Road is a town-owned and maintained roadway, and the corridor is classified as a north-south local roadway by the CTDOT with a posted speed limit of 30 mph. The roadway provides access to Church Street (Route 68) at its northern terminus outside the study area. The land use along Highland Avenue is primarily residential and is the main access route to the Mark T. Sheehan High School and James H. Moran Middle School, each located approximately 3,500 feet north of the study intersection. For purposes of the analyses provided in this study, Hope Hill Road was modeled as the southbound approach to the study intersection.



Figure 4
Hope Hill Road (Facing South)

Within the study limits, Hope Hill Road is a two-lane roadway with a width that ranges from 28 feet to 32 feet in width. The majority of the roadway has bituminous curb on both sides of the road with an approximate 100-foot section of concrete curb along the south side of the road near the study intersection. There is either concrete or bituminous sidewalk along the east side of the road with limited sidewalks on the west side of the road in the vicinity of Sheehan High School and Brownstone Road. Metal beam guiderail is provided within the study limits along an existing retaining wall on east side of Hope Hill Road. A double-yellow centerline is provided along Hope Hill Road with marked stop bars and bar-type crosswalks. No marked shoulders, bike lanes or on-street parking is provided.

Intersection of Parker Farms Road, Highland Avenue, and Hope Hill Road

Parker Farms Road, Highland Avenue, and Hope Hill Road intersect to form a four-leg, all-way, stop-controlled intersection. Each approach to the intersection has one lane in each direction. Bar-type crosswalks are provided across the east leg of Parker Farms Road and across the north leg of Hope Hill Road. Double yellow centerlines, stop bars and signs are provided for each of the intersection approaches.

The northbound approach to the intersection from Parker Farms Road has a skewed alignment to the intersection which limits the intersection sightlines to and from the other approaches to the intersection. This skewed geometry combined with the setback stop bar locations at other approaches causes drivers to pull out into the intersection to be able to see traffic at the other approaches. This causes driver confusion at the intersection with regard to which driver has the right-of-way and results in some of the collisions and "near-misses" that are occurring at the intersection. The skewed geometry and roadway naming convention also causes further confusion because some drivers continuing along Parker Farms Road from the westbound approach do not use their left-turn signals because the turn is gradual and they are staying on the same road.



Figure 5
Parker Farms Road Westbound Approach to Intersection

At the eastbound approach to the intersection, Highland Avenue has a steep approach grade into the intersection. This steep approach grade combined with the location of the roadway crest approximately 300 feet from the stop bar limits the visibility of the intersection and stop-control for traffic approaching the intersection from the west on Highland Avenue. This condition results in vehicles making hard stops and can result in vehicles sliding into the intersection during wet or icy conditions.

B. EXISTING TRAVEL DEMAND

Continuous 72-hour, bidirectional Automated Traffic Recorder (ATR) counts were performed between Monday, April 21, 2025 and Wednesday, April 23, 2025 to understand the fluctuation in traffic volumes, vehicle classification, and travel speeds during a typical weekday while area schools were in session. The ATR counts were performed at approximately 1,000 feet from the stop bars at the following locations:

1. Parker Farms Road, east of the study intersection
2. Parker Farms Road, south of the study intersection
3. Hope Hill Road, north of the study intersection
4. Highland Avenue, northwest of the study intersection

Additionally, turning movement count (TMC) data was collected on Tuesday, April 22, 2025 at the intersection of Parker Farms Road, Highland Avenue, and Hope Hill Road from 7:00 AM to 7:00 PM to identify the frequency of the various turning maneuvers present at the intersection on a typical school day.

Each of these travel demand elements are discussed below. The traffic volume, vehicle classification, speed data, and TMCs are provided in **Appendix A**.

AVERAGE DAILY TRAFFIC VOLUMES

On a typical weekday, approximately 11,000 vehicles per day (vpd) pass through the intersection. **Table 1** provides a summary of Average Daily Traffic (ADT) collected within the study area. The ADT on Parker Farms Road is approximately 8,950 vpd to the east of the study intersection and approximately 4,430 vpd to the south of the study intersection. The ADT on Hope Hill Road is approximately 3,055 vpd to the north

of the study intersection while the ADT on Highland Avenue is approximately 5,760 vpd to the west of the study intersection. A review of the count data indicates a peak in traffic around 7:00 AM and between 3:00 PM to 5:00 PM, likely due to school arrival and dismissal time periods coinciding with motorists traveling to or from work.

Table 1
2025 Average Daily Traffic

Location	Average Daily Traffic (vehicles per day)		
	Approaching	Departing	Total
Parker Farms Road (East of Intersection)	4,048 (WB)	4,899 (EB)	8,948
Parker Farms Road (South of Intersection)	2,368 (NB)	2,063 (SB)	4,431
Hope Hill Road (North of Intersection)	1,595 (SB)	1,459 (NB)	3,055
Highland Avenue (West of Intersection)	3,051 (EB)	2,711 (WB)	5,763
Notes: Average Daily Traffic obtained from Automated Traffic Recorder (ATR) counts performed between April 21, 2025 through April 23, 2025.			

VEHICLE CLASSIFICATION

Vehicle classification data that was obtained from the April 2025 ATR counts indicates that heavy vehicles represent approximately 3 to 5 percent of the daily traffic at each of the intersection approaches. The daily percentage of heavy vehicles by approach is presented in **Table 2.**

Table 2
Daily Heavy Vehicle Percentages

Location	Percentage of Heavy Vehicles by Approach		
	Approaching	Departing	Total
Parker Farms Road (East of Intersection)	3.0% (WB)	3.6% (EB)	3.4%
Parker Farms Road (South of Intersection)	3.6% (NB)	5.2% (SB)	4.3%
Hope Hill Road (North of Intersection)	4.8% (SB)	4.2% (NB)	4.5%
Highland Avenue (West of Intersection)	4.3% (EB)	3.2% (WB)	3.8%

Notes: Daily Heavy Vehicle Percentages obtained from Automated Traffic Recorder (ATR) counts performed between April 21, 2025 through April 23, 2025.

A summary of the heavy vehicles by type at each of the approaches is presented in **Table 3.**

Table 3
Heavy Vehicle Percentages by Type

Location	Average Daily Traffic (vehicles per day)								
	Approaching			Departing			Total		
	Bus	Single-Unit	Combination	Bus	Single-Unit	Combination	Bus	Single-Unit	Combination
Parker Farms Road (East of Intersection)	35% (WB)	56% (WB)	9% (WB)	24% (EB)	71% (EB)	5% (EB)	28%	65%	7%
Parker Farms Road (South of Intersection)	37% (NB)	58% (NB)	5% (NB)	42% (SB)	52% (SB)	6% (SB)	40%	54%	6%
Hope Hill Road (North of Intersection)	52% (SB)	44% (SB)	4% (SB)	46% (NB)	51% (NB)	3% (NB)	49%	48%	3%
Highland Avenue (West of Intersection)	11% (EB)	81% (EB)	8% (EB)	14% (WB)	76% (WB)	10% (WB)	49%	48%	3%

Notes: Daily Heavy Vehicle Percentages obtained from Automated Traffic Recorder (ATR) counts performed between April 21, 2025 through April 23, 2025.

As presented in **Table 3**, the predominant heavy vehicles using the intersection are buses and single-unit trucks. Due to the proximity to the four area schools, school buses comprise a large percentage of the heavy vehicles that travel through the intersection. There is some limited use of the intersection by combination trucks at each of the approaches.

TRAVEL SPEEDS

Speeding can compromise the road safety for all users of a corridor. The average and 85th percentile travel speed data obtained from the April 2025 ATR counts is summarized in **Table 4**. The average travel speeds for each of the study roadways at approximately 1,000 feet away from the study intersection were observed to be at or near the posted speed limit of 30 miles per hour (mph). The 85th percentile speed, which indicates the prevailing speed at which most (85 percent) of drivers travel at or below, were observed to be between 3 mph to 7 mph over the posted speed limit.

The peak travel speeds observed within the study area were observed to be 15 to 20 mph over the posted speed on Parker Farms Road in both directions. On Hope Hill Road, the peak speeds were observed to be 10 to 15 mph over the posted speed in the northbound direction and 15 to 20 mph over the posted speed in the southbound direction. The highest recorded speeds within the study area were observed to be 20 to 25 mph over the posted speed on Highland Avenue.

TURNING MOVEMENT COUNTS

Turning movement counts (TMCs) were performed on Tuesday, April 22, 2025 between 7:00 A.M and 7:00 PM, while area schools were operating on a typical schedule. Based on the TMC data, the weekday AM peak hour occurred between 7:00 AM to 8:00 AM and the weekday PM peak hour occurred between 3:30 PM to 4:30 PM. These peak hours, which coincide with the local commuter and school peaks, also correlate with the peak periods observed as part of the ATR counts performed for this study. As presented in **Table 5**, there were a total of 1,029 vehicles that passed through the intersection during the weekday AM peak hour and 1,083 vehicles during the weekday PM peak hour. During the weekday AM peak hour, the Highland Avenue approach had the greatest volume of traffic with 386 vehicles (approximately 38 percent of the total intersection traffic). The westbound Parker Farms Road approach experienced the highest volume of traffic, with 441 vehicles (approximately 41 percent of the total intersection traffic), during the weekday PM peak hour.

Table 5
Turning Movement Count Summary

Approach	Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Volume (vehicles)	Heavy Vehicles Percentage	Volume (vehicles)	Heavy Vehicles Percentage
Eastbound (Highland Avenue)	EBL	13	8%	9	11%
	EBT	351	0%	177	3%
	EBR	22	5%	31	3%
	Total	**386**	**1%**	**217**	**3%**
Westbound (Parker Farms Road)	WBL	47	2%	104	7%
	WBT	84	0%	244	0%
	WBR	88	5%	93	1%
	Total	**219**	**2%**	**441**	**2%**
Northbound (Parker Farms Road)	NBL	38	8%	48	6%
	NBT	99	4%	100	2%
	NBR	116	0%	137	4%
	Total	**253**	**3%**	**285**	**4%**
Southbound (Hope Hill Road)	SBL	100	5%	52	0%
	SBT	65	9%	77	1%
	SBR	6	0%	11	9%
	Total	**171**	**6%**	**140**	**1%**
Intersection Total		**1,029**	**0.3%**	**1,083**	**0.3%**

Notes: Turning Movement Count obtained on Tuesday, April 22, 2025.

C. INTERSECTION SAFETY AND OPERATIONS

A safety and operational assessment was performed at the study intersection to review driver behavior and operating characteristics. The safety and operations assessment included the review of available crash data, near-miss analysis, traffic capacity analysis and analysis to allow for data-driven decision making in developing transportation improvements within the study area.

CRASH ANALYSIS

Crash data for the three-year period between January 1, 2022 and December 31, 2024 was obtained from the University of Connecticut's Crash Data Repository to assess traffic safety in the vicinity of the study intersection. In addition, preliminary crash data was also obtained through the Crash Data Repository through April 30, 2025. The study team also contacted the Town of Wallingford Police Department to determine if there were any recent crashes that may have not yet been recorded in the Crash Data Repository. The data obtained was used to identify crash trends and to assess the severity of the reportable crashes during the study period.

Table 6 depicts the total crashes at the study intersection during the three-and-half-year analysis period, as well as the total crashes by severity. During the analysis period between January 1, 2022 through April 30, 2025, a total of 15 crashes occurred at the intersection. Of the 15 crashes, 11 crashes involved property damage only (no apparent injury) and four crashes involved injuries. None of the crashes involved serious injuries or fatalities.

Table 6
Intersection Crash Summary

Intersection	Crashes by Year					Crashes by Severity			
	2022	2023	2024	2025*	Total	Property Damage Only	Possible or Suspected Minor Injury	Serious Injury	Fatality
Parker Farms Road at Hope Hill Road and Highland Avenue	5	6	4	0	**15**	11	4	0	0

Source: UConn Crash Data Repository (January 2022 through April 2025). Data downloaded from the repository May 2025.
* 2025 Data represents preliminary data through April 2025.

As shown in **Table 7**, angle, fixed object, and rear-end crashes account for all the crashes occurring at the intersection. All of the angle crashes involved traffic from the Hope Hill Road approach. All of the rear-end collisions occurred at the Highland Avenue approach.

Table 7
Intersection Crash Types

Crash Type	Number	Percentage
Angle	9	60%
Fixed Object	3	20%
Rear-End	3	20%
Sideswipe	0	0%
Angle	0	0%
Head-On	0	0%
Pedestrian/Bicyclist	0	0%
Other	0	0%
Total	**15**	**100%**

Source: UConn Crash Data Repository (January 2022 through April 2025). Data downloaded from the repository May 2025.

Five of the nine angle crashes occurred between southbound vehicles on Hope Hill Road and westbound vehicles on Parker Farms Road with no reported injuries. The remaining four angle crashes occurred between southbound vehicles on Hope Hill Road and eastbound vehicles on Highland Avenue, with two crashes resulting in injuries. The three fixed object crashes involved vehicles colliding with utility poles adjacent to the roadway. Two of the crashes involving a utility pole were at the southeast quadrant of the intersection and the other was on Highland Avenue across from the property located at 26 Highland Avenue. In addition, four of the 15 crashes (approximately 27 percent) occurred in dark-lighted conditions, which may indicate inadequate intersection lighting. The three rear-end crashes occurred along Highland Avenue near the intersection stop bar. These rear-end crashes may be attributed to hard-stops associated with the steep downgrade on Highland Avenue.

Detailed crash data tables and collision diagrams are provided in **Appendix B**.

NEAR-MISS ANALYSIS

A near-miss analysis was performed for the study intersection using the 12 hours of video that was collected on Tuesday, April 22, 2025 data between 7:00 A.M and 7:00 PM as part of the turning movement counts.



Figure 6
Pedestrian Having Difficulty Crossing Parker Farms Road

The near-miss analysis was performed to review operations at the intersection and identify instances where collisions almost occurred (near-misses). During the 12-hours of analysis, there were several instances identified where collisions almost occurred. Most of these near-misses occurred during the area school's afternoon dismissal peak between 2:00 and 4:00 PM. Due to the setback stop bar placement and skewed intersection, these near-misses generally occurred because drivers from different approaches entered the intersection simultaneously typically with a rolling stop and there was confusion between drivers regarding who had the right-of-way. Since drivers were generally traveling at slower speeds within the intersection, they were able to avoid collision by either performing a hard-stop or an avoidance maneuver around the opposing vehicle. There was also one instance during this period when a pedestrian had difficulty crossing Parker Farms Road. Screenshots of some of the near-misses observed from the turning movement count videos are provided in **Appendix C.**

CAPACITY ANALYSIS

A traffic capacity analysis was performed for the study intersection under existing conditions for the weekday AM and PM peak hours. The existing condition traffic volumes for the weekday AM and PM peak hours that are presented in **Appendix D** were used for the capacity analysis. The traffic operating conditions at the study intersection was analyzed using Synchro 12 software to compute the delay, volume-to-capacity (v/c) ratios, level of service (LOS), and 95th percentile queues. For unsignalized intersections, the LOS is a qualitative letter grade assigned to an intersection approach or movement based on a computed or measured control delay and v/c ratio in accordance with the Highway Capacity Manual (HCM) methodology. The level of service (LOS) scale ranges from LOS A (best operating conditions) to LOS F (worst operating conditions). The LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns at two-way, stop-controlled (TWSC) intersections and for all movements at an all-way, stop-controlled (AWSC) intersection. The LOS criteria for unsignalized intersections is summarized in **Table 8**.

Table 8
Level of Service Criteria for Unsignalized Intersections

Control Delay Per Vehicle	Level-of-Service (LOS)[1]	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 15.0 seconds	B	F
>15.0 and ≤ 25.0 seconds	C	F
>25.0 and ≤ 35.0 seconds	D	F
>35.0 and ≤ 50.0 seconds	E	F
>50.0 seconds	F	F

Note: (1) For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street (for TWSC intersections). LOS is not calculated for major-street approaches or for the intersection as a whole.
Source: Transportation Research Board. *Highway Capacity Manual 6th Edition*

The LOS criteria for unsignalized intersections is different from the criteria used for signalized intersections. At TWSC intersections, drivers on the stop-controlled approaches are required to select gaps in the major-street flow in order to execute crossing or turning maneuvers. In the presence of a queue, each driver on

the controlled approach must also use some time to move into the front-of-queue position and prepare to evaluate gaps in the major-street flow. AWSC intersections require drivers on all approaches to stop before proceeding into the intersection.

The results from the existing conditions traffic capacity analysis for the unsignalized intersection of Parker Farms Road, Highland Avenue, and Hope Hill Road are presented in **Table 9.**

Table 9
Parker Farms Road at Hope Hill Road and Highland Avenue
Capacity Analysis (Existing Conditions)

Approach		Weekday AM					Weekday PM				
		Lane Group	v/c Ratio	95th Percentile Queue (veh)	Delay (sec)	LOS	Lane Group	v/c Ratio	95th Percentile Queue (veh)	Delay (sec)	LOS
Parker Farms Road	Westbound	LTR	0.48	2.5	16.0	C	LTR	0.91	11.2	46.7	E
	Northbound	LTR	0.65	4.6	21.5	C	LTR	0.70	5.6	25.0	C
Highland Avenue	Eastbound	LTR	0.78	7.3	29.9	D	LTR	0.51	2.8	17.6	C
Hope Hill Road	Southbound	LTR	0.44	2.2	15.6	C	LTR	0.35	1.5	14.2	B

During peak hours, LOS D operations are generally considered to be an acceptable operating condition for signalized and unsignalized intersections. As presented in **Table 9**, all of the intersection approaches are presently operating at LOS D or better with the exception of the westbound Parker Farms approach, which operates at LOS E during the afternoon peak hour. During this period, the average delay per vehicle is approximately 47 seconds with 95th percentile queues of approximately 11 vehicles. These queues are likely attributed to the school dismissal from the nearby Parker Farms Elementary School, which occurs during the afternoon peak-hour for the intersection. The Synchro capacity analysis reports for the study intersection are included in **Appendix E.**

D. INTERSECTION GEOMETRY REVIEW

BASE MAPPING

A combination of high-resolution aerials, Town aerial survey, parcel data from the CT Geodata portal, 2023 CTECO one-foot LIDAR contour data, utility mapping, field observations and recent survey along Hope Hill Road were used to develop the existing conditions base mapping in the vicinity of the intersection of Parker Farms Road, Highland Avenue, and Hope Hill Road. The Existing Condition base maps included in **Appendix F** were prepared to North Atlantic Datum of 1983 (NAD 83) horizontal coordinates with contour data in the North Atlantic Vertical Datum of 1988 (NAVD 88). The base mapping was used to assess the existing intersection and approach geometry with regard to current design criteria, identify study area constraints that will limit intersection improvements or affect cost, and serve as a base for developing the conceptual intersection improvements discussed in Chapter 2 of this study.

DESIGN CRITERIA

The existing roadway geometry was assessed with regard to the design criteria outlined in the CTDOT Highway Design Manual (HDM) based on the roadway classification for each of the study roadways. Due to the limited available right-of-way and other existing constraints in proximity to the study intersection, the existing roadway geometry was assessed with regard to the design criteria outlined in Chapter 2 of the CTDOT HDM for 3R (resurfacing, restoration, and/or rehabilitation) on non-freeways. The use of Chapter 2 is appropriate due to the restrictive right-of-way, financial limitations, and environmental constraints. As such, the potential improvements to the approach roadways will essentially be limited to the existing alignment and will preserve the number of through lanes before and after the project. The criteria outlined in Chapter 5 of the CTDOT HDM for New Construction/Reconstruction of Urban Highways and Streets was

also referenced as part of the study to identify the desired criteria if the limitations with regard to right-of-way and other constraints do not exist.

Design Speed

The design speed for 3R projects is determined using the 85th percentile speeds along a roadway based on Section 2-4.01 of the CTDOT HDM. The design speed for each of the study roadways was selected to be the lower range of the criteria outlined in the CTDOT HDM to promote slower travel speeds along the study roadways. A summary of the observed speeds, 3R design speed criteria, and selected design speeds is provided in **Table 10**.

Table 10
3R Design Speed

Location	Direction	Posted Speed (mph)	85th Percentile Speed[1] (mph)	3R Design Speed[2] (mph)	Recommended Design Speed (mph)
Parker Farms Road (East of Intersection)	Westbound	30	34	30/35	30
Parker Farms Road (South of Intersection)	Northbound	30	35	30/35	30
Hope Hill Road (North of Intersection)	Southbound	30	34	30/35	30
Highland Avenue (West of Intersection)	Eastbound	30	37	35/40	35

Notes:
[1]85th Percentile Speed Data obtained from Automated Traffic Recorder (ATR) counts performed between April 21, 2025 through April 23, 2025.
[2]3R Design Speed obtained from Figure 2-4A of the CTDOT HDM.

To assess the current geometry, best-fit horizontal and vertical alignments were developed along each of the study roadways in proximity to the intersection.

Horizontal Geometric Assessment

The best-fit horizontal alignments were compared to the criteria outlined in Sections 2-5.02 and 8-3.0 of the CTDOT HDM for Low-Speed Urban Streets to determine the approximate design speed along the approach roadways. According to 3R criteria, an existing horizontal curve with a design speed within 15 mph of the 85th percentile speed is acceptable and does not require a design exception to maintain.

Based on the best-fit analysis and assuming a normal crowned roadway cross section with 1.5 percent cross slopes, the approach alignment with the lowest radius curve is at the eastbound Highland Avenue approach, which correlates to a design speed of approximately 35 mph. There is some tighter radii within the intersection as the east leg of Parker Farms Road transitions to the west leg of Highland Avenue, as well as between the south leg of Parker Farms Road and the north leg of Hope Hill Road, however this curvature is within the intersection where traffic is operating at lower speeds. A detailed summary of the best-fit horizontal alignment analysis is provided in **Appendix G.**

Vertical Geometric Assessment

The best-fit vertical alignments were compared to the criteria outlined in Sections 2-6.0, 9-3.02 and 9-3.03 of the CTDOT HDM for Low-Speed Urban Streets to determine the approximate design speed along the approach roadways. According to the 3R criteria, an existing crest vertical curve with a design speed within 15 mph of the 85th percentile speed is acceptable and does not require a design exception to maintain. An existing sag vertical curve can be retained if the K value for the sag vertical curve meets the comfort criteria presented in Figure 2-6A of the CTDOT HDM.

Based on the best-fit analysis, the maximum grades along Parker Farms Road and Highland Avenue meet the 3R criteria outlined in Figure 2-3H for Urban Collector Streets. The maximum grades along Hope Hill Road meet the 3R criteria for Urban Local Streets outlined in Figure 2-3I. The eastbound Highland Avenue approach to the intersection has a grade of 13 percent, which is at the upper limit of the 3R criteria.



Figure 7
Limited Visibility of Intersection at Crest Vertical Curve on Highland Avenue

The existing crest vertical curvature along the roadways within the study limits is currently designed to be within 15 mph of the observed 85th percentile speeds and meets the 3R criteria for the existing vertical curves to be maintained. The best-fit crest vertical curves are generally designed for a minimum 25 mph speed. The existing sag vertical curvature along the roadways within the study limits meets the minimum comfort criteria outlined in Figure 2-6A of the CTDOT HDM for an existing sag vertical curve to be maintained under 3R criteria. The most restrictive sag vertical curve within the project limits is located in the vicinity of the existing box culvert stream crossing on Parker Farms Road south of the study intersection. This sag vertical curve is designed for an approximate 20 mph design speed. With the exception of one of the sag vertical curves within the intersection where the northbound Parker Farms approach meets the intersection, all other sag vertical curves along the roadways within the project limits are designed for a minimum speed of 25 mph. While this existing sag vertical curve is designed for a speed less than 20 mph, it still meets the minimum comfort criteria for a 25-mph speed within the intersection. A detailed summary of the best-fit horizontal alignment analysis is provided in **Appendix H.**

While all the vertical curves within the study limits meet the 3R criteria outlined in the CTDOT HDM for them to be maintained, most of the curves are not designed for the design speeds outlined in **Table 10**. If there is a desire by the Town to flatten the vertical curvature in the future, the curves would need to be designed to meet the CTDOT HDM criteria outlined in Section 9-3.02 for crest vertical curves and Section 9-3.03 for sag vertical curves. This adjustment to the vertical alignments would require significant re-grading within the intersection and at the approaches and would include impacts to the existing right-of-way, utilities, drainage, box culvert, adjacent residential and commercial driveways, and traffic control during construction. For the existing sag vertical curves, there is some flexibility to improve the vertical geometry to continue to meet the comfort criteria, however additional lighting analysis and potentially additional roadway lighting would be required to ensure that the sag curve is properly illuminated.

Intersection Geometric Assessment

The turn radii at the study intersection were reviewed with regard to the turning characteristics of the various design vehicles that use the intersection. The turning templates that were reviewed as part of the geometric assessment included the following design vehicles:

- Conventional School Bus
- Single Unit Truck (SU-30)
- Interstate Semi-Trailer (WB-62)
- Town of Wallingford Aerial Fire Truck

Each of the design vehicles were reviewed for the left, through, and right-turn movements at each of the intersection approaches to determine if there were any vehicles that currently have difficulty navigating through the intersection taking into account the stop bar and double yellow line placement. Based on the analysis, the intersection can accommodate all movements for the School Bus and SU-30 design vehicles.

The intersection can also accommodate most movements for the Town Fire Truck, however, there are a few movements where the Fire Truck must encroach over an opposing stop bar and lane to complete the turn. The WB-62 design vehicle is also accommodated for most movements, however it must encroach over opposing lanes to make left-turns from the northbound Parker Farms Road approach and eastbound Highland Avenue approach. The WB-62 must also crossover an opposing lane to make right turns from the westbound Parker Farms Road, eastbound Highland Avenue, and southbound Highland Avenue approaches. The vehicle turning template diagrams prepared for each of movements through the intersection are provided in **Appendix I.**

E. SUMMARY OF INTERSECTION DEFICIENCIES AND CONSTRAINTS

The study area constraints and deficiencies were identified based on the review of the existing conditions from the compiled base mapping, travel demand data, traffic safety and operational analyses, geometric assessments, field visits, visual observations, and meetings with the Town stakeholders. These constraints and deficiencies were then used in the development and assessment of conceptual improvements within the study area. A further discussion of the constraints and deficiencies from the review of the existing conditions and data collected within the study area is provided below.

DEFICIENCIES

Skewed Intersection Geometry

The skewed intersection geometry poses operational challenges related to intersection sightlines, driver signaling, and vehicle turn speeds. The setback stop bar and stop sign combined with the skewed entry geometry at the northbound Parker Farms Road approach to the intersection requires drivers to look over their shoulder to the left to enter the intersection so that they see oncoming traffic from the steep-sloped eastbound approach from Highland Avenue, causing driver confusion related to who has the right-of-way. Based on observations conducted at the intersection, once the drivers enter the intersection at the northbound approach to continue through to Hope Hill Road or turn left onto Highland Avenue, they were generally observed to continue into the intersection slowly to complete their maneuver only after they identified that there was no conflict with other movements. These limited sightlines and the resulting driver hesitancy within the intersection exposes this traffic to potential conflicts with traffic maneuvers from other approaches. For right-turning vehicles at the northbound approach from Parker Farms Road, the skewed geometry has the opposite effect in that due to the sweeping radius of the turn, vehicles were observed to make the turn at a faster speed, sometimes with multiple vehicles making the turn, one after the other and not granting the right-of-way to other movements.



Figure 8
Skewed Intersection Geometry and Limited Sight Distance at Parker Farms Road Northbound Approach

The skewed intersection geometry and the continuity of Parker Farms Road through the intersection also causes some drivers at the westbound approach from Parker Farms Road, who are turning left to continue along Parker Farms Road to the south, to not use their turn signals. These drivers perceive this as a through movement, which causes confusion with conflicting movements from other approaches.

Setback Stop Bars/Signs

The setback stop bar and sign placement at the Hope Hill Road and Parker Farms Road approaches all require drivers to proceed past the stop bar and enter the intersection so they can see the other approaches. While this condition causes hesitancy for drivers entering the intersection at the northbound Parker Farms Road approach, as discussed above, it has the opposite effect for drivers at the westbound Parker Farms Road and southbound Hope Hill Road approaches. Based on observations at the intersection, traffic at the westbound approach was observed to perform rolling stops through the intersection with sometimes one or two other cars "piggy-backing" the lead car through the intersection and not granting the right-of-way to other movements. At the southbound Hope Hill Road approach, the traffic performing through or left-turn movements was generally observed to accelerate through the intersection at higher speeds than the other movements, posing potentially safety concerns with other vehicular movements, as well as pedestrians crossing Parker Farms Road across the existing crosswalk at the east leg of the intersection.

Steep Approach Grade- Highland Avenue



Figure 9
Steep Approach Grade from Eastbound Highland Avenue Approach

The steep grade and the associated crest vertical curvature at the eastbound Highland Avenue approach to the intersection limits the visibility of the all-way stop controlled intersection for traffic approaching the intersection. While there is stop-ahead signage in advance of the curve, the vertical curve transitions to an approximate 13 percent grade fairly quickly, which requires traffic to brake on the downgrade. This condition poses potential safety risks with any vehicles that need to stop quickly due to queuing at the Highland Avenue stop bar. These safety risks increase when there are heavy vehicles or wet/icy road conditions that require additional space for stopping. While the existing grade currently meets 3R criteria, this criteria is set at 2 percent greater than the maximum 11 percent grade that is typically allowed for New Construction and Reconstruction projects.

Intersection Sightlines

As discussed above, the setback stop bar and signage placement, skewed intersection geometry, steep approach grades on Highland Avenue, pronounced hump within the intersection, and the existing topography and vegetation all contribute to the limited sightlines at the intersection. The most limited intersection sightlines are from the northbound Parker Farms Road approach with other approaches having difficulty seeing the opposing traffic entering at this location.

Close Proximity Driveways

There are several existing residential and commercial driveways in close proximity to the intersection and along the project approaches that need to be accounted for with any improvements to the intersection. The residential properties located at 57, 59, and 67 Parker Farms Road and at 3 Hope Hill Road all have driveways that connect within 100 feet upstream of the stop bars at the intersection. Similarly, the commercial property at the northwest corner of the intersection has driveways within 100 feet of the intersection on Hope Hill Road and Highland Avenue. The driveways for the residential property at 63 Parker Farms Road and the pump station property at 60 Parker Farms Road both connect within the intersection. These additional driveway access points all add additional conflict points either within or in close proximity to the intersection that affect safety and operations.



Figure 10
Close Proximity Driveways within Intersection

Reverse Curvature

The best-fit alignment through the intersection between Highland Avenue and the east leg of Parker Farms Road, identifies a reverse curve through the intersection that results in traffic needing to shift through the intersection. While the reverse curvature through the intersection is designed for an approximate 25 mph speed, there is potential for opposing sideswipes if drivers do not steer through the intersection. This reverse curvature is likely provided to accommodate both the sweeping turn to/from Parker Farms Road to the south, as well as the through-movement to/from Highland Avenue.

Horizontal and Vertical Curvature

As noted in the horizontal and vertical assessments of the best-fit alignments, some of the existing horizontal and vertical curvature is not designed for the prevailing speeds along the roadways. While the alignments meet the 3R criteria outlined in the CTDOT HDM to allow for them to be maintained, they do not meet the ideal criteria outlined for New Construction/Reconstruction in the CTDOT HDM.

Pedestrian Connectivity

Sidewalks are a vital component in promoting walking by providing a safe and dedicated facility for pedestrian connectivity. Along the east leg of Parker Farms Road, concrete sidewalks are provided with sidewalk ramps and detectable warning strips at intersections. Along the south leg of Parker Farms Road, concrete sidewalk exists along the east side of the road to approximately 150 feet east of Jodi Drive. This sidewalk narrows to approximately 44 inches wide at the box culvert stream crossing. From approximately 75 feet east of Jodi Drive, there is existing concrete sidewalk along the west side of Parker Farms Road that extends beyond the study area. Sidewalk ramps without detectable warning are installed at the intersection with Jodi Drive. Parallel bar-type crosswalks are provided across Jodi Drive. Monolithic concrete curb and sidewalk is installed along the east side of Hope Hill Road from the study intersection to approximately 175 feet to the north. From that point, an asphalt sidewalk with a bituminous curb continues northerly for approximately 550 feet where it connects to an existing concrete sidewalk that extends northerly outside the study area. Along Highland Avenue, there is an existing asphalt sidewalk that extends approximately 100 feet from the commercial driveway for 12 Hope Hill Road where it ends at the residential driveway for 26 Highland Avenue. There is a gap in sidewalk connectivity between 26 Highland Avenue to a point approximately 150 east of Highland Drive, which is beyond the study limits. At the study intersection, concrete sidewalk extends around the northeast quadrant of the intersection connecting the existing sidewalks on Parker Farms Road and Hope Hill Road. There are sidewalk ramps to cross Parker Farms Road at the east leg of the intersection and one sidewalk ramp on the east side of the intersection to cross Hope Hill Road at the north leg of the intersection. Only the sidewalk ramp at the southeast quadrant of the intersection has a detectable warning strip. Bar-type crosswalks are provided at both of the pedestrian crossings at the intersection.



Figure 11
Existing Bituminous Sidewalk on Highland Avenue

Bicycle Connectivity

There are currently no defined bike lanes or other bicycle-related infrastructure within the study area. Parker Farms Road has marked shoulders that vary between 4 to 8 feet on both sides of the road along the east leg of the intersection that extend to approximately 150 feet west of the intersection with North Turnpike Road (Route 150). While not designated for bike travel, these shoulders do provide some space outside of the vehicular travel lane for bicyclists. In the vicinity of Parker Farms Road, North Turnpike Road (Route 150) is designated as a Tier I Priority Bicycle Network in the Connecticut Active Transportation Plan and this segment, which has bicycle safety concerns, that could be considered for a stand-alone bicycle improvements project.

Sidewalk and Drainage Condition- Hope Hill Road

The existing asphalt sidewalk along the east side of Hope Hill Road that extends approximately 550 feet between the property at 3 Hope Hill Road and the rear of the property at 18 Quince Street is in poor condition and the existing curb does not have adequate reveal. During storm events, runoff overtops the existing curb and sidewalk and drains over an existing retaining wall toward the backyards of the properties on Quince Street. This drainage condition is a nuisance for the property owners and is contributing to the deterioration of the existing bituminous sidewalk, which has significant cracking and spalling with deposition of sediment and other debris that is trapped by the adjacent chain link fence.

CONSTRAINTS

Box Culvert Stream Crossing



Figure 12
Narrow Sidewalk Across Box Culvert Watercourse Crossing

The existing 12-foot by 12-foot concrete box culvert stream crossing limits the ability for realignment of the northbound Parker Farms approach to the study intersection. Based on the most recent municipal bridge screening performed by CTDOT in 2016, the structural evaluation noted the structure to be in satisfactory/better condition. Any realignment proposed to the intersection from this approach would need to tie into the existing roadway prior to the box culvert and associated wingwalls to avoid costly structure replacement. The existing concrete sidewalk along the east side of Parker Farms Road narrows to approximately 44 inches wide across the box culvert. While this sidewalk width meets the minimum for an accessible route per ADA standards, it is less than the minimum 4-foot sidewalk width that would need to be provided for new construction per the criteria outlined in the Public Rights of Way Accessibility Guidelines (PROWAG). Widening of this existing sidewalk to meet PROWAG criteria should be provided for any future culvert replacement or rehabilitation projects. Any realignment of Parker Farms Road should be designed and constructed to minimize any potential temporary and permanent impacts to the existing stream.

Utilities and Drainage

There are existing public and private utilities located within the study area that may limit roadway realignment or intersection improvements. Based on utility information obtained from Call Before You Dig (CBYD) and the Town of Wallingford, the following utilities exist within the study limits.

- Underground Gas Main and Service Lines- Eversource (along all study roadways)
- Underground Fiber Optic Ductbank- Frontier (along stream channel and to the east along Parker Farms Road)
- Underground Water Main and Service Lines- Wallingford Water Division (along all study roadways)
- Underground Sanitary Sewer- Wallingford Sewer Division (along all study roadways)
- Overhead Communications- Frontier (along all study roadways)
- Overhead Electric- Wallingford Electric Division (along all study roadways)
- Storm Drainage- Wallingford Department of Public Works (along all roadways)

To the maximum extent possible, the selection of intersection improvements aims to avoid significant impacts to utilities. Where impacts are unavoidable, utility or drainage infrastructure may need to be relocated.

Water Department Pump Station



Figure 13
Existing Water Pump Station

The existing Water Division pump station, located at 60 Parker Farms Road that borders the intersection on the south, also limits the potential for intersection improvements and realignment of the south leg of the intersection. This pump station, which has an 8-inch intake and outlet line, is connected to the existing 10-inch water main in Parker Farms Road. While there is some space available for potential improvements in the grass area to the north and west of the pump station building, any improvements would require approval from the Water Division and would need to avoid impacts to the existing pump station operations and the associated infrastructure including the existing utility poles, electric transformer, and the underground water and utility lines. Impacts to the existing pump station driveway would also need to be offset by either reconnecting the existing driveway to any intersection reconfiguration or relocating the existing driveway away from the intersection.

Residential, Commercial and Pump Station Driveways

While the existing driveways located in close proximity to the intersection pose operational and safety challenges, the access to these properties must be maintained with any intersection improvements. While it is generally desirable from a safety standpoint to locate driveways away from intersections, this may not be desirable to the property owner or feasible from a constructability standpoint. Modifications to existing driveways will need to be agreed to and negotiated with the property owner prior to incorporation into final design plans. The existing residential driveways, located away from the intersection to the west along Highland Avenue also limit the extent that the roadway profile can be adjusted to flatten the vertical curvature. Any lowering of the roadway profile in this area must be balanced to avoid the need to modify the existing driveways to be excessively steep.

Right-of-Way

The potential improvements to the intersection should be developed to avoid temporary and permanent right-of-way impacts to the adjacent properties along the study roadways. Where impacts are unavoidable, the improvements should be designed to minimize the need for land acquisition and easements. The limited available right-of-way combined with the challenging topography limits the possibility for improvements that could be appropriate if more space was available.

Topography, Structures, and Vegetation

The residential and commercial properties that border the study intersection each have unique topography, structures, and vegetation that must be considered during the development of intersection improvements to avoid impacts to those properties. The residential property at 63 Parker Farms Road has a steep side slope that extends down to an existing retaining wall along a portion of Highland Avenue with vegetation and trees that screen the property from the adjacent roadway. The residential property at 59 Parker Farms Road has a masonry retaining wall with a concrete walk and steps. The commercial property at 12 Hope Hill Road has relatively steep side slopes along Hope Hill Road that extend up to the existing parking lot.

Design Vehicles

While the majority of the traffic passing through the intersection on a typical day is light vehicles, the intersection improvements must be able to accommodate the variety of heavy vehicles that currently pass through the intersection, which account for roughly 3 to 5 percent of the traffic stream, depending on the

approach. A majority of the heavy vehicle traffic is comprised of single-unit (box) trucks and school buses, due to the four nearby public schools, however there is some limited usage of the intersection by combination trucks, which require more space and consideration to accommodate turn-maneuvers. Emergency vehicles also need to be accommodated so that emergency response times are not impacted by intersection geometry and traffic control.

Chapter 3: Preliminary Concept Development

Preliminary concepts were developed as part of the study to investigate potential intersection improvements that could address intersection deficiencies and improve safety and operations at the intersection. Each of the concepts were developed with regard to the existing constraints and to meet current design standards and guidance to the maximum extent practical. Some of the key standards and guidance used in the development of the preliminary concepts includes:

- FHWA Safe Systems Approach
- Connecticut Strategic Highway Safety Plan
- CTDOT Standards
- Town of Wallingford Standards
- Manual of Uniform Traffic Control Devices (MUTCD)
- CTDOT Highway Design Manual
- AASHTO A Policy on Geometric Design of Highways and Streets
- ADA Standards for Accessible Design
- Public Right-of-Way Accessibility Guidelines (PROWAG)
- National Association of City Transportation Officials (NACTO) Guidance
- Stakeholder Input
- Community Feedback

The guiding principle for the development of safety improvements is the FHWA Safe Systems Approach. As shown in **Figure 14,** the Safe Systems Approach aims to eliminate traffic deaths and serious injuries by promoting:

- Safe Road Users
- Safe Vehicles
- Safe Speeds
- Safe Roads
- Post-Crash Care

The Safe Systems Approach recognizes that humans make mistakes and are vulnerable. The application of the Safe Systems Approach involves anticipating human mistakes by designing and managing road infrastructure to minimize the risks associated with these mistakes and when mistakes lead to crashes, that they do not result in fatal or serious crashes.

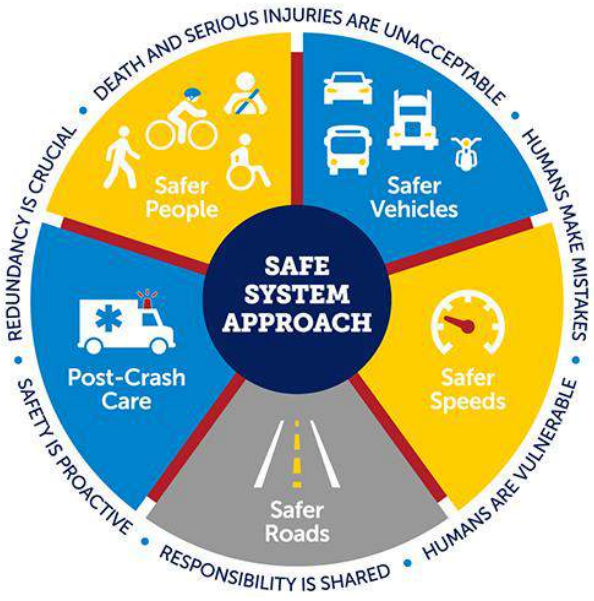


Figure 14
FHWA Safe Systems Approach

PRELIMINARY CONCEPTS

The preliminary concepts developed for this study were aimed at improving intersection sightlines and making the intersection operations more intuitive so that it is clear to the user entering the intersection who has the right-of-way. The concepts were developed to fit within the existing constraints to the maximum extent possible, while attempting to address the deficiencies identified. The potential improvements that were explored as part of the study include:

- Traffic signalization
- Roadway realignment
- Roundabout
- Quick-build intersection realignment
- Vertical profile adjustments

A detailed description of each of these concepts is provided below.

TRAFFIC SIGNALIZATION

A traffic signal warrant analysis was performed for the intersection of Parker Farms Road with Highland Avenue and Hope Hill Road, based on the criteria outlined in the Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition, to determine if a traffic signal could be appropriate for providing traffic control at the intersection. Per the MUTCD, an engineering study is required that evaluates the intersection with regard to nine different warrants that may be used to justify the installation of a traffic signal. The satisfaction of one or more warrants does not in itself justify the installation of a traffic signal and alternatives to signalization should be considered. A traffic signal should not be installed unless the engineering study determines that the overall safety and/or operations at the intersection will improve.

Based on the warrant analysis performed at the study intersection, it was determined that the intersection does not currently meet the traffic signal warrants outlined in the MUTCD 11th Edition, as summarized in **Table 11.**

Table 11
Traffic Signal Warrant Analysis

Signal Warrant	Criteria Met?
Warrant 1, Eight-Hour Vehicular Volume	**N**
Condition A	**N** (6 of 8)
Condition B	**N** (0 of 8)
Combination of Conditions A and B (80%)	**N** (3 of 8)
Warrant 2, Four-Hour Vehicular Volume	**N** (2 of 4)
Warrant 3, Peak Hour	**N**
Warrant 4, Pedestrian Volume	**N**
Warrant 5, School Crossing	**N**
Warrant 6, Coordinated Signal System	**N**
Warrant 7, Crash Experience	**N**
Warrant 8, Roadway Network	**N**
Warrant 9, Intersection Near a Grade Crossing	**N**

While the intersection does not currently satisfy the signal warrant criteria, it is close to meeting the following signal warrants:

- Warrant 1 (Condition A), Eight-Hour Vehicular Volume: This warrant requires that the combined traffic volume on the major street approaches exceeds 500 vehicles per hour and the highest volume minor street approach during that same hour exceeds 150 vehicles for 8 hours of the day. Based on the traffic volumes and intersection configuration, the traffic volumes for the westbound Parker Farms approach and the eastbound Highland Avenue approach were used in determining the combined major street volumes and the higher volume from either the southbound Hope Hill Road or northbound Parker Farms Road approaches were used for the minor street approaches. The study intersection met these criteria for 6 hours of the day.
- Warrant 2, Four-Hour Vehicular Volume: This warrant requires that the plotted points for the combined traffic volume on the major street approaches and the highest volume minor street approach during that

same hour plots above the applicable curve in Figure 4C-1 of the MUTCD for 4 hours of the day. The study intersection met the criteria for Warrant 2 for 2 of the necessary 4 hours but was close to meeting the criteria for the 2 other hours.

- Warrant 7, Crash Experience: This warrant requires that the crash experience at the experience meet the minimum crash thresholds included in either Tables 4C-2 or 4C-3 of the MUTCD, the intersection meets the 80% traffic thresholds for Warrant 1A or 1B for 8 hours of an average day, and that an adequate trial of alternatives be performed to address the crash frequency. The study intersection, which has experienced 9 angle crashes over a 3-year period, meets the minimum threshold of 6 in Table 4C-3 and meets the minimum volume threshold for 7 out of 8 hours of the day. The mainline volume for the next highest hour to meet the volume criteria is only 20 vehicles per hour less than the required volume. The other condition of the warrant that is not satisfied is the need for an adequate trial of alternatives to be performed to address the frequency of collisions.

The traffic signal warrant analysis that was performed for the study intersection can be found in **Appendix J.**

The Town should continue to monitor the traffic volume growth at the intersection over time to determine if a signal could be warranted in the future. Based on discussions with the Town, it was noted that the Board of Education is presently looking at options for consolidating some of the area schools, which could also impact travel patterns through the intersection. The intersection should be studied further as part of a separate traffic study once the changes to the school program are determined.

With signalization, there is a potential for unintended consequences related to longer queuing, red-light running, speeding through the intersection, right-turn-on-red violations, and rear-end collisions. If a traffic signal is pursued in the future, additional intersection capacity and safety analysis should be performed to optimize the operations to minimize the delay and queueing at the intersection, while ensuring that the signal will promote safe operations through the intersection.

With the skewed intersection alignment, split signal phasing may be required for the northbound Parker Farms Road and southbound Hope Hill Road approaches. Split phasing is inefficient in that each of these phases would need to run separately due to the limited sightline of oncoming traffic from the opposing direction. The realignment of Parker Farms Road or intersection reconfiguration alternatives discussed below may be necessary to eliminate the need for the split phasing.

ROADWAY REALIGNMENT- PRELIMINARY CONCEPTS CP-1/CP1A

One opportunity to eliminate or reduce the skewed intersection geometry could include the realignment of Parker Farms Road northbound approach to intersect perpendicular with other intersection approaches as shown in Concept CP-1 included in **Appendix K**. This concept includes a lower radius curve near the intersection to allow for a perpendicular approach to the intersection. The realignment and regrading of two residential driveways and the pump station driveway would be necessary to accommodate the roadway realignment . The revised roadway alignment would encroach onto the pump station property. Utility and drainage relocations would also be necessary. This concept would require a design exception to allow curve radii that does not meet the 30-mph design speed. The lower speed curves could promote slower speeds in proximity to the intersection but wider travel lanes may be necessary to accommodate larger design vehicles

A variation of this concept (Concept CP-1A in **Appendix K**), includes a larger radius curve that extends into the intersection to allow for the realignment and improved design vehicle turning capabilities, could also be considered. This variation would still require a design exception for the reduced design speed and would have similar impacts to Concept CP-1, however, the larger curve radius at the approach to the intersection would reduce the encroachment into the pump station property.

ROUNDABOUT- PRELIMINARY CONCEPT CP-2

Based on the skewed intersection geometry and the rolling stops that are occurring at the study intersection, a potential roundabout was investigated to improve the operations and safety. Roundabouts can provide operational and safety benefits by encouraging slower travel speeds and reducing the number of conflict points at an intersection. The traffic within the circulating lane has the right-of-way through the roundabout

and the intersecting approaches must yield to traffic within the circulating lane before entering the roundabout.

Based on the existing site constraints, a roundabout with an 85-foot inscribed diameter was investigated for the study intersection with a realigned Parker Farms Road northbound approach, as shown in Concept C-2 in **Appendix K**. This size roundabout could accommodate a school bus and box truck (SU-30 design vehicle) entirely within the circulating lane, however, a larger inscribed diameter would be needed to accommodate Fire Truck turns within the circulating lane to avoid impacts to emergency response times. The center median would need to be fully mountable to allow for combination truck turns (WB-62 design vehicle) and other large design vehicles.

There is also concern with the existing 13 percent approach grade from Highland Avenue. The maximum desirable approach grade to roundabouts is generally less than 10 percent and having a level section at the roundabout entry is desirable. Lowering the roadway profile and improving the vertical curve at this approach would require impacts to the adjacent properties including steeper driveways and regrading.

While the roundabout could potentially provide the best traffic operations of all the concepts under favorable conditions, it would also have the most property impacts and be the costliest to construct. The roundabout and realignment would require right-of-way acquisition and temporary easements to allow for installation of a perimeter sidewalk and to grade the roundabout. The introduction of splitter islands at the approaches to the intersection would also potentially restrict left-turns into and out of the residential, commercial, and pump station driveways adjacent to the intersection. Similar to Concept CP-1, with the realignment of Parker Farms Road, two residential driveways and the pump station driveway would need to be realigned and regraded. Utility and drainage relocations would also be necessary. A design exception to allow curve radii less than the 30-mph design speed would also be needed.

INTERSECTION RECONFIGURATION/QUICK-BUILD- PRELIMINARY CONCEPT CP-3

Another concept that was explored includes the reconfiguration of the southeast corner of the intersection to align the northbound approach from Parker Farms Road perpendicular with the intersection as shown in Concept C-3 in **Appendix K**. This geometric modification could allow the stop bars at all the approaches and the existing crosswalks to be moved closer to the center of the intersection to improve sightlines and better organize the flow through the intersection. Except for the installation of new curb at the southeast corner of the intersection, this lower-cost option would largely maintain the existing intersection geometry. It would also avoid impacts to right-of-way, utilities, drainage and the adjacent residential driveways. It would only require relocation of the pump station access driveway away from the intersection.

With the minimal changes to intersection geometry, the design vehicle access through the intersection will be similar to existing conditions. The intersection reconfiguration and modified stop bar locations shown in Concept C-3 will accommodate box trucks (SU-30 design vehicle), fire trucks, and school buses. Combination truck turns (WB-62 design vehicle), which are already limited, will be more limited for northbound right-turns continuing along Parker Farms Road and eastbound right-turns from Highland Avenue onto Parker Farms Road. The available pavement width will be sufficient to accommodate combination truck turns at the intersection, however with the adjusted stop bar locations, the combination truck drivers may need to wait to make turns once the traffic at the stop bar clears. Based on the limited number of combination trucks passing through the intersection, which was observed to average less than 11 per approach on a typical day, these temporary delays are expected to be manageable. The installation of mountable curb at the southeast corner could also be incorporated to provide additional space for these truck turns as necessary. The stop sign placement at the northbound approach would require additional consideration if mountable curb is used to minimize the potential for this sign to be hit during truck turns and the associated maintenance costs.

Temporary traffic control measures, such as engineered rubber curb or traffic drums, could be incorporated into the intersection as part of a quick-build demonstration project to test and fine-tune the intersection reconfiguration and stop bar placement prior to installing more costly permanent treatments such as concrete curb. Similar quick-build projects are being used to test and demonstrate the effectiveness of traffic improvements in other communities in the state, including the towns of Guilford, Madison, Greenwich, West Hartford, Fairfield, and Waterbury. CTDOT also has a Quick Build demonstration project program that is structured for municipalities to construct Complete Streets improvements on State Roads.

VERTICAL ALIGNMENT PROFILE ADJUSTMENT- PRELIMINARY CONCEPTS CP-4/4A/4B

The existing approach grade at the Highland Avenue approach to the intersection is at an approximate 13 percent slope. The beginning of the crest vertical curve, located approximately 450 feet west of the stop bar at the top of the slope, is designed for an approximate 25 mph speed, which is less than the 85th percentile speed of 37 mph that was observed approximately 1,000 feet west of the stop bar. Due to this difference between the design speed and the operating speeds, drivers have limited visibility of the intersection as they approach the crest. This poses potential safety risks for drivers coming over the roadway crest into the steep downgrade approach to the intersection, particularly if a driver needs to perform a hard-stop when there is extended queuing at the Highland Avenue approach or during wet or icy conditions.

Several concepts were developed that explored profile adjustments to the vertical alignment on Highland Avenue to either reduce the approach grade or to maintain the current grades but with an extended vertical curve. Concept C-4 in **Appendix K** investigates reducing the Highland Avenue approach grade from approximately 13 percent to 9.75 percent and improves the vertical curvature to accommodate a design speed of approximately 30 mph. Concept C-4A in **Appendix K** also includes the reduced 9.75 percent approach grade but maintains the current design speed of 25 mph. Concept C-4B in **Appendix K** generally maintains the current grades on Highland Avenue but improves the vertical curvature to be close to a 30 mph design speed. Concepts C-4 and C-4A would have the greatest impact to the existing driveways in the vicinity of the profile adjustment, requiring one of the driveways to be lowered and made steeper to account for a grade difference of almost 6 feet. The greatest impact to a driveway in Concept C-4B would be to lower and steepen the driveway by approximately 3 feet. While the profile adjustment in C-4B would have the least impact, it would only address flattening the curve and would not improve the approach grade along Highland Avenue into the intersection. The adjustments to the roadway profile would also impact the front yards and vegetation along the property frontages in the vicinity of the work, requiring temporary easements to perform the work. All profile adjustment concepts would also be expected to have costly impacts to utilities and drainage due to the change in cover over the utilities and embedment of the utility poles.

Chapter 4: Stakeholder Input and Public Involvement

Stakeholder input and public Involvement is key to developing recommendations informed by the community of residents, businesses, and other stakeholders who travel through the intersection regularly. A summary of the stakeholder and public engagement efforts for the study is detailed below.

STAKEHOLDER MEETINGS

Two stakeholder meetings were held early during the study to obtain input on the existing conditions, perceived issues with the intersection operations, and discuss intersection needs and deficiencies. A summary of each of the stakeholder meetings is provided below:

Stakeholder Meeting #1- Wallingford Town Hall- July 16, 2025

This in-person meeting took place at Wallingford Town Hall and included attendees from the various Town Departments including the Mayor, Police, Fire, EMS, Engineering, Public Works, Planning, Water/Sewer Divisions, and Board of Education. The study team introduced the study to the attendees, reviewed existing conditions, and discussed preliminary thoughts on potential improvements to the intersection. The representatives from each of the Town Departments had an opportunity to provide their perspectives on the intersection operations, needs and deficiencies, and potential improvements. Key discussion topics included:

- Driver behavior at the intersection
- Sightline restrictions
- Setback stop bars
- School bus usage and school pedestrians through intersection
- Traffic signalization
- Roundabout
- Potential use of pump station property to realign the Parker Farms Road approach (south leg) to the intersection

The attendees concurred with the study team's assessment of the existing conditions at the intersection and were also in agreement that the setback stop bar/sign placement and sightlines associated with the skewed intersection geometry were contributing to the rolling stops and driver confusion at the intersection.

Stakeholder Meeting #2- Wallingford Town Hall- August 13, 2025

This in-person meeting was originally planned to be held in the field at the study intersection, however it was moved to the Moran Middle School Library due to inclement weather. This stakeholder meeting included the property owners adjacent to the study area. The study team introduced the study to the attendees, reviewed existing conditions, and discussed potential high-level improvements to the intersection. Each of the property owners had an opportunity to share their experiences with the intersection, as well as comment on potential improvements to the intersection. Key discussion topics included:

- Traffic noise associated with motorcycles and trucks stopping and accelerating on Highland Avenue.
- Excessive speeding, particularly on Highland Avenue.
- Limited sightlines
- Sidewalk extensions on Highland Avenue
- Crash Experience
- Rolling stops
- Traffic signalization

The attendees agreed with the study team's assessment of the existing conditions and observations of the operations at the intersection. They also noted quality of life issues associated with the traffic operations at the intersection and approaches. The residents were generally against signalization of the study intersection.

PUBLIC MEETINGS

In addition to the stakeholder meetings, two public meetings were held over the course of the 12-month study to provide opportunities for public input. The study team developed flyers (**Figure 15)** to inform the public about each meeting. The flyers were marketed to the Town's social media accounts (Facebook, Instagram) and on the town's website. In addition, the Town posted flyers at Wallingford Town Hall (45 South Main Street) and advised interested residents via email.

A summary of each of the public meetings is provided below. The public meeting presentations are provided in **Appendix L**.

Public Meeting #1- Wallingford Senior Center- November 5, 2025

This in-person public meeting took place at the Wallingford Senior Center. The study team introduced the study to attendees from the public. During the presentation, the study team reviewed the study area limits, data collection, and existing conditions. The findings from the safety and operational assessment were presented followed by a discussion of the preliminary concepts that were developed for the intersection. The following four intersection improvement alternatives were presented:

- Preliminary Concept #1/1A- Realignment
- Preliminary Concept #2- Roundabout
- Preliminary Concept #3- Reconfiguration/Quick-Build
- Preliminary Concept #4- Profile adjustment

Following the presentation, the meeting opened to the public as a forum for questions and comment on the information and concepts that were presented. The key topics that were discussed with the community members include:

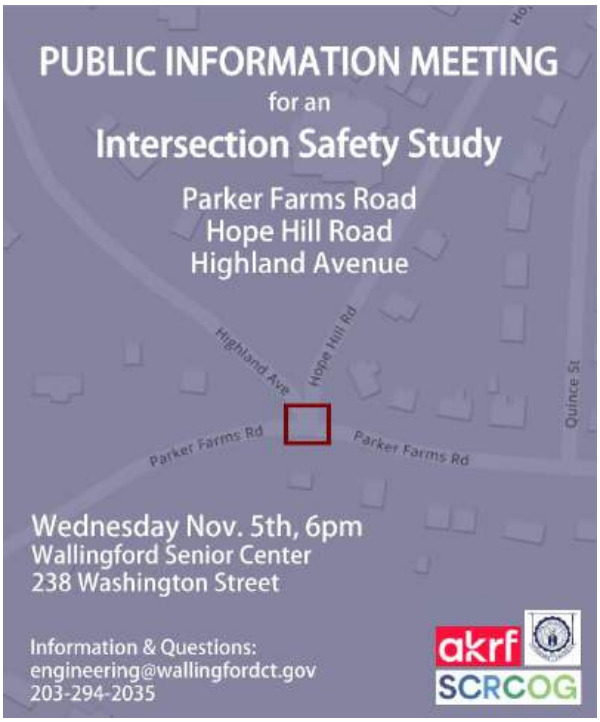


Figure 15
Public Meeting #1 Flyer

Existing Conditions

- Speeding along Highland Avenue
- Excessive speeds within intersection- Left turns from Hope Hill Road
- Long queues at Parker Farms Road westbound approach and Hope Hill Road southbound approach

Driver Behavior

- Drivers not pulling over for emergency responders

Traffic Signalization

- Some public interest in a traffic signal
- Not being considered as part of the study because intersection doesn't meet MUTCD warrants
- Town should continue to monitor traffic at the intersection to see if it meets warrants in future
- Inefficient signal phasing (split phase) without intersection realignment
- Potential for unintended consequences including longer queuing, red-light running, speeding, right-turn-on red violations, and rear-end collisions

Roadway Realignment

- Opposition from adjacent property owners due to need for driveway relocation

Roundabout

- Not feasible due to need for additional right-of-way to accommodate truck turns and perimeter sidewalks, as well as due to steep approach grade from Highland Avenue
- Concerns related to recent issues with roundabout in West Hartford, CT
- General consensus from public that roundabout was not a feasible alternative

Reconfiguration/Quick-Build

- Improves stop bar placement with no impact to residential driveways and minimal impact to utilities, drainage, and pump station property.
- Interest in other locations where Quick-Build treatments have been installed
- Cost-effective and reduced schedule
- General public support for Quick-Build/Reconfiguration alternative

Profile Adjustment- Highland Avenue

- Profile adjustment would impact adjacent driveways and associated slope to meet lower roadway grade
- Impact to underground utilities
- Limited interest from public

Sightlines

- Clearing vegetation along Highland Avenue to improve sightlines at northbound Parker Farms Road approach
- Restricted sightline looking to right from southbound Hope Hill Road approach due to roadway sideslope
- Pronounced cross slope within intersection that restricts sightlines from some of the intersection approaches.

Rectangular Rapid Flashing Beacons (RRFBs)

- Public interest in RRFBs at intersection like what was installed at Choate School.
- Not allowed at Stop-controlled approaches per the MUTCD and are not appropriate at study intersection.

Speed Cameras

- Implementation of speed cameras would be part of a process separate from this study.
- Initial implementation of speed cameras would likely be focused within designated school zones around Town.

Project Funding and Taxpayer Impacts

- Town can seek funding through state and federal grants once an alternative is selected.
- Any municipal funding for improvements would need to be approved by Town Council.

Public Meeting #2- Wallingford Senior Center- February 26, 2026

A second public meeting took place at the Wallingford Senior Center to recap the information previously presented at Public Meeting #1 related to existing conditions, the safety and operational assessments, and concept evaluation. After reviewing this information, the study team presented the Conceptual Design Plan, which compiled the preferred improvements that were selected to address traffic safety and pedestrian connectivity within the study area.

Following the presentation, the meeting opened to the public as a forum for questions and comment on the information and concepts that were presented. The key topics that were discussed with the community members include:

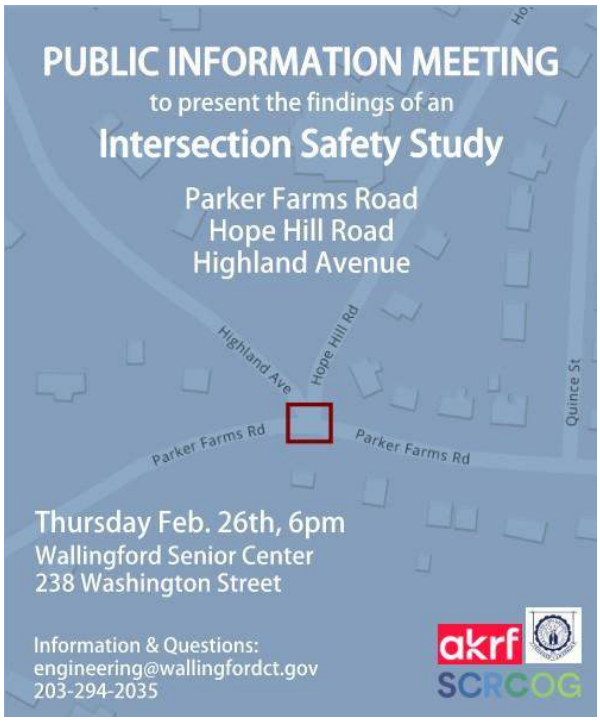


Figure 16
Public Meeting #2 Flyer

Sightlines

- Pronounced roadway cross slope through the intersection that restricts sightlines from some of the intersection approaches. The modification of this cross slope will require detailed survey, utility coordination and design to determine if modifications to the intersection grading are possible.

Approach Grade- Highland Avenue

- Concerns with drivers sliding through intersection during recent winter storms

Enforcement

- Challenges with police enforcement at intersection and along approach roadways due to limited parking areas for enforcement and push-back from adjacent property owners who do not want police to enforce traffic from their properties

Schedule and Duration

- Public interest in the timeline for the design and construction of the selected improvements.

Project Funding and Taxpayer Impacts

- Public interest in the funding for the project and potential implications to taxpayers. The Town noted their intent to use the recommendations and Conceptual Design Plan from the Final Intersection Safety Study Report to coordinate with the various stakeholders and seek funding for the project. Once the funding is secured, the Town can complete the engineering design (including survey) and construct the improvements.

Rectangular Rapid Flashing Beacons (RRFBs)

- Application of RRFBs at the intersection like what was installed at Choate School.
- It was noted that the use of RRFB's is not allowed at the study intersection per the MUTCD.

In-lane Rumble Strips

- Interest in in-lane rumble strips to warn drivers of stop-control at intersection.
- Noise associated with the rumble strips may cause quality of life concerns.

Speed Humps

- Interest in speed humps to address speeding on Highland Avenue

- Noise associated with the speed humps due to truck acceleration/deceleration and shifting cargo may cause quality of life concerns.
- Challenges with installing speed humps on steep grades. Speed humps would need to be installed away from the intersection.

Flashing Stop and Stop Ahead Signs

- Interest in LED-enhanced flashing Stop signs at the intersection and flashing Stop Ahead signs at the northbound Parker Farms Road and eastbound Highland Avenue approaches to the intersection.
- Implementation of flashing signs would need to be carefully planned to avoid objectionable flashing lights on adjacent properties.
- Following the meeting, additional investigation and analysis was performed to determine the feasibility of implementing LED-enhanced signage within the study area. Key considerations in the implementation of LED-enhanced Stop and Stop Ahead signage are outlined below:
    - MUTCD does not allow radar-activated, LED-enhanced STOP signs. Any LED- enhanced Stop signs would need to run on a 24-hour flash.
    - MUTCD allows LED-enhanced Stop Ahead signs to be radar-activated and would not need to run on a 24-hour flash. The LED-enhanced Stop Ahead signs can be programmed to blink for a specified period of time when a vehicle is detected.
    - The LED intensity can be dimmed for day and night operation.
    - Additional analysis would be needed to determine if the Stop Ahead signs could be solar-powered due to existing shading from the tree canopy. Hard-wire connections or larger solar panels, batteries, and equipment cabinet may be needed to power these signs.

Quick-Build / Demonstration Project

- Public interest in schedule for Quick-Build / Demonstration project
- Town noted a short-term demonstration project using traffic drums or cones could take place during project design. The demonstration project would take place on a typical day with school bus traffic. The Police and Fire Departments would also be included to test their various vehicles to optimize intersection geometry.

Chapter 5: Concept Assessment

Each of the preliminary concepts presented in Chapter 3 were assessed based on their capability to improve traffic safety and operations, while minimizing impacts to the various constraints outlined in Chapter 2, including right-of-way, adjacent driveways, environmental resources, utilities, and drainage. High-level costs and long-term operating and maintenance costs were considered by the Study team in assessing each of the concepts. Lastly, the stakeholder input and public feedback that was obtained during the study and summarized in Chapter 4 was crucial in determining the preferred concept to be further developed and incorporated into the Conceptual Design Plan that is presented in Chapter 5 of the study.

Based on these considerations, the **Intersection Reconfiguration/Quick-Build Concept CP-3** was selected as the preferred alternative to be developed further as part of the study. This concept is expected to cost-effectively improve the stop bar placement and driver sightlines of other approaches in a reduced schedule, while avoiding impacts to the adjacent residential and commercial driveways, utilities, and drainage. This concept also preserves access for the variety of design vehicles that use the intersection including school buses, box trucks, emergency vehicles, and combination trucks. One other added benefit to this concept is that it can be tested and fine-tuned as part of a Quick-Build demonstration project that can use temporary traffic control measures such as traffic drums or engineered curb to determine the optimal curb alignment and evaluate the effectiveness of the intersection reconfiguration prior to constructing the permanent improvements.



Figure 17
Intersection Reconfiguration/Quick Build Concept CP-3

The roadway realignment and roundabout concepts presented in Chapter 3 may still be viable options in the future, if right-of-way becomes available or if the existing box culvert on Parker Farms Road is replaced.

While the profile adjustment alternative could improve the sightlines and approach grades on Highland Avenue, the significant impacts and costs associated with relocating existing utilities and drainage to have sufficient cover and embedment along with reconstructing the existing residential driveways to meet a lower roadway grade were not perceived to provide sufficient benefit by the public and stakeholders.

Chapter 6: Conceptual Design Plan

This section of the Study presents the Conceptual Design Plan that was prepared by the study team based on a review of the existing conditions, identification of needs and deficiencies, concept assessment, stakeholder feedback, and public input. The improvements and strategies provided herein can be utilized by the Town of Wallingford to improve operations and safety at the intersection, as well as to enhance pedestrian accessibility and connectivity along the approach roadways.

INTERSECTION RECONFIGURATION

Based on the assessment of the concepts prepared as part of the study, the planned improvements at the intersection of Parker Farms Road, Highland Avenue, and Hope Hill Road will include the reconfiguration of the southeast corner of the intersection to better position traffic at the northbound Parker Farms Road approach to intersect perpendicular with the other intersection legs. The Conceptual Design Plans included in **Appendix M**, shows new concrete curb to be installed at the southeast corner of the intersection to minimize the intersection skew at the northbound approach. The reconfiguration of this corner will allow the stop bar and associated stop sign to be moved up closer to the center of the intersection to allow better visibility to and from the other approaches to the intersection. The relocation of the stop bars, stop signs, and bar-type crosswalks at the southbound Hope Hill Road and westbound Parker Farms Road approaches is also proposed to allow drivers approaching the All-Way Stop Control (AWSC) to better see traffic from the other approaches. This improved visibility at all approaches is expected to improve driver compliance with the AWSC and reduce the rolling stops that are occurring at the intersection because traffic will be able to better to determine who has the right-of-way through the intersection.

The relocation of the crosswalks across Parker Farms Road and the reconfiguration of the southeast corner is also expected to enhance pedestrian safety at the intersection. The relocation of the crosswalks closer to the center of the intersection will allow better visibility from each of the intersection approaches. The reconfiguration of the southeast corner to remove the intersection skew will reduce the pedestrian crossing distance across Parker Farms Road, as well as promote slower vehicular right-turns from the reconfigured northbound approach. The new crosswalk locations will require the installation of new PROWAG-compliant sidewalk ramps with detectable warning strips.

There is an approximate 100-foot-long section of bituminous sidewalk along the north side of Highland Avenue that connects the Suburban Market (12 Hope Hill Road) property to the adjacent residential property to the north (26 Highland Avenue) with no sidewalk connection to the existing crosswalk across Hope Hill Road at the study intersection. The existing crosswalk across Hope Hill Road has a curb ramp on the east side of the road but no curb ramp on the west side of the road. On the west side of Hope Hill Road, the crosswalk directs pedestrians to a paved drainage leak-off that directs stormwater to an existing catch basin at the northwest corner of the intersection. With the planned reconfiguration at the southeast corner of the intersection and the planned relocation of the stop bars and crosswalks closer to the intersection, there is an opportunity to construct a new concrete sidewalk with sidewalk ramp at the northwest corner of the intersection to provide connection to the existing sidewalk along Highland Avenue to the west. While the grades are challenging at this corner and may potentially require a retaining wall, there does appear to be some opportunity to lower the existing grade to remove an existing mounded area. The removal of this



Figure 18
Existing Crosswalk to Paved Drainage Leak-off

mound could also improve the sightlines for traffic at the Hope Hill Road stop bar looking to the right to see traffic from the Highland Avenue approach.

The existing pump station driveway at the southeast corner of the intersection will need to be relocated with the reconfiguration of the southeast corner. It is recommended that the driveway access be located away from the intersection as shown in the Conceptual Design Plan to reduce potential conflict points at the intersection. The driveway location will need to be coordinated further with the Town of Wallingford Water Division to ensure it works with their operations. A preliminary cost estimate for the intersection reconfiguration is included in **Appendix N**.

SIDEWALK IMPROVEMENTS - HOPE HILL ROAD



Figure 19
Existing Bituminous Sidewalk on East Side of Hope Hill Road

The existing bituminous sidewalk along the east side of Hope Hill Road between the property at 3 Hope Hill Road and the rear of the property at 18 Quince Street is in poor condition and the existing bituminous curb does not have adequate reveal, resulting in stormwater runoff overtopping the existing curb and draining over an existing crib-type retaining wall toward the backyards of properties on Quince Road. There is existing metal beam guiderail along the top of the retaining wall with an approximate four-foot-high chain link fence that provides for fall protection along the wall. Based on a previous topographic survey provided by the town, as well as measurements performed during site visits as part of this study, there is approximately 80 to 84 inches between the existing face of curb and the existing chain link fence in the narrowest sections along Hope Hill Road with more space available further to the north. The existing sidewalk ranges in width from approximately four- to seven-feet-wide through this section with debris and sediment built up between the back of walk and chain link fence that reduces the effective width. At the south end of the bituminous walkway, there is a recently constructed monolithic concrete curb and sidewalk that is approximately five feet wide. At the north limits of the bituminous sidewalk, there is an existing four-foot-wide concrete sidewalk that extends the entirety of Hope Hill Road to the north.

Based on the existing retaining wall's proximity to the edge of travel way along Hope Hill Road, guiderail is warranted along the edge of road to be able to redirect errant vehicles. Based on the current Manual for Assessing Safety (MASH) standards and the CTDOT standards, when new W-beam guiderail is installed in combination with curbing, the face of guiderail must be installed flush with the face of curb and the curb shall have a maximum height of four inches. This is necessary because when an errant vehicle strikes a curb, the impact tends to bounce a vehicle which may vault an errant vehicle over the guiderail if the guiderail is located away from the face of curb. Based on these requirements and due to space limitations that would allow the guiderail to be installed behind the new sidewalk, the existing guiderail should be replaced with new R-B MASH-compliant guiderail with face installed flush with a maximum four-inch-high curb. This guiderail placement will also provide a barrier between the sidewalk and the edge of road to provide some protection for pedestrians along this section of Hope Hill Road. Impact attenuators or terminal end sections will also need to be installed at the leading ends and at any guiderail openings within the clear zone along Hope Hill Road.

The Conceptual Design Plan and the Typical Section (Sheet TYP-1) shows new 4-inch-high concrete curb with R-B MASH Guiderail to be installed in a processed aggregate strip in the vicinity of the existing retaining wall. The new 4-inch-high curb is expected to improve the drainage condition by keeping stormwater runoff within the gutter, where it can be directed to the existing catch basins in Hope Hill Road. Due to space limitations and in order to tie the grade at the back of sidewalk to the existing grade within the available

space prior to the face of retaining wall, a new minimum four-foot-wide concrete sidewalk is shown behind the guiderail. The existing chain link fence, which is exhibiting signs of rust, should also be replaced as part of design, if budget allows. As the project continues from concept into design, it is recommended that a structural engineer be retained to evaluate the condition of the existing retaining wall and make any recommendations related to the proposed sidewalk design. During field visits as part of this site, there were some areas along the wall where it appears that a guiderail deflection from an impact may have bent the metal crib wall.

While a five-foot-wide sidewalk is desirable to avoid the need for passing spaces per PROWAG, the four-foot-wide sidewalk meets the minimum continuous clear width criteria outlined in PROWAG and is consistent with the sidewalk width along Hope Hill Road to the north. PROWAG criteria requires minimum 60-inch by 60-inch passing spaces every 200 feet along pedestrian access routes that are less than 60 inches wide, however this may not be possible in all areas along the retaining wall. Additional detailed survey and analysis is recommended during design to determine if the provision of passing spaces is feasible. If not feasible, a technical infeasibility form should be completed to document any deviations from PROWAG criteria. A preliminary cost estimate for the reconstruction of the sidewalk along this section of Hope Hill Road is included in **Appendix N**.

PEDESTRIAN CONNECTIVITY AND ACCESSIBILITY ENHANCEMENTS

During the study, there were several locations identified where there were gaps in pedestrian connectivity or where the existing sidewalks do not meet accessibility criteria. The Conceptual Design Plan includes improvements at these locations to address the pedestrian connectivity gaps and meet accessibility criteria. A more detailed analysis is recommended when the project moves from concept to design to review detailed slope and clear width criteria, however the improvements described below serve as high-level recommendations to improve pedestrian accessibility and connectivity within the study area.

PARKER FARMS ROAD - VICINITY OF JODI DRIVE

The existing concrete sidewalk along Parker Farms Road south of the study intersection extends along the east side of the road where it terminates approximately 150 feet north of Jodi Drive. There is a gap in the sidewalk and then the concrete sidewalk continues along the opposite side of the road beginning approximately 75 feet from the intersection with Jodi Drive. In order to address this gap in sidewalk, it is recommended that the existing sidewalk along the east side of the road be extended by approximately 150 feet to provide a new concrete curb ramp with detectable warning strip across Parker Farms Road to a new concrete curb ramp that connects to the existing sidewalk on the west side of the road. The steep side slope along Parker Farms Road may pose some challenges to extending the sidewalk in this area and a retaining wall may be required. There is also an existing utility pole on the east side of Parker Farms Road in the vicinity of Jodi Drive that may need to be relocated or supported to accommodate this new sidewalk and ramp.

A new high-visibility crosswalk with advance warning signage should be provided to highlight this mid-block crossing. Consideration should also be given to replacing the existing concrete curb ramps at Jodi Drive to provide detectable warning strips. A new high-visibility bar-type crosswalk could also be provided to replace the parallel bar-style crosswalk across Jodi Drive. A preliminary cost estimate for extending the sidewalk in the vicinity of Jodi Lane is included in **Appendix N.**

HIGHLAND AVENUE

In addition to connecting the crosswalk to the existing sidewalk on Highland Avenue, additional consideration should also be given to extending the existing sidewalk on the north side of Highland Avenue by approximately 900 feet to the west and north to the existing sidewalk that terminates approximately 150 feet to the south of Highland Drive. While most of this sidewalk extension is outside the limits of this study, this future sidewalk could address an existing pedestrian gap between the study intersection and some of the residential areas to the north. Depending on the available right-of-way, this sidewalk extension may require some relocation of utilities and regrading along slopes. A preliminary cost estimate for extending the sidewalk along Highland Avenue is provided in **Appendix N.**

Chapter 7: Implementation Plan

It is recommended the Town prioritize the reconfiguration of the intersection of Parker Farms Road with Highland Avenue and Hope Hill Road to address the current safety and operational concerns. Prior to investment in the construction of the permanent intersection improvements, it is recommended that the Town perform a Quick-Build Demonstration of this intersection improvement. This demonstration will allow the Town to evaluate the effectiveness of the improvements, as well as fine-tune the extents of the new curb lines to accommodate the various vehicles using the intersection, including school buses, emergency vehicles, box trucks, and combination trailers. During the demonstration, it is recommended that the Town record additional video of the intersection, similar to what was recorded as part of the turning movement counts and near-miss analysis performed as part of this Study, to assess the operations and determine if modifications to the plans need to be made. At the completion of the Quick-Build Demonstration, the Town can investigate grant funding through the South Central Regional Council of Governments (SCRCOG), CTDOT, and/or use local funds to move forward into construction. Local funding for the project would require approval from the Wallingford Town Council.

Based on the condition of the existing bituminous sidewalk along Hope Hill Road and some of the gaps in pedestrian connectivity near Jodi Drive and along Highland Avenue, these sidewalk improvements should also be considered as part of the intersection reconfiguration. Additional grant funding may be available through CTDOT Community Connectivity Grants or other similar grant programs that promote sidewalk improvements.

Once the funding for the desired improvements is secured and the project proceeds into engineering design, a Preliminary Engineering study will need to be performed to confirm project extents, establish the potential impacts to environmental and natural resources, identify potential property and utility impacts, and define the anticipated construction costs. At the completion of Preliminary Engineering, the project moves into the Preliminary and Final Design stages where the detailed plans, specifications, and cost estimates are developed to allow for project bidding and procurement. During these stages, the design will be developed to allow the construction of the proposed improvements with regard to the existing infrastructure and constraints. Utility coordination will be performed and any necessary permits will need to be secured. If necessary, a right-of-way acquisition process is conducted to obtain additional property to allow for construction of the project. In general, projects that are identified as having a low level of complexity can be designed within 12-18 months from initiation of the project. As the design, construction, and funding complexity grows, so does the timeframe required to complete the design phase. The design process for projects identified as highly complex may last three years or more.

Appendix A – Count Data

Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_002

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
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1:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	8	1	0	0	0	0	0	0	0	0	0	0	9
2:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	0	0	0	0	0	0	0	8
3:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	15	4	0	1	0	0	0	0	0	0	0	0	20
4:00	0	31	12	0	0	0	0	0	0	0	0	0	0	43	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	34	13	0	0	0	0	0	0	0	0	0	0	47
5:00	0	94	15	0	0	0	1	0	0	0	0	0	0	110	0	24	3	1	1	0	0	0	0	0	0	0	0	29	0	118	18	1	1	0	1	0	0	0	0	0	0	139
6:00	1	202	72	3	2	0	0	0	0	0	0	0	0	280	0	88	20	5	2	0	0	0	0	0	0	0	0	115	1	290	92	8	4	0	0	0	0	0	0	0	0	395
7:00	0	410	58	0	20	1	0	1	0	0	0	0	0	490	0	165	31	4	1	2	0	0	1	0	0	0	0	204	0	575	89	4	21	3	0	1	1	0	0	0	0	694
8:00	0	391	47	7	11	2	0	1	0	0	0	0	0	459	1	150	32	13	6	0	0	0	1	0	0	0	0	203	1	541	79	20	17	2	0	1	1	0	0	0	0	662
9:00	0	254	41	0	8	0	0	0	0	0	0	0	0	303	0	111	35	1	5	1	0	1	0	0	0	0	0	154	0	365	76	1	13	1	0	1	0	0	0	0	0	457
10:00	0	177	32	0	4	1	0	1	0	0	0	0	0	215	0	125	44	0	4	1	0	0	0	0	0	0	0	174	0	302	76	0	8	2	0	1	0	0	0	0	0	389
11:00	0	159	33	0	6	0	0	1	0	0	0	0	0	199	0	148	32	1	2	1	0	2	0	1	0	0	0	187	0	307	65	1	8	1	0	3	0	1	0	0	0	386
12:00	0	194	31	3	7	1	0	0	0	0	0	0	0	236	0	162	31	0	2	0	0	1	0	0	0	0	0	196	0	356	62	3	9	1	0	1	0	0	0	0	0	432
13:00	0	186	35	0	13	0	0	1	0	1	0	0	0	236	0	196	28	1	6	0	0	1	0	0	0	0	0	232	0	382	63	1	19	0	0	2	0	1	0	0	0	468
14:00	0	278	38	12	9	1	0	0	1	0	0	0	0	339	0	208	46	7	5	0	0	0	0	0	0	0	0	266	0	486	84	19	14	1	0	0	1	0	0	0	0	605
15:00	0	305	53	7	6	0	0	1	0	0	0	0	0	372	0	310	63	10	1	0	0	0	0	0	0	0	0	384	0	615	116	17	7	0	0	1	0	0	0	0	0	756
16:00	0	277	43	3	4	0	1	1	0	0	0	0	0	329	2	319	52	2	3	0	1	0	0	0	0	0	0	379	2	596	95	5	7	0	2	1	0	0	0	0	0	708
17:00	1	287	39	1	4	0	0	0	0	0	0	0	0	332	0	317	50	1	1	0	0	0	0	0	0	0	0	369	1	604	89	2	5	0	0	0	0	0	0	0	0	701
18:00	0	187	27	0	3	1	0	0	0	0	0	0	0	218	1	206	28	0	1	0	0	0	0	0	0	0	0	236	1	393	55	0	4	1	0	0	0	0	0	0	0	454
19:00	0	136	22	0	5	1	0	0	0	0	0	0	0	164	0	222	37	0	1	0	0	0	0	0	0	0	0	260	0	358	59	0	6	1	0	0	0	0	0	0	0	424
20:00	0	58	7	0	1	0	0	0	0	0	0	0	0	66	0	128	18	0	0	0	0	0	0	0	0	0	0	146	0	186	25	0	1	0	0	0	0	0	0	0	0	212
21:00	0	37	6	0	0	0	0	0	0	0	0	0	0	43	0	92	8	0	0	0	0	0	0	0	0	0	0	100	0	129	14	0	0	0	0	0	0	0	0	0	0	143
22:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	43	7	0	0	0	0	0	0	0	0	0	0	50	0	66	9	0	0	0	0	0	0	0	0	0	0	75
23:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20	0	29	2	0	0	0	0	0	0	0	0	0	0	31	0	46	5	0	0	0	0	0	0	0	0	0	0	51
Totals	**2**	**3,724**	**623**	**36**	**104**	**8**	**2**	**7**	**1**	**1**	**0**	**0**	**0**	**4,508**	**4**	**3,076**	**570**	**46**	**41**	**5**	**1**	**5**	**2**	**1**	**0**	**0**	**0**	**3,751**	**6**	**6,800**	**1,193**	**82**	**145**	**13**	**3**	**12**	**3**	**2**	**0**	**0**	**0**	**8,259**
% of Totals	0%	83%	14%	1%	2%	0%	0%	0%	0%	0%				100%	0%	82%	15%	1%	1%	0%	0%	0%	0%	0%				100%	0%	82%	14%	1%	2%	0%	0%	0%	0%	0%				100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



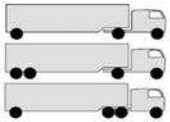
#5 2-Axle, 6-Tire Single Units



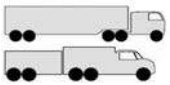
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	1	1739	317	10	52	4	1	4	0	0	0	0	0	2128	1	844	200	25	21	5	0	3	2	1	0	0	0	1102	2	2583	517	35	73	9	1	7	2	1	0	0	0	3230
%	0%	39%	7%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	47%	0%	23%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	29%	0%	31%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	39%
Peak Hour	6:00	7:15	6:30	8:00	7:15	7:45	5:00	6:15	0:00	0:00	0:00	0:00	0:00	7:15	7:30	11:45	10:30	8:00	7:45	7:00	0:00	11:15	6:45	10:15	0:00	0:00	0:00	8:15	6:00	7:00	6:15	8:00	7:30	7:15	5:00	11:15	6:45	10:15	0:00	0:00	0:00	7:00
Peak Volume	1	415	79	7	21	3	1	1	0	0	0	0	0	501	1	169	49	13	6	2	0	3	1	1	0	0	0	219	1	575	101	20	25	4	1	4	1	1	0	0	0	694
12:00 - 24:00	1	1985	306	26	52	4	1	3	1	1	0	0	0	2380	3	2232	370	21	20	0	1	2	0	0	0	0	0	2649	4	4217	676	47	72	4	2	5	1	1	0	0	0	5029
%	0%	44%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	53%	0%	60%	10%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	71%	0%	51%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	61%
Peak Hour	16:15	15:30	14:45	14:00	13:00	12:00	15:30	12:45	13:30	12:45	12:00	12:00	12:00	15:00	15:30	16:45	15:15	14:45	12:45	12:00	15:30	12:00	12:00	12:00	12:00	12:00	12:00	16:45	16:15	16:45	15:00	14:00	13:00	12:00	15:30	13:00	13:30	12:45	12:00	12:00	12:00	16:45
Peak Volume	1	310	57	12	13	1	1	1	1	1	0	0	0	372	2	349	68	11	6	0	1	1	0	0	0	0	0	405	3	646	116	19	19	1	2	2	1	1	0	0	0	759
07:00 - 09:00	0	801	105	7	31	3	0	2	0	0	0	0	0	949	1	315	63	17	7	2	0	0	2	0	0	0	0	407	1	1116	168	24	38	5	0	2	2	0	0	0	0	1356
%	0%	18%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	21%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
Peak Hour	7:00	7:15	7:15	8:00	7:15	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:30	7:00	8:00	8:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:15	8:00	7:30	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	0	415	62	7	21	3	0	1	0	0	0	0	0	501	1	165	32	13	6	2	0	0	1	0	0	0	0	204	1	575	92	20	25	4	0	1	1	0	0	0	0	694
16:00 - 18:00	1	564	82	4	8	0	1	1	0	0	0	0	0	661	2	636	102	3	4	0	1	0	0	0	0	0	0	748	3	1200	184	7	12	0	2	1	0	0	0	0	0	1409
%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	17%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	16:15	16:15	16:30	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:45	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:15	16:45	16:30	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45
Peak Volume	1	307	49	3	6	0	1	1	0	0	0	0	0	363	2	349	55	2	3	0	1	0	0	0	0	0	0	405	3	646	104	5	8	0	2	1	0	0	0	0	0	759

Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_002

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
0:15	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
0:30	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:00	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
3:30	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
3:45	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:15	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
4:30	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
4:45	0	13	6	0	0	0	0	0	0	0	0	0	0	**19**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	14	7	0	0	0	0	0	0	0	0	0	0	**21**
5:00	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**
5:15	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	0	20	6	0	0	0	0	0	0	0	0	0	0	**26**
5:30	0	29	4	0	0	0	0	0	0	0	0	0	0	**33**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	32	4	0	0	0	0	0	0	0	0	0	0	**36**
5:45	0	34	6	0	0	0	1	0	0	0	0	0	0	**41**	0	12	1	1	1	0	0	0	0	0	0	0	0	**15**	0	46	7	1	1	0	1	0	0	0	0	0	0	**56**
6:00	0	31	11	2	0	0	0	0	0	0	0	0	0	**44**	0	15	1	0	1	0	0	0	0	0	0	0	0	**17**	0	46	12	2	1	0	0	0	0	0	0	0	0	**61**
6:15	0	54	14	0	1	0	0	0	0	0	0	0	0	**69**	0	12	5	2	0	0	0	0	0	0	0	0	0	**19**	0	66	19	2	1	0	0	0	0	0	0	0	0	**88**
6:30	0	48	23	1	0	0	0	0	0	0	0	0	0	**72**	0	30	5	0	0	0	0	0	0	0	0	0	0	**35**	0	78	28	1	0	0	0	0	0	0	0	0	0	**107**
6:45	1	69	24	0	1	0	0	0	0	0	0	0	0	**95**	0	31	9	3	1	0	0	0	0	0	0	0	0	**44**	1	100	33	3	2	0	0	0	0	0	0	0	0	**139**
7:00	0	90	15	0	1	0	0	1	0	0	0	0	0	**107**	0	39	6	1	0	0	0	0	0	0	0	0	0	**46**	0	129	21	1	1	0	0	1	0	0	0	0	0	**153**
7:15	0	103	17	0	4	0	0	0	0	0	0	0	0	**124**	0	50	2	1	1	1	0	0	0	0	0	0	0	**55**	0	153	19	1	5	1	0	0	0	0	0	0	0	**179**
7:30	0	102	10	0	7	0	0	0	0	0	0	0	0	**119**	0	33	13	1	0	0	0	0	1	0	0	0	0	**48**	0	135	23	1	7	0	0	0	1	0	0	0	0	**167**
7:45	0	115	16	0	8	1	0	0	0	0	0	0	0	**140**	0	43	10	1	0	1	0	0	0	0	0	0	0	**55**	0	158	26	1	8	2	0	0	0	0	0	0	0	**195**
8:00	0	95	19	0	2	1	0	1	0	0	0	0	0	**118**	0	27	5	1	2	0	0	0	0	0	0	0	0	**35**	0	122	24	1	4	1	0	1	0	0	0	0	0	**153**
8:15	0	94	8	0	4	0	0	0	0	0	0	0	0	**106**	1	43	3	0	2	0	0	0	0	0	0	0	0	**49**	1	137	11	0	6	0	0	0	0	0	0	0	0	**155**
8:30	0	102	8	1	2	1	0	0	0	0	0	0	0	**114**	0	35	8	6	2	0	0	0	1	0	0	0	0	**52**	0	137	16	7	4	1	0	0	1	0	0	0	0	**166**
8:45	0	100	12	6	3	0	0	0	0	0	0	0	0	**121**	0	45	16	6	0	0	0	0	0	0	0	0	0	**67**	0	145	28	12	3	0	0	0	0	0	0	0	0	**188**
9:00	0	87	10	0	5	0	0	0	0	0	0	0	0	**102**	0	38	11	1	1	0	0	0	0	0	0	0	0	**51**	0	125	21	1	6	0	0	0	0	0	0	0	0	**153**
9:15	0	69	13	0	1	0	0	0	0	0	0	0	0	**83**	0	23	9	0	1	1	0	1	0	0	0	0	0	**35**	0	92	22	0	2	1	0	1	0	0	0	0	0	**118**
9:30	0	48	10	0	1	0	0	0	0	0	0	0	0	**59**	0	29	10	0	0	0	0	0	0	0	0	0	0	**39**	0	77	20	0	1	0	0	0	0	0	0	0	0	**98**
9:45	0	50	8	0	1	0	0	0	0	0	0	0	0	**59**	0	21	5	0	3	0	0	0	0	0	0	0	0	**29**	0	71	13	0	4	0	0	0	0	0	0	0	0	**88**
10:00	0	43	9	0	2	0	0	0	0	0	0	0	0	**54**	0	24	5	0	0	0	0	0	0	0	0	0	0	**29**	0	67	14	0	2	0	0	0	0	0	0	0	0	**83**
10:15	0	47	5	0	2	0	0	1	0	0	0	0	0	**55**	0	35	8	0	1	0	0	0	0	0	0	0	0	**44**	0	82	13	0	3	0	0	1	0	0	0	0	0	**99**
10:30	0	43	9	0	1	0	0	0	0	0	0	0	0	**53**	0	28	14	0	2	1	0	0	0	0	0	0	0	**45**	0	71	23	0	2	2	0	0	0	0	0	0	0	**98**
10:45	0	44	9	0	0	0	0	0	0	0	0	0	0	**53**	0	38	17	0	1	0	0	0	0	0	0	0	0	**56**	0	82	26	0	1	0	0	0	0	0	0	0	0	**109**
11:00	0	47	4	0	4	0	0	0	0	0	0	0	0	**55**	0	29	8	0	0	1	0	0	0	1	0	0	0	**39**	0	76	12	0	4	1	0	0	0	1	0	0	0	**94**
11:15	0	38	12	0	2	0	0	0	0	0	0	0	0	**52**	0	37	10	0	1	0	0	2	0	0	0	0	0	**50**	0	75	22	0	3	0	0	2	0	0	0	0	0	**102**
11:30	0	42	7	0	0	0	0	1	0	0	0	0	0	**50**	0	37	6	1	1	0	0	0	0	0	0	0	0	**45**	0	79	13	1	1	0	0	1	0	0	0	0	0	**95**
11:45	0	32	10	0	0	0	0	0	0	0	0	0	0	**42**	0	45	8	0	0	0	0	0	0	0	0	0	0	**53**	0	77	18	0	0	0	0	0	0	0	0	0	0	**95**

Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_002

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	48	10	1	6	0	0	0	0	0	0	0	0	65	0	37	9	0	1	0	0	1	0	0	0	0	0	48	0	85	19	1	7	0	0	1	0	0	0	0	0	113
12:15	0	45	8	0	1	0	0	0	0	0	0	0	0	54	0	44	8	0	1	0	0	0	0	0	0	0	0	53	0	89	16	0	2	0	0	0	0	0	0	0	0	107
12:30	0	45	6	0	0	0	0	0	0	0	0	0	0	51	0	43	5	0	0	0	0	0	0	0	0	0	0	48	0	88	11	0	0	0	0	0	0	0	0	0	0	99
12:45	0	56	7	2	0	1	0	0	0	0	0	0	0	66	0	38	9	0	0	0	0	0	0	0	0	0	0	47	0	94	16	2	0	1	0	0	0	0	0	0	0	113
13:00	0	43	10	0	2	0	0	0	0	0	0	0	0	55	0	51	7	0	0	0	0	0	0	0	0	0	0	58	0	94	17	0	2	0	0	0	0	0	0	0	0	113
13:15	0	47	6	0	4	0	0	0	0	0	0	0	0	57	0	52	6	1	2	0	0	0	0	0	0	0	0	61	0	99	12	1	6	0	0	0	0	0	0	0	0	118
13:30	0	45	8	0	3	0	0	1	0	1	0	0	0	58	0	40	7	0	4	0	0	0	0	0	0	0	0	51	0	85	15	0	7	0	0	1	0	1	0	0	0	109
13:45	0	51	11	0	4	0	0	0	0	0	0	0	0	66	0	53	8	0	0	0	0	1	0	0	0	0	0	62	0	104	19	0	4	0	0	1	0	0	0	0	0	128
14:00	0	75	12	4	2	0	0	0	0	0	0	0	0	93	0	51	10	0	0	0	0	0	0	0	0	0	0	61	0	126	22	4	2	0	0	0	0	0	0	0	0	154
14:15	0	60	8	3	3	1	0	0	1	0	0	0	0	76	0	47	11	5	1	0	0	0	0	0	0	0	0	64	0	107	19	8	4	1	0	0	1	0	0	0	0	140
14:30	0	81	9	4	1	0	0	0	0	0	0	0	0	95	0	56	14	1	1	0	0	0	0	0	0	0	0	72	0	137	23	5	2	0	0	0	0	0	0	0	0	167
14:45	0	62	9	1	3	0	0	0	0	0	0	0	0	75	0	54	11	1	3	0	0	0	0	0	0	0	0	69	0	116	20	2	6	0	0	0	0	0	0	0	0	144
15:00	0	70	19	4	1	0	0	1	0	0	0	0	0	95	0	62	9	0	0	0	0	0	0	0	0	0	0	71	0	132	28	4	1	0	0	1	0	0	0	0	0	166
15:15	0	63	18	1	0	0	0	0	0	0	0	0	0	82	0	87	20	6	0	0	0	0	0	0	0	0	0	113	0	150	38	7	0	0	0	0	0	0	0	0	0	195
15:30	0	96	11	0	2	0	0	0	0	0	0	0	0	109	0	83	15	4	0	0	0	0	0	0	0	0	0	102	0	179	26	4	2	0	0	0	0	0	0	0	0	211
15:45	0	76	5	2	3	0	0	0	0	0	0	0	0	86	0	78	19	0	1	0	0	0	0	0	0	0	0	98	0	154	24	2	4	0	0	0	0	0	0	0	0	184
16:00	0	61	8	3	0	0	0	0	0	0	0	0	0	72	0	69	14	1	1	0	0	0	0	0	0	0	0	85	0	130	22	4	1	0	0	0	0	0	0	0	0	157
16:15	0	77	10	0	1	0	1	0	0	0	0	0	0	89	2	82	14	1	1	0	1	0	0	0	0	0	0	101	2	159	24	1	2	0	2	0	0	0	0	0	0	190
16:30	0	63	9	0	1	0	0	1	0	0	0	0	0	74	0	74	11	0	0	0	0	0	0	0	0	0	0	85	0	137	20	0	1	0	0	1	0	0	0	0	0	159
16:45	0	76	16	0	2	0	0	0	0	0	0	0	0	94	0	94	13	0	1	0	0	0	0	0	0	0	0	108	0	170	29	0	3	0	0	0	0	0	0	0	0	202
17:00	1	91	13	1	0	0	0	0	0	0	0	0	0	106	0	72	15	1	0	0	0	0	0	0	0	0	0	88	1	163	28	2	0	0	0	0	0	0	0	0	0	194
17:15	0	59	11	0	1	0	0	0	0	0	0	0	0	71	0	88	16	0	0	0	0	0	0	0	0	0	0	104	0	147	27	0	1	0	0	0	0	0	0	0	0	175
17:30	0	71	9	0	3	0	0	0	0	0	0	0	0	83	0	95	9	0	1	0	0	0	0	0	0	0	0	105	0	166	18	0	4	0	0	0	0	0	0	0	0	188
17:45	0	66	6	0	0	0	0	0	0	0	0	0	0	72	0	62	10	0	0	0	0	0	0	0	0	0	0	72	0	128	16	0	0	0	0	0	0	0	0	0	0	144
18:00	0	51	10	0	1	1	0	0	0	0	0	0	0	63	0	59	7	0	1	0	0	0	0	0	0	0	0	67	0	110	17	0	2	1	0	0	0	0	0	0	0	130
18:15	0	53	7	0	1	0	0	0	0	0	0	0	0	61	1	48	9	0	0	0	0	0	0	0	0	0	0	58	1	101	16	0	1	0	0	0	0	0	0	0	0	119
18:30	0	38	5	0	0	0	0	0	0	0	0	0	0	43	0	49	7	0	0	0	0	0	0	0	0	0	0	56	0	87	12	0	0	0	0	0	0	0	0	0	0	99
18:45	0	45	5	0	1	0	0	0	0	0	0	0	0	51	0	50	5	0	0	0	0	0	0	0	0	0	0	55	0	95	10	0	1	0	0	0	0	0	0	0	0	106
19:00	0	29	3	0	1	0	0	0	0	0	0	0	0	33	0	67	8	0	0	0	0	0	0	0	0	0	0	75	0	96	11	0	1	0	0	0	0	0	0	0	0	108
19:15	0	32	9	0	1	1	0	0	0	0	0	0	0	43	0	57	9	0	0	0	0	0	0	0	0	0	0	66	0	89	18	0	1	1	0	0	0	0	0	0	0	109
19:30	0	41	7	0	3	0	0	0	0	0	0	0	0	51	0	52	11	0	1	0	0	0	0	0	0	0	0	64	0	93	18	0	4	0	0	0	0	0	0	0	0	115
19:45	0	34	3	0	0	0	0	0	0	0	0	0	0	37	0	46	9	0	0	0	0	0	0	0	0	0	0	55	0	80	12	0	0	0	0	0	0	0	0	0	0	92
20:00	0	16	2	0	1	0	0	0	0	0	0	0	0	19	0	31	4	0	0	0	0	0	0	0	0	0	0	35	0	47	6	0	1	0	0	0	0	0	0	0	0	54
20:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	36	9	0	0	0	0	0	0	0	0	0	0	45	0	48	10	0	0	0	0	0	0	0	0	0	0	58
20:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	30	1	0	0	0	0	0	0	0	0	0	0	31	0	48	2	0	0	0	0	0	0	0	0	0	0	50
20:45	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	31	4	0	0	0	0	0	0	0	0	0	0	35	0	43	7	0	0	0	0	0	0	0	0	0	0	50
21:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	35	4	0	0	0	0	0	0	0	0	0	0	39
21:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	27	4	0	0	0	0	0	0	0	0	0	0	31	0	37	7	0	0	0	0	0	0	0	0	0	0	44
21:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	27	1	0	0	0	0	0	0	0	0	0	0	28	0	35	1	0	0	0	0	0	0	0	0	0	0	36
21:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	22	2	0	0	0	0	0	0	0	0	0	0	24
22:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	23	5	0	0	0	0	0	0	0	0	0	0	28
22:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	18	1	0	0	0	0	0	0	0	0	0	0	19
22:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	13	1	0	0	0	0	0	0	0	0	0	0	14
22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	12	2	0	0	0	0	0	0	0	0	0	0	14
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	9	3	0	0	0	0	0	0	0	0	0	0	12
23:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	15	1	0	0	0	0	0	0	0	0	0	0	16
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	12	0	0	0	0	0	0	0	0	0	0	0	12
Totals	**2**	**3,724**	**623**	**36**	**104**	**8**	**2**	**7**	**1**	**1**	**0**	**0**	**0**	**4,508**	**4**	**3,076**	**570**	**46**	**41**	**5**	**1**	**5**	**2**	**1**	**0**	**0**	**0**	**3,751**	**6**	**6,800**	**1,193**	**82**	**145**	**13**	**3**	**12**	**3**	**2**	**0**	**0**	**0**	**8,259**
% of Totals	0%	83%	14%	1%	2%	0%	0%	0%	0%	0%				100%	0%	82%	15%	1%	1%	0%	0%	0%	0%	0%				100%	0%	82%	14%	1%	2%	0%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_002

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	4	3	1	0	0	0	0	0	0	0	8	0	0	1	8	5	2	0	0	0	0	0	0	0	16	0	0	1	12	8	3	0	0	0	0	0	0	0	24
1:00	0	1	1	0	1	1	0	0	0	0	0	0	0	4	0	0	1	1	2	1	0	0	0	0	0	0	0	5	0	1	2	1	3	2	0	0	0	0	0	0	0	9
2:00	0	0	1	3	2	1	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	4	2	1	0	0	0	0	0	0	0	8
3:00	0	0	1	5	4	0	0	0	0	0	0	0	0	10	0	0	1	4	3	1	1	0	0	0	0	0	0	10	0	0	2	9	7	1	1	0	0	0	0	0	0	20
4:00	0	1	6	22	8	3	3	0	0	0	0	0	0	43	0	0	0	2	1	0	1	0	0	0	0	0	0	4	0	1	6	24	9	3	4	0	0	0	0	0	0	47
5:00	0	0	10	48	42	8	2	0	0	0	0	0	0	110	0	0	4	13	9	2	1	0	0	0	0	0	0	29	0	0	14	61	51	10	3	0	0	0	0	0	0	139
6:00	1	0	26	120	116	16	0	1	0	0	0	0	0	280	0	1	9	52	41	11	1	0	0	0	0	0	0	115	1	1	35	172	157	27	1	1	0	0	0	0	0	395
7:00	0	2	33	198	206	44	6	1	0	0	0	0	0	490	0	3	11	67	103	19	1	0	0	0	0	0	0	204	0	5	44	265	309	63	7	1	0	0	0	0	0	694
8:00	15	32	74	208	111	12	7	0	0	0	0	0	0	459	1	22	44	71	50	13	1	1	0	0	0	0	0	203	16	54	118	279	161	25	8	1	0	0	0	0	0	662
9:00	1	6	60	147	77	11	1	0	0	0	0	0	0	303	3	5	13	76	48	9	0	0	0	0	0	0	0	154	4	11	73	223	125	20	1	0	0	0	0	0	0	457
10:00	0	5	25	104	64	15	1	1	0	0	0	0	0	215	3	7	26	70	55	10	2	1	0	0	0	0	0	174	3	12	51	174	119	25	3	2	0	0	0	0	0	389
11:00	0	1	25	102	66	5	0	0	0	0	0	0	0	199	0	2	24	85	60	16	0	0	0	0	0	0	0	187	0	3	49	187	126	21	0	0	0	0	0	0	0	386
12:00	0	3	39	95	88	7	3	1	0	0	0	0	0	236	0	5	15	74	81	20	1	0	0	0	0	0	0	196	0	8	54	169	169	27	4	1	0	0	0	0	0	432
13:00	1	6	33	128	64	4	0	0	0	0	0	0	0	236	1	8	28	96	72	26	1	0	0	0	0	0	0	232	2	14	61	224	136	30	1	0	0	0	0	0	0	468
14:00	7	7	42	158	101	21	3	0	0	0	0	0	0	339	4	1	28	137	78	17	0	1	0	0	0	0	0	266	11	8	70	295	179	38	3	1	0	0	0	0	0	605
15:00	2	13	87	191	68	11	0	0	0	0	0	0	0	372	9	37	81	163	86	8	0	0	0	0	0	0	0	384	11	50	168	354	154	19	0	0	0	0	0	0	0	756
16:00	3	21	70	147	79	9	0	0	0	0	0	0	0	329	3	20	92	178	75	11	0	0	0	0	0	0	0	379	6	41	162	325	154	20	0	0	0	0	0	0	0	708
17:00	1	29	54	155	88	5	0	0	0	0	0	0	0	332	0	5	74	158	114	17	1	0	0	0	0	0	0	369	1	34	128	313	202	22	1	0	0	0	0	0	0	701
18:00	0	8	47	114	43	6	0	0	0	0	0	0	0	218	0	6	33	99	77	14	6	1	0	0	0	0	0	236	0	14	80	213	120	20	6	1	0	0	0	0	0	454
19:00	0	6	56	79	18	5	0	0	0	0	0	0	0	164	3	34	50	94	60	19	0	0	0	0	0	0	0	260	3	40	106	173	78	24	0	0	0	0	0	0	0	424
20:00	0	3	17	37	8	1	0	0	0	0	0	0	0	66	0	3	19	72	40	11	1	0	0	0	0	0	0	146	0	6	36	109	48	12	1	0	0	0	0	0	0	212
21:00	1	1	6	26	8	0	1	0	0	0	0	0	0	43	0	0	18	48	28	5	1	0	0	0	0	0	0	100	1	1	24	74	36	5	2	0	0	0	0	0	0	143
22:00	0	0	4	12	7	1	0	1	0	0	0	0	0	25	0	1	3	24	18	4	0	0	0	0	0	0	0	50	0	1	7	36	25	5	0	1	0	0	0	0	0	75
23:00	0	0	4	10	4	2	0	0	0	0	0	0	0	20	0	0	4	7	13	6	0	1	0	0	0	0	0	31	0	0	8	17	17	8	0	1	0	0	0	0	0	51
Totals	**32**	**145**	**721**	**2,113**	**1,276**	**189**	**27**	**5**	**0**	**0**	**0**	**0**	**0**	**4,508**	**27**	**160**	**579**	**1,600**	**1,119**	**242**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**3,751**	**59**	**305**	**1,300**	**3,713**	**2,395**	**431**	**46**	**10**	**0**	**0**	**0**	**0**	**0**	**8,259**
% of Totals	1%	3%	16%	47%	28%	4%	1%	0%						100%	1%	4%	15%	43%	30%	6%	1%	0%						100%	1%	4%	16%	45%	29%	5%	1%	0%						100%

STATISTICS

00:00 - 12:00	17	48	262	961	700	117	20	3	0	0	0	0	0	2128	7	40	134	450	377	84	8	2	0	0	0	0	0	1102	24	88	396	1411	1077	201	28	5	0	0	0	0	0	3230
%	0%	1%	6%	21%	16%	3%	0%	0%	0%	0%	0%	0%	0%	47%	0%	1%	3%	10%	8%	2%	0%	0%	0%	0%	0%	0%	0%	24%	1%	2%	9%	31%	24%	4%	1%	0%	0%	0%	0%	0%	0%	72%
Peak Hour	8:15	8:15	8:30	7:15	7:00	7:00	8:00	6:30	0:00	0:00	0:00	0:00	0:00	7:15	9:45	8:00	8:15	11:15	7:00	7:15	4:30	8:00	0:00	0:00	0:00	0:00	0:00	8:15	8:15	8:15	8:30	8:15	7:00	7:00	8:00	6:30	0:00	0:00	0:00	0:00	0:00	7:00
Peak Volume	16	34	89	210	206	44	7	2	0	0	0	0	0	501	4	22	49	88	103	22	2	1	0	0	0	0	0	219	17	56	137	286	309	63	8	2	0	0	0	0	0	694
12:00 - 24:00	15	97	459	1152	576	72	7	2	0	0	0	0	0	2380	20	120	445	1150	742	158	11	3	0	0	0	0	0	2649	35	217	904	2302	1318	230	18	5	0	0	0	0	0	5029
%	0%	2%	10%	26%	13%	2%	0%	0%	0%	0%	0%	0%	0%	53%	0%	3%	10%	26%	16%	4%	0%	0%	0%	0%	0%	0%	0%	59%	1%	5%	20%	51%	29%	5%	0%	0%	0%	0%	0%	0%	0%	112%
Peak Hour	14:00	16:30	15:00	15:00	14:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:00	15:30	15:15	15:30	16:45	17:15	13:00	18:00	14:00	12:00	12:00	12:00	12:00	12:00	16:45	15:15	15:15	15:30	15:15	17:15	14:00	18:00	12:00	12:00	12:00	12:00	12:00	12:00	16:45
Peak Volume	7	41	87	191	101	21	3	1	0	0	0	0	0	372	12	43	105	186	131	26	6	1	0	0	0	0	0	405	15	54	187	360	208	38	6	1	0	0	0	0	0	759
07:00 - 09:00	15	34	107	406	317	56	13	1	0	0	0	0	0	949	1	25	55	138	153	32	2	1	0	0	0	0	0	407	16	59	162	544	470	88	15	2	0	0	0	0	0	1356
%	0%	1%	2%	9%	7%	1%	0%	0%	0%	0%	0%	0%	0%	21%	0%	1%	1%	3%	3%	1%	0%	0%	0%	0%	0%	0%	0%	9%	0%	1%	4%	12%	10%	2%	0%	0%	0%	0%	0%	0%	0%	30%
Peak Hour	8:00	8:00	8:00	7:15	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:45	8:00	8:00	7:45	7:00	7:15	7:30	8:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	8:00	8:00	7:45	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	15	32	74	210	206	44	7	1	0	0	0	0	0	501	1	22	44	74	103	22	2	1	0	0	0	0	0	204	16	54	118	284	309	63	8	1	0	0	0	0	0	694
16:00 - 18:00	4	50	124	302	167	14	0	0	0	0	0	0	0	661	3	25	166	336	189	28	1	0	0	0	0	0	0	748	7	75	290	638	356	42	1	0	0	0	0	0	0	1409
%	0%	1%	3%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	1%	4%	7%	4%	1%	0%	0%	0%	0%	0%	0%	0%	17%	0%	2%	6%	14%	8%	1%	0%	0%	0%	0%	0%	0%	0%	31%
Peak Hour	16:00	16:30	16:15	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:00	16:15	16:45	17:00	16:30	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:30	16:15	16:45	17:00	16:30	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:45
Peak Volume	3	41	80	155	89	9	0	0	0	0	0	0	0	363	3	20	100	186	114	18	1	0	0	0	0	0	0	405	6	48	180	328	202	25	1	0	0	0	0	0	0	759

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	23	28	28	33	35	4508
WESTBOUND	23	28	28	34	37	3751
TOTALS	23	28	28	33	36	8259

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Monday

Date: 4/21/2025

City: Wallingford

Project #: CT25_410056_002

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	5	2	2	0	0	0	0	0	0	0	**9**	0	0	0	6	3	2	0	0	0	0	0	0	0	**11**
0:15	0	0	0	1	2	1	0	0	0	0	0	0	0	**4**	0	0	0	2	3	0	0	0	0	0	0	0	0	**5**	0	0	0	3	5	1	0	0	0	0	0	0	0	**9**
0:30	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	3	0	0	0	0	0	0	0	0	0	**3**
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1	1	1	0	0	0	0	0	0	0	**4**	0	1	1	1	1	1	0	0	0	0	0	0	0	**5**
1:15	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
1:45	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
2:00	0	0	0	1	2	0	0	0	0	0	0	0	0	**3**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	2	2	0	0	0	0	0	0	0	0	**4**
2:15	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	1	0	0	0	0	0	0	**2**
3:00	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	1	2	0	0	0	0	0	0	0	0	**3**
3:15	0	0	1	1	1	0	0	0	0	0	0	0	0	**3**	0	0	1	1	1	0	0	0	0	0	0	0	0	**3**	0	0	2	2	2	0	0	0	0	0	0	0	0	**6**
3:30	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**	0	0	0	2	1	1	0	0	0	0	0	0	0	**4**	0	0	0	4	1	1	0	0	0	0	0	0	0	**6**
3:45	0	0	0	1	2	0	0	0	0	0	0	0	0	**3**	0	0	0	1	0	0	1	0	0	0	0	0	0	**2**	0	0	0	2	2	0	1	0	0	0	0	0	0	**5**
4:00	0	0	0	3	0	0	1	0	0	0	0	0	0	**4**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	3	1	0	1	0	0	0	0	0	0	**5**
4:15	0	1	1	1	1	0	2	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	1	1	1	0	2	0	0	0	0	0	0	**6**
4:30	0	0	3	8	3	0	0	0	0	0	0	0	0	**14**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	3	9	3	0	0	0	0	0	0	0	0	**15**
4:45	0	0	2	10	4	3	0	0	0	0	0	0	0	**19**	0	0	0	1	0	0	1	0	0	0	0	0	0	**2**	0	0	2	11	4	3	1	0	0	0	0	0	0	**21**
5:00	0	0	1	5	8	2	0	0	0	0	0	0	0	**16**	0	0	0	2	3	0	0	0	0	0	0	0	0	**5**	0	0	1	7	11	2	0	0	0	0	0	0	0	**21**
5:15	0	0	0	8	9	2	1	0	0	0	0	0	0	**20**	0	0	1	2	2	0	1	0	0	0	0	0	0	**6**	0	0	1	10	11	2	2	0	0	0	0	0	0	**26**
5:30	0	0	4	15	11	3	0	0	0	0	0	0	0	**33**	0	0	0	2	1	0	0	0	0	0	0	0	0	**3**	0	0	4	17	12	3	0	0	0	0	0	0	0	**36**
5:45	0	0	5	20	14	1	1	0	0	0	0	0	0	**41**	0	0	3	7	3	2	0	0	0	0	0	0	0	**15**	0	0	8	27	17	3	1	0	0	0	0	0	0	**56**
6:00	0	0	6	22	13	3	0	0	0	0	0	0	0	**44**	0	0	0	5	9	3	0	0	0	0	0	0	0	**17**	0	0	6	27	22	6	0	0	0	0	0	0	0	**61**
6:15	0	0	5	39	22	3	0	0	0	0	0	0	0	**69**	0	1	1	6	5	5	1	0	0	0	0	0	0	**19**	0	1	6	45	27	8	1	0	0	0	0	0	0	**88**
6:30	1	0	5	32	29	4	0	1	0	0	0	0	0	**72**	0	0	4	20	11	0	0	0	0	0	0	0	0	**35**	1	0	9	52	40	4	0	1	0	0	0	0	0	**107**
6:45	0	0	10	27	52	6	0	0	0	0	0	0	0	**95**	0	0	4	21	16	3	0	0	0	0	0	0	0	**44**	0	0	14	48	68	9	0	0	0	0	0	0	0	**139**
7:00	0	0	5	41	49	10	2	0	0	0	0	0	0	**107**	0	1	4	18	21	2	0	0	0	0	0	0	0	**46**	0	1	9	59	70	12	2	0	0	0	0	0	0	**153**
7:15	0	0	8	50	49	14	2	1	0	0	0	0	0	**124**	0	1	2	13	30	9	0	0	0	0	0	0	0	**55**	0	1	10	63	79	23	2	1	0	0	0	0	0	**179**
7:30	0	2	8	41	54	12	2	0	0	0	0	0	0	**119**	0	0	1	12	28	6	1	0	0	0	0	0	0	**48**	0	2	9	53	82	18	3	0	0	0	0	0	0	**167**
7:45	0	0	12	66	54	8	0	0	0	0	0	0	0	**140**	0	1	4	24	24	2	0	0	0	0	0	0	0	**55**	0	1	16	90	78	10	0	0	0	0	0	0	0	**195**
8:00	0	1	14	53	46	3	1	0	0	0	0	0	0	**118**	0	0	0	17	13	5	0	0	0	0	0	0	0	**35**	0	1	14	70	59	8	1	0	0	0	0	0	0	**153**
8:15	0	8	17	43	32	5	1	0	0	0	0	0	0	**106**	0	0	5	17	21	5	1	0	0	0	0	0	0	**49**	0	8	22	60	53	10	2	0	0	0	0	0	0	**155**
8:30	7	20	21	48	14	3	1	0	0	0	0	0	0	**114**	1	11	15	16	6	3	0	0	0	0	0	0	0	**52**	8	31	36	64	20	6	1	0	0	0	0	0	0	**166**
8:45	8	3	22	64	19	1	4	0	0	0	0	0	0	**121**	0	11	24	21	10	0	0	1	0	0	0	0	0	**67**	8	14	46	85	29	1	4	1	0	0	0	0	0	**188**
9:00	1	3	27	48	21	2	0	0	0	0	0	0	0	**102**	0	0	5	29	12	5	0	0	0	0	0	0	0	**51**	1	3	32	77	33	7	0	0	0	0	0	0	0	**153**
9:15	0	0	19	35	25	4	0	0	0	0	0	0	0	**83**	0	0	4	11	19	1	0	0	0	0	0	0	0	**35**	0	0	23	46	44	5	0	0	0	0	0	0	0	**118**
9:30	0	2	5	32	20	0	0	0	0	0	0	0	0	**59**	0	0	1	24	12	2	0	0	0	0	0	0	0	**39**	0	2	6	56	32	2	0	0	0	0	0	0	0	**98**
9:45	0	1	9	32	11	5	1	0	0	0	0	0	0	**59**	3	5	3	12	5	1	0	0	0	0	0	0	0	**29**	3	6	12	44	16	6	1	0	0	0	0	0	0	**88**
10:00	0	2	8	28	14	2	0	0	0	0	0	0	0	**54**	0	1	4	14	9	1	0	0	0	0	0	0	0	**29**	0	3	12	42	23	3	0	0	0	0	0	0	0	**83**
10:15	0	0	4	22	25	3	0	1	0	0	0	0	0	**55**	0	2	4	17	17	3	1	0	0	0	0	0	0	**44**	0	2	8	39	42	6	1	1	0	0	0	0	0	**99**
10:30	0	2	6	23	15	6	1	0	0	0	0	0	0	**53**	1	0	4	20	15	3	1	1	0	0	0	0	0	**45**	1	2	10	43	30	9	2	1	0	0	0	0	0	**98**
10:45	0	1	7	31	10	4	0	0	0	0	0	0	0	**53**	2	4	14	19	14	3	0	0	0	0	0	0	0	**56**	2	5	21	50	24	7	0	0	0	0	0	0	0	**109**
11:00	0	0	9	31	15	0	0	0	0	0	0	0	0	**55**	0	0	9	16	10	4	0	0	0	0	0	0	0	**39**	0	0	18	47	25	4	0	0	0	0	0	0	0	**94**
11:15	0	0	10	26	14	2	0	0	0	0	0	0	0	**52**	0	0	6	27	13	4	0	0	0	0	0	0	0	**50**	0	0	16	53	27	6	0	0	0	0	0	0	0	**102**
11:30	0	0	4	28	16	2	0	0	0	0	0	0	0	**50**	0	1	6	20	14	4	0	0	0	0	0	0	0	**45**	0	1	10	48	30	6	0	0	0	0	0	0	0	**95**
11:45	0	1	2	17	21	1	0	0	0	0	0	0	0	**42**	0	1	3	22	23	4	0	0	0	0	0	0	0	**53**	0	2	5	39	44	5	0	0	0	0	0	0	0	**95**

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_002

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	1	11	22	27	2	2	0	0	0	0	0	0	65	0	2	4	19	16	7	0	0	0	0	0	0	0	48	0	3	15	41	43	9	2	0	0	0	0	0	0	113
12:15	0	2	6	28	14	3	0	1	0	0	0	0	0	54	0	2	2	20	25	4	0	0	0	0	0	0	0	53	0	4	8	48	39	7	0	1	0	0	0	0	0	107
12:30	0	0	9	18	21	2	1	0	0	0	0	0	0	51	0	1	5	18	17	7	0	0	0	0	0	0	0	48	0	1	14	36	38	9	1	0	0	0	0	0	0	99
12:45	0	0	13	27	26	0	0	0	0	0	0	0	0	66	0	0	4	17	23	2	1	0	0	0	0	0	0	47	0	0	17	44	49	2	1	0	0	0	0	0	0	113
13:00	0	0	9	30	15	1	0	0	0	0	0	0	0	55	0	0	8	28	11	11	0	0	0	0	0	0	0	58	0	0	17	58	26	12	0	0	0	0	0	0	0	113
13:15	1	3	10	28	14	1	0	0	0	0	0	0	0	57	0	1	8	30	19	3	0	0	0	0	0	0	0	61	1	4	18	58	33	4	0	0	0	0	0	0	0	118
13:30	0	0	8	36	13	1	0	0	0	0	0	0	0	58	0	4	10	13	14	9	1	0	0	0	0	0	0	51	0	4	18	49	27	10	1	0	0	0	0	0	0	109
13:45	0	3	6	34	22	1	0	0	0	0	0	0	0	66	1	3	2	25	28	3	0	0	0	0	0	0	0	62	1	6	8	59	50	4	0	0	0	0	0	0	0	128
14:00	0	0	7	39	35	10	2	0	0	0	0	0	0	93	1	1	11	28	16	4	0	0	0	0	0	0	0	61	1	1	18	67	51	14	2	0	0	0	0	0	0	154
14:15	4	2	8	45	14	3	0	0	0	0	0	0	0	76	2	0	5	36	18	3	0	0	0	0	0	0	0	64	6	2	13	81	32	6	0	0	0	0	0	0	0	140
14:30	2	3	18	47	22	2	1	0	0	0	0	0	0	95	1	0	8	45	15	3	0	0	0	0	0	0	0	72	3	3	26	92	37	5	1	0	0	0	0	0	0	167
14:45	1	2	9	27	30	6	0	0	0	0	0	0	0	75	0	0	4	28	29	7	0	1	0	0	0	0	0	69	1	2	13	55	59	13	0	1	0	0	0	0	0	144
15:00	0	4	24	46	18	3	0	0	0	0	0	0	0	95	0	0	5	34	30	2	0	0	0	0	0	0	0	71	0	4	29	80	48	5	0	0	0	0	0	0	0	166
15:15	2	5	10	42	18	5	0	0	0	0	0	0	0	82	0	15	16	48	29	5	0	0	0	0	0	0	0	113	2	20	26	90	47	10	0	0	0	0	0	0	0	195
15:30	0	2	27	64	15	1	0	0	0	0	0	0	0	109	2	15	36	38	10	1	0	0	0	0	0	0	0	102	2	17	63	102	25	2	0	0	0	0	0	0	0	211
15:45	0	2	26	39	17	2	0	0	0	0	0	0	0	86	7	7	24	43	17	0	0	0	0	0	0	0	0	98	7	9	50	82	34	2	0	0	0	0	0	0	0	184
16:00	2	2	10	37	18	3	0	0	0	0	0	0	0	72	2	6	18	49	10	0	0	0	0	0	0	0	0	85	4	8	28	86	28	3	0	0	0	0	0	0	0	157
16:15	0	1	19	44	22	3	0	0	0	0	0	0	0	89	1	11	27	40	21	1	0	0	0	0	0	0	0	101	1	12	46	84	43	4	0	0	0	0	0	0	0	190
16:30	0	6	12	40	15	1	0	0	0	0	0	0	0	74	0	2	23	33	23	4	0	0	0	0	0	0	0	85	0	8	35	73	38	5	0	0	0	0	0	0	0	159
16:45	1	12	29	26	24	2	0	0	0	0	0	0	0	94	0	1	24	56	21	6	0	0	0	0	0	0	0	108	1	13	53	82	45	8	0	0	0	0	0	0	0	202
17:00	0	12	20	44	28	2	0	0	0	0	0	0	0	106	0	2	26	41	14	5	0	0	0	0	0	0	0	88	0	14	46	85	42	7	0	0	0	0	0	0	0	194
17:15	0	11	10	31	17	2	0	0	0	0	0	0	0	71	0	2	21	39	39	3	0	0	0	0	0	0	0	104	0	13	31	70	56	5	0	0	0	0	0	0	0	175
17:30	1	4	19	41	18	0	0	0	0	0	0	0	0	83	0	1	22	50	28	3	1	0	0	0	0	0	0	105	1	5	41	91	46	3	1	0	0	0	0	0	0	188
17:45	0	2	5	39	25	1	0	0	0	0	0	0	0	72	0	0	5	28	33	6	0	0	0	0	0	0	0	72	0	2	10	67	58	7	0	0	0	0	0	0	0	144
18:00	0	4	12	29	17	1	0	0	0	0	0	0	0	63	0	0	10	25	31	1	0	0	0	0	0	0	0	67	0	4	22	54	48	2	0	0	0	0	0	0	0	130
18:15	0	2	14	30	13	2	0	0	0	0	0	0	0	61	0	1	5	25	20	3	3	1	0	0	0	0	0	58	0	3	19	55	33	5	3	1	0	0	0	0	0	119
18:30	0	2	11	23	5	2	0	0	0	0	0	0	0	43	0	2	8	24	16	4	2	0	0	0	0	0	0	56	0	4	19	47	21	6	2	0	0	0	0	0	0	99
18:45	0	0	10	32	8	1	0	0	0	0	0	0	0	51	0	3	10	25	10	6	1	0	0	0	0	0	0	55	0	3	20	57	18	7	1	0	0	0	0	0	0	106
19:00	0	0	6	19	6	2	0	0	0	0	0	0	0	33	0	3	11	30	24	7	0	0	0	0	0	0	0	75	0	3	17	49	30	9	0	0	0	0	0	0	0	108
19:15	0	0	12	26	5	0	0	0	0	0	0	0	0	43	0	8	9	22	20	7	0	0	0	0	0	0	0	66	0	8	21	48	25	7	0	0	0	0	0	0	0	109
19:30	0	5	26	15	3	2	0	0	0	0	0	0	0	51	3	16	18	16	8	3	0	0	0	0	0	0	0	64	3	21	44	31	11	5	0	0	0	0	0	0	0	115
19:45	0	1	12	19	4	1	0	0	0	0	0	0	0	37	0	7	12	26	8	2	0	0	0	0	0	0	0	55	0	8	24	45	12	3	0	0	0	0	0	0	0	92
20:00	0	0	9	8	2	0	0	0	0	0	0	0	0	19	0	0	4	17	9	5	0	0	0	0	0	0	0	35	0	0	13	25	11	5	0	0	0	0	0	0	0	54
20:15	0	0	3	9	1	0	0	0	0	0	0	0	0	13	0	2	9	16	14	4	0	0	0	0	0	0	0	45	0	2	12	25	15	4	0	0	0	0	0	0	0	58
20:30	0	0	1	14	4	0	0	0	0	0	0	0	0	19	0	1	4	17	8	0	1	0	0	0	0	0	0	31	0	1	5	31	12	0	1	0	0	0	0	0	0	50
20:45	0	3	4	6	1	1	0	0	0	0	0	0	0	15	0	0	2	22	9	2	0	0	0	0	0	0	0	35	0	3	6	28	10	3	0	0	0	0	0	0	0	50
21:00	1	1	0	10	4	0	0	0	0	0	0	0	0	16	0	0	3	11	6	3	0	0	0	0	0	0	0	23	1	1	3	21	10	3	0	0	0	0	0	0	0	39
21:15	0	0	2	10	0	0	1	0	0	0	0	0	0	13	0	0	5	13	12	1	0	0	0	0	0	0	0	31	0	0	7	23	12	1	1	0	0	0	0	0	0	44
21:30	0	0	1	3	4	0	0	0	0	0	0	0	0	8	0	0	7	14	6	0	1	0	0	0	0	0	0	28	0	0	8	17	10	0	1	0	0	0	0	0	0	36
21:45	0	0	3	3	0	0	0	0	0	0	0	0	0	6	0	0	3	10	4	1	0	0	0	0	0	0	0	18	0	0	6	13	4	1	0	0	0	0	0	0	0	24
22:00	0	0	2	5	3	0	0	1	0	0	0	0	0	11	0	0	2	9	5	1	0	0	0	0	0	0	0	17	0	0	4	14	8	1	0	1	0	0	0	0	0	28
22:15	0	0	1	2	1	0	0	0	0	0	0	0	0	4	0	0	1	11	3	0	0	0	0	0	0	0	0	15	0	0	2	13	4	0	0	0	0	0	0	0	0	19
22:30	0	0	1	3	0	1	0	0	0	0	0	0	0	5	0	0	0	2	6	1	0	0	0	0	0	0	0	9	0	0	1	5	6	2	0	0	0	0	0	0	0	14
22:45	0	0	0	2	3	0	0	0	0	0	0	0	0	5	0	1	0	2	4	2	0	0	0	0	0	0	0	9	0	1	0	4	7	2	0	0	0	0	0	0	0	14
23:00	0	0	1	2	0	1	0	0	0	0	0	0	0	4	0	0	0	2	3	3	0	0	0	0	0	0	0	8	0	0	1	4	3	4	0	0	0	0	0	0	0	12
23:15	0	0	0	3	0	1	0	0	0	0	0	0	0	4	0	0	1	2	2	2	0	0	0	0	0	0	0	7	0	0	1	5	2	3	0	0	0	0	0	0	0	11
23:30	0	0	2	4	4	0	0	0	0	0	0	0	0	10	0	0	1	1	3	1	0	0	0	0	0	0	0	6	0	0	3	5	7	1	0	0	0	0	0	0	0	16
23:45	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	2	2	5	0	0	1	0	0	0	0	0	10	0	0	3	3	5	0	0	1	0	0	0	0	0	12
Totals	**32**	**145**	**721**	**2,113**	**1,276**	**189**	**27**	**5**	**0**	**0**	**0**	**0**	**0**	**4,508**	**27**	**160**	**579**	**1,600**	**1,119**	**242**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**3,751**	**59**	**305**	**1,300**	**3,713**	**2,395**	**431**	**46**	**10**	**0**	**0**	**0**	**0**	**0**	**8,259**
% of Totals	1%	3%	16%	47%	28%	4%	1%	0%	0%	0%	0%	0%	0%	100%	1%	4%	15%	43%	30%	6%	1%	0%	0%	0%	0%	0%	0%	100%	1%	4%	16%	45%	29%	5%	1%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,508	3,751	8,259

DAILY TOTALS

15-Minutes Interval

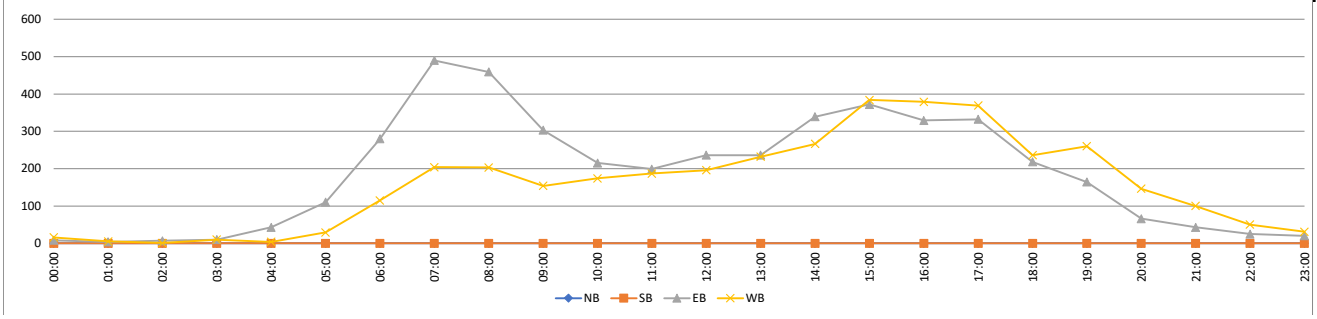
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	9	11	12:00			65	48	113
0:15			4	5	9	12:15			54	53	107
0:30			2	1	3	12:30			51	48	99
0:45			0	1	1	12:45			66	47	113
1:00			1	4	5	13:00			55	58	113
1:15			1	0	1	13:15			57	61	118
1:30			0	1	1	13:30			58	51	109
1:45			2	0	2	13:45			66	62	128
2:00			3	1	4	14:00			93	61	154
2:15			2	0	2	14:15			76	64	140
2:30			0	0	0	14:30			95	72	167
2:45			2	0	2	14:45			75	69	144
3:00			2	1	3	15:00			95	71	166
3:15			3	3	6	15:15			82	113	195
3:30			2	4	6	15:30			109	102	211
3:45			3	2	5	15:45			86	98	184
4:00			4	1	5	16:00			72	85	157
4:15			6	0	6	16:15			89	101	190
4:30			14	1	15	16:30			74	85	159
4:45			19	2	21	16:45			94	108	202
5:00			16	5	21	17:00			106	88	194
5:15			20	6	26	17:15			71	104	175
5:30			33	3	36	17:30			83	105	188
5:45			41	15	56	17:45			72	72	144
6:00			44	17	61	18:00			63	67	130
6:15			69	19	88	18:15			61	58	119
6:30			72	35	107	18:30			43	56	99
6:45			95	44	139	18:45			51	55	106
7:00			107	46	153	19:00			33	75	108
7:15			124	55	179	19:15			43	66	109
7:30			119	48	167	19:30			51	64	115
7:45			140	55	195	19:45			37	55	92
8:00			118	35	153	20:00			19	35	54
8:15			106	49	155	20:15			13	45	58
8:30			114	52	166	20:30			19	31	50
8:45			121	67	188	20:45			15	35	50
9:00			102	51	153	21:00			16	23	39
9:15			83	35	118	21:15			13	31	44
9:30			59	39	98	21:30			8	28	36
9:45			59	29	88	21:45			6	18	24
10:00			54	29	83	22:00			11	17	28
10:15			55	44	99	22:15			4	15	19
10:30			53	45	98	22:30			5	9	14
10:45			53	56	109	22:45			5	9	14
11:00			55	39	94	23:00			4	8	12
11:15			52	50	102	23:15			4	7	11
11:30			50	45	95	23:30			10	6	16
11:45			42	53	95	23:45			2	10	12
TOTALS	0	0	2128	1102	3230	TOTALS	0	0	2380	2649	5029
SPLIT %	0%	0%	66%	34%	39%	SPLIT %	0%	0%	47%	53%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			8	16	24
01:00	02:00			4	5	9
02:00	03:00			7	1	8
03:00	04:00			10	10	20
04:00	05:00			43	4	47
05:00	06:00			110	29	139
06:00	07:00			280	115	395
07:00	08:00			490	204	694
08:00	09:00			459	203	662
09:00	10:00			303	154	457
10:00	11:00			215	174	389
11:00	12:00			199	187	386
12:00	13:00			236	196	432
13:00	14:00			236	232	468
14:00	15:00			339	266	605
15:00	16:00			372	384	756
16:00	17:00			329	379	708
17:00	18:00			332	369	701
18:00	19:00			218	236	454
19:00	20:00			164	260	424
20:00	21:00			66	146	212
21:00	22:00			43	100	143
22:00	23:00			25	50	75
23:00	00:00			20	31	51

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			2128	1102	3230
Peak Hour			7:15	8:15	7:00
Peak Volume			501	219	694
Peak Hour Factor			0.895	0.817	0.890
Peak Period	12:00	to	00:00		
Volume			2380	2649	5029
Peak Hour			15:00	16:45	16:45
Peak Volume			372	405	759
Peak Hour Factor			0.853	0.938	0.939
Peak Period	07:00	to	09:00		
Volume			949	407	1356
Peak Hour			7:15	7:00	7:00
Peak Volume			501	204	694
Peak Hour Factor			0.895	0.927	0.890
Peak Period	16:00	to	18:00		
Volume			661	748	1409
Peak Hour			16:15	16:45	16:45
Peak Volume			363	405	759
Peak Hour Factor			0.856	0.938	0.939



Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_002

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	23	2	0	0	0	0	0	0	0	0	0	0	25
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	9	1	0	0	0	0	0	0	0	0	0	0	10
2:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	15	2	0	0	0	0	0	0	0	0	0	0	17
3:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	25	6	0	0	0	0	0	0	0	0	0	0	31
4:00	0	30	9	0	0	0	0	0	0	0	0	0	0	39	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	34	9	0	0	0	0	0	0	0	0	0	0	43
5:00	0	88	17	1	0	0	1	0	0	0	0	0	0	107	0	22	3	1	0	0	0	0	0	0	0	0	0	26	0	110	20	2	0	0	1	0	0	0	0	0	0	133
6:00	3	215	65	3	1	1	0	0	0	0	0	0	0	288	0	90	19	4	1	1	0	0	0	0	0	0	0	115	3	305	84	7	2	2	0	0	0	0	0	0	0	403
7:00	1	493	74	5	2	0	0	0	0	0	0	0	0	575	0	181	32	5	0	0	0	0	0	0	0	0	0	218	1	674	106	10	2	0	0	0	0	0	0	0	0	793
8:00	0	422	57	11	6	2	0	0	0	0	0	0	0	498	0	172	31	12	10	2	0	0	0	0	0	0	0	227	0	594	88	23	16	4	0	0	0	0	0	0	0	725
9:00	0	256	40	4	6	5	1	0	0	0	0	0	0	312	0	125	26	0	11	1	0	0	1	0	0	0	0	164	0	381	66	4	17	6	1	0	1	0	0	0	0	476
10:00	0	210	28	0	11	4	0	0	0	0	0	0	0	253	0	142	40	0	6	1	0	0	1	0	0	0	0	190	0	352	68	0	17	5	0	0	1	0	0	0	0	443
11:00	0	180	38	0	8	1	1	1	0	0	0	0	0	229	1	147	43	1	9	2	0	0	1	0	0	0	0	204	1	327	81	1	17	3	1	1	1	0	0	0	0	433
12:00	1	191	26	3	8	2	1	0	0	0	0	0	0	232	0	187	41	2	6	2	0	0	2	0	0	0	0	240	1	378	67	5	14	4	1	0	2	0	0	0	0	472
13:00	2	179	36	0	7	0	0	2	0	0	0	0	0	226	0	171	31	1	8	1	0	0	0	0	0	0	0	212	2	350	67	1	15	1	0	2	0	0	0	0	0	438
14:00	3	309	45	8	12	1	1	0	1	0	0	0	0	380	3	246	44	5	7	0	0	1	2	1	0	0	0	309	6	555	89	13	19	1	1	1	3	1	0	0	0	689
15:00	1	320	45	7	8	0	0	0	0	0	0	0	0	381	1	350	59	9	3	1	0	0	0	0	0	0	0	423	2	670	104	16	11	1	0	0	0	0	0	0	0	804
16:00	0	302	40	4	5	1	0	0	0	0	0	0	0	352	1	332	78	2	1	0	0	0	0	0	0	0	0	414	1	634	118	6	6	1	0	0	0	0	0	0	0	766
17:00	0	331	30	1	2	0	0	0	0	0	0	0	0	364	2	356	48	0	1	0	0	0	0	0	0	0	0	407	2	687	78	1	3	0	0	0	0	0	0	0	0	771
18:00	0	246	31	1	1	0	0	0	0	1	0	0	0	280	4	221	35	0	1	0	0	0	0	0	0	0	0	261	4	467	66	1	2	0	0	0	0	1	0	0	0	541
19:00	1	148	36	0	4	0	0	0	0	0	0	0	0	189	0	235	42	0	1	0	0	0	0	0	0	0	0	278	1	383	78	0	5	0	0	0	0	0	0	0	0	467
20:00	1	98	15	0	2	0	0	0	0	0	0	0	0	116	0	155	20	0	0	0	0	0	0	0	0	0	0	175	1	253	35	0	2	0	0	0	0	0	0	0	0	291
21:00	0	40	2	0	0	0	0	0	0	0	0	0	0	42	0	97	12	0	0	0	0	0	0	0	0	0	0	109	0	137	14	0	0	0	0	0	0	0	0	0	0	151
22:00	0	29	4	0	0	0	0	0	0	0	0	0	0	33	0	46	4	0	0	0	0	0	0	0	0	0	0	50	0	75	8	0	0	0	0	0	0	0	0	0	0	83
23:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	34	3	0	0	0	0	0	0	0	0	0	0	37	0	51	5	0	0	0	0	0	0	0	0	0	0	56
Totals	**13**	**4,137**	**647**	**48**	**83**	**17**	**5**	**3**	**1**	**1**	**0**	**0**	**0**	**4,955**	**12**	**3,352**	**615**	**42**	**65**	**11**	**0**	**1**	**7**	**1**	**0**	**0**	**0**	**4,106**	**25**	**7,489**	**1,262**	**90**	**148**	**28**	**5**	**4**	**8**	**2**	**0**	**0**	**0**	**9,061**
% of Totals	0%	83%	13%	1%	2%	0%	0%	0%	0%	0%				100%	0%	82%	15%	1%	2%	0%		0%	0%	0%				100%	0%	83%	14%	1%	2%	0%	0%	0%	0%	0%				100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



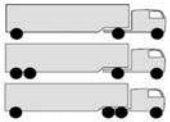
#5 2-Axle, 6-Tire Single Units



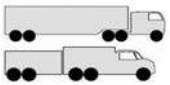
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	4	1927	335	24	34	13	3	1	0	0	0	0	0	2341	1	922	198	23	37	7	0	0	3	0	0	0	0	1191	5	2849	533	47	71	20	3	1	3	0	0	0	0	3532
%	0%	39%	7%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	47%	0%	22%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	29%	0%	31%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	39%
Peak Hour	6:00	7:15	6:30	8:15	9:30	8:45	11:30	10:45	0:00	0:00	0:00	0:00	0:00	7:15	10:45	11:45	10:15	8:00	8:30	8:15	0:00	0:00	9:45	0:00	0:00	0:00	0:00	11:45	6:00	7:15	7:45	8:15	11:15	8:30	11:30	10:45	9:45	0:00	0:00	0:00	0:00	7:15
Peak Volume	3	505	78	14	13	6	2	1	0	0	0	0	0	581	1	185	47	12	11	3	0	0	2	0	0	0	0	235	3	676	107	25	20	8	2	1	2	0	0	0	0	796
12:00 - 24:00	9	2210	312	24	49	4	2	2	1	1	0	0	0	2614	11	2430	417	19	28	4	0	1	4	1	0	0	0	2915	20	4640	729	43	77	8	2	3	5	2	0	0	0	5529
%	0%	45%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	53%	0%	59%	10%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	71%	0%	51%	8%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	61%
Peak Hour	13:30	16:45	14:45	14:15	13:45	12:00	12:00	13:00	13:30	17:15	12:00	12:00	12:00	14:45	17:45	15:30	16:00	15:15	13:45	12:00	12:00	14:00	12:00	14:00	12:00	12:00	12:00	15:30	13:30	16:45	16:00	14:45	13:45	12:00	12:00	13:00	13:45	14:00	12:00	12:00	12:00	15:00
Peak Volume	4	338	54	10	12	2	1	2	1	1	0	0	0	396	4	360	78	10	11	2	0	1	2	1	0	0	0	439	7	698	118	17	23	4	1	2	3	1	0	0	0	804
07:00 - 09:00	1	915	131	16	8	2	0	0	0	0	0	0	0	1073	0	353	63	17	10	2	0	0	0	0	0	0	0	445	1	1268	194	33	18	4	0	0	0	0	0	0	0	1518
%	0%	18%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	7:00	7:15	7:00	8:00	7:45	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:00	7:00	7:30	8:00	7:45	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:00	7:15	7:45	8:00	7:45	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15
Peak Volume	1	505	74	11	6	2	0	0	0	0	0	0	0	581	0	181	35	12	10	2	0	0	0	0	0	0	0	227	1	676	107	23	16	4	0	0	0	0	0	0	0	796
16:00 - 18:00	0	633	70	5	7	1	0	0	0	0	0	0	0	716	3	688	126	2	2	0	0	0	0	0	0	0	0	821	3	1321	196	7	9	1	0	0	0	0	0	0	0	1537
%	0%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	17%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	17:00	16:45	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	17:00	16:45	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45
Peak Volume	0	338	40	4	5	1	0	0	0	0	0	0	0	383	2	360	78	2	2	0	0	0	0	0	0	0	0	423	2	698	118	6	7	1	0	0	0	0	0	0	0	803

Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_002

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	6	1	0	0	0	0	0	0	0	0	0	0	7
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	0	0	0	0	0	6
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:30	0	4	4	0	0	0	0	0	0	0	0	0	0	8	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	9	4	0	0	0	0	0	0	0	0	0	0	13
3:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	5	2	0	0	0	0	0	0	0	0	0	0	7
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:30	0	10	5	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	5	0	0	0	0	0	0	0	0	0	0	15
4:45	0	13	4	0	0	0	0	0	0	0	0	0	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	15	4	0	0	0	0	0	0	0	0	0	0	19
5:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	24	0	0	0	0	0	0	0	0	0	0	0	24
5:15	0	19	6	0	0	0	0	0	0	0	0	0	0	25	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	22	6	0	0	0	0	0	0	0	0	0	0	28
5:30	0	27	3	0	0	0	1	0	0	0	0	0	0	31	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	34	6	0	0	0	1	0	0	0	0	0	0	41
5:45	0	24	8	1	0	0	0	0	0	0	0	0	0	33	0	6	0	1	0	0	0	0	0	0	0	0	0	7	0	30	8	2	0	0	0	0	0	0	0	0	0	40
6:00	1	37	8	1	0	0	0	0	0	0	0	0	0	47	0	13	3	0	0	0	0	0	0	0	0	0	0	16	1	50	11	1	0	0	0	0	0	0	0	0	0	63
6:15	0	56	15	0	0	0	0	0	0	0	0	0	0	71	0	14	1	2	0	0	0	0	0	0	0	0	0	17	0	70	16	2	0	0	0	0	0	0	0	0	0	88
6:30	1	57	23	1	0	1	0	0	0	0	0	0	0	83	0	29	5	0	0	1	0	0	0	0	0	0	0	35	1	86	28	1	0	2	0	0	0	0	0	0	0	118
6:45	1	65	19	1	1	0	0	0	0	0	0	0	0	87	0	34	10	2	1	0	0	0	0	0	0	0	0	47	1	99	29	3	2	0	0	0	0	0	0	0	0	134
7:00	1	103	19	2	0	0	0	0	0	0	0	0	0	125	0	46	3	1	0	0	0	0	0	0	0	0	0	50	1	149	22	3	0	0	0	0	0	0	0	0	0	175
7:15	0	125	17	0	1	0	0	0	0	0	0	0	0	143	0	51	8	1	0	0	0	0	0	0	0	0	0	60	0	176	25	1	1	0	0	0	0	0	0	0	0	203
7:30	0	137	12	1	0	0	0	0	0	0	0	0	0	150	0	34	10	1	0	0	0	0	0	0	0	0	0	45	0	171	22	2	0	0	0	0	0	0	0	0	0	195
7:45	0	128	26	2	1	0	0	0	0	0	0	0	0	157	0	50	11	2	0	0	0	0	0	0	0	0	0	63	0	178	37	4	1	0	0	0	0	0	0	0	0	220
8:00	0	115	14	0	2	0	0	0	0	0	0	0	0	131	0	36	5	1	5	0	0	0	0	0	0	0	0	47	0	151	19	1	7	0	0	0	0	0	0	0	0	178
8:15	0	97	16	2	2	0	0	0	0	0	0	0	0	117	0	31	9	0	2	0	0	0	0	0	0	0	0	42	0	128	25	2	4	0	0	0	0	0	0	0	0	159
8:30	0	113	18	3	1	0	0	0	0	0	0	0	0	135	0	49	8	4	3	1	0	0	0	0	0	0	0	65	0	162	26	7	4	1	0	0	0	0	0	0	0	200
8:45	0	97	9	6	1	2	0	0	0	0	0	0	0	115	0	56	9	7	0	1	0	0	0	0	0	0	0	73	0	153	18	13	1	3	0	0	0	0	0	0	0	188
9:00	0	82	5	3	0	1	0	0	0	0	0	0	0	91	0	35	7	0	4	1	0	0	0	0	0	0	0	47	0	117	12	3	4	2	0	0	0	0	0	0	0	138
9:15	0	58	12	1	1	2	0	0	0	0	0	0	0	74	0	32	6	0	4	0	0	0	0	0	0	0	0	42	0	90	18	1	5	2	0	0	0	0	0	0	0	116
9:30	0	57	12	0	5	1	0	0	0	0	0	0	0	75	0	31	6	0	0	0	0	0	0	0	0	0	0	37	0	88	18	0	5	1	0	0	0	0	0	0	0	112
9:45	0	59	11	0	0	1	1	0	0	0	0	0	0	72	0	27	7	0	3	0	0	0	1	0	0	0	0	38	0	86	18	0	3	1	1	0	1	0	0	0	0	110
10:00	0	47	5	0	2	0	0	0	0	0	0	0	0	54	0	29	6	0	0	0	0	0	0	0	0	0	0	35	0	76	11	0	2	0	0	0	0	0	0	0	0	89
10:15	0	58	9	0	6	2	0	0	0	0	0	0	0	75	0	31	11	0	0	0	0	0	0	0	0	0	0	42	0	89	20	0	6	2	0	0	0	0	0	0	0	117
10:30	0	56	8	0	1	2	0	0	0	0	0	0	0	67	0	46	11	0	1	1	0	0	1	0	0	0	0	60	0	102	19	0	2	3	0	0	1	0	0	0	0	127
10:45	0	49	6	0	2	0	0	0	0	0	0	0	0	57	0	36	12	0	5	0	0	0	0	0	0	0	0	53	0	85	18	0	7	0	0	0	0	0	0	0	0	110
11:00	0	43	6	0	0	0	0	0	0	0	0	0	0	49	0	30	13	0	3	0	0	1	0	0	0	0	0	47	0	73	19	0	3	0	0	0	1	0	0	0	0	96
11:15	0	40	13	0	1	0	0	0	0	0	0	0	0	54	0	42	9	0	2	1	0	0	0	0	0	0	0	54	0	82	22	0	3	1	0	0	0	0	0	0	0	108
11:30	0	47	12	0	5	0	1	1	0	0	0	0	0	66	1	37	13	1	0	1	0	0	0	0	0	0	0	53	1	84	25	1	5	1	1	1	0	0	0	0	0	119
11:45	0	50	7	0	2	1	0	0	0	0	0	0	0	60	0	38	8	0	4	0	0	0	0	0	0	0	0	50	0	88	15	0	6	1	0	0	0	0	0	0	0	110

Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_002

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	49	8	1	4	0	0	0	0	0	0	0	0	62	0	53	10	0	2	1	0	0	0	0	0	0	0	66	0	102	18	1	6	1	0	0	0	0	0	0	0	128
12:15	1	47	11	0	0	1	1	0	0	0	0	0	0	61	0	42	9	0	2	0	0	0	0	0	0	0	0	53	1	89	20	0	2	1	1	0	0	0	0	0	0	114
12:30	0	49	5	0	3	1	0	0	0	0	0	0	0	58	0	52	10	2	1	1	0	0	0	0	0	0	0	66	0	101	15	2	4	2	0	0	0	0	0	0	0	124
12:45	0	46	2	2	1	0	0	0	0	0	0	0	0	51	0	40	12	0	1	0	0	0	2	0	0	0	0	55	0	86	14	2	2	0	0	0	2	0	0	0	0	106
13:00	1	36	5	0	2	0	0	0	0	0	0	0	0	44	0	39	9	0	0	0	0	0	0	0	0	0	0	48	1	75	14	0	2	0	0	0	0	0	0	0	0	92
13:15	0	47	8	0	3	0	0	0	0	0	0	0	0	58	0	41	5	1	3	1	0	0	0	0	0	0	0	51	0	88	13	1	6	1	0	0	0	0	0	0	0	109
13:30	0	50	14	0	0	0	0	1	0	0	0	0	0	65	0	44	8	0	0	0	0	0	0	0	0	0	0	52	0	94	22	0	0	0	0	1	0	0	0	0	0	117
13:45	1	46	9	0	2	0	0	1	0	0	0	0	0	59	0	47	9	0	5	0	0	0	0	0	0	0	0	61	1	93	18	0	7	0	0	1	0	0	0	0	0	120
14:00	2	90	8	3	5	0	0	0	0	0	0	0	0	108	2	48	11	1	0	0	0	0	1	0	0	0	0	63	4	138	19	4	5	0	0	0	1	0	0	0	0	171
14:15	1	78	9	1	1	0	1	0	1	0	0	0	0	92	1	67	17	3	2	0	0	0	0	0	0	0	0	90	2	145	26	4	3	0	1	0	1	0	0	0	0	182
14:30	0	77	9	2	4	0	0	0	0	0	0	0	0	92	0	57	10	1	4	0	0	0	1	0	0	0	0	73	0	134	19	3	8	0	0	0	1	0	0	0	0	165
14:45	0	64	19	2	2	1	0	0	0	0	0	0	0	88	0	74	6	0	1	0	0	1	0	1	0	0	0	83	0	138	25	2	3	1	0	1	0	1	0	0	0	171
15:00	0	80	15	5	2	0	0	0	0	0	0	0	0	102	0	72	6	0	1	0	0	0	0	0	0	0	0	79	0	152	21	5	3	0	0	0	0	0	0	0	0	181
15:15	0	81	7	1	0	0	0	0	0	0	0	0	0	89	0	75	23	5	1	1	0	0	0	0	0	0	0	105	0	156	30	6	1	1	0	0	0	0	0	0	0	194
15:30	0	100	13	0	4	0	0	0	0	0	0	0	0	117	0	115	14	4	1	0	0	0	0	0	0	0	0	134	0	215	27	4	5	0	0	0	0	0	0	0	0	251
15:45	1	59	10	1	2	0	0	0	0	0	0	0	0	73	1	88	16	0	0	0	0	0	0	0	0	0	0	105	2	147	26	1	2	0	0	0	0	0	0	0	0	178
16:00	0	61	11	3	0	0	0	0	0	0	0	0	0	75	0	70	13	1	0	0	0	0	0	0	0	0	0	84	0	131	24	4	0	0	0	0	0	0	0	0	0	159
16:15	0	86	6	1	1	0	0	0	0	0	0	0	0	94	1	87	28	0	0	0	0	0	0	0	0	0	0	116	1	173	34	1	1	0	0	0	0	0	0	0	0	210
16:30	0	76	8	0	1	1	0	0	0	0	0	0	0	86	0	84	20	0	0	0	0	0	0	0	0	0	0	104	0	160	28	0	1	1	0	0	0	0	0	0	0	190
16:45	0	79	15	0	3	0	0	0	0	0	0	0	0	97	0	91	17	1	1	0	0	0	0	0	0	0	0	110	0	170	32	1	4	0	0	0	0	0	0	0	0	207
17:00	0	78	4	1	0	0	0	0	0	0	0	0	0	83	0	85	7	0	1	0	0	0	0	0	0	0	0	93	0	163	11	1	1	0	0	0	0	0	0	0	0	176
17:15	0	94	12	0	1	0	0	0	0	0	0	0	0	107	0	80	19	0	0	0	0	0	0	0	0	0	0	99	0	174	31	0	1	0	0	0	0	0	0	0	0	206
17:30	0	87	8	0	1	0	0	0	0	0	0	0	0	96	1	104	13	0	0	0	0	0	0	0	0	0	0	118	1	191	21	0	1	0	0	0	0	0	0	0	0	214
17:45	0	72	6	0	0	0	0	0	0	0	0	0	0	78	1	87	9	0	0	0	0	0	0	0	0	0	0	97	1	159	15	0	0	0	0	0	0	0	0	0	0	175
18:00	0	81	13	1	0	0	0	0	0	1	0	0	0	96	1	59	12	0	1	0	0	0	0	0	0	0	0	73	1	140	25	1	1	0	0	0	0	1	0	0	0	169
18:15	0	64	8	0	0	0	0	0	0	0	0	0	0	72	0	63	10	0	0	0	0	0	0	0	0	0	0	73	0	127	18	0	0	0	0	0	0	0	0	0	0	145
18:30	0	50	5	0	0	0	0	0	0	0	0	0	0	55	2	53	4	0	0	0	0	0	0	0	0	0	0	59	2	103	9	0	0	0	0	0	0	0	0	0	0	114
18:45	0	51	5	0	1	0	0	0	0	0	0	0	0	57	1	46	9	0	0	0	0	0	0	0	0	0	0	56	1	97	14	0	1	0	0	0	0	0	0	0	0	113
19:00	0	51	8	0	1	0	0	0	0	0	0	0	0	60	0	60	15	0	1	0	0	0	0	0	0	0	0	76	0	111	23	0	2	0	0	0	0	0	0	0	0	136
19:15	0	34	7	0	1	0	0	0	0	0	0	0	0	42	0	76	12	0	0	0	0	0	0	0	0	0	0	88	0	110	19	0	1	0	0	0	0	0	0	0	0	130
19:30	1	41	11	0	1	0	0	0	0	0	0	0	0	54	0	47	8	0	0	0	0	0	0	0	0	0	0	55	1	88	19	0	1	0	0	0	0	0	0	0	0	109
19:45	0	22	10	0	1	0	0	0	0	0	0	0	0	33	0	52	7	0	0	0	0	0	0	0	0	0	0	59	0	74	17	0	1	0	0	0	0	0	0	0	0	92
20:00	1	30	4	0	1	0	0	0	0	0	0	0	0	36	0	43	5	0	0	0	0	0	0	0	0	0	0	48	1	73	9	0	1	0	0	0	0	0	0	0	0	84
20:15	0	18	6	0	0	0	0	0	0	0	0	0	0	24	0	39	8	0	0	0	0	0	0	0	0	0	0	47	0	57	14	0	0	0	0	0	0	0	0	0	0	71
20:30	0	33	3	0	1	0	0	0	0	0	0	0	0	37	0	48	6	0	0	0	0	0	0	0	0	0	0	54	0	81	9	0	1	0	0	0	0	0	0	0	0	91
20:45	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	25	1	0	0	0	0	0	0	0	0	0	0	26	0	42	3	0	0	0	0	0	0	0	0	0	0	45
21:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	30	5	0	0	0	0	0	0	0	0	0	0	35	0	40	6	0	0	0	0	0	0	0	0	0	0	46
21:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0	42	1	0	0	0	0	0	0	0	0	0	0	43
21:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	24	4	0	0	0	0	0	0	0	0	0	0	28	0	29	5	0	0	0	0	0	0	0	0	0	0	34
21:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	26	2	0	0	0	0	0	0	0	0	0	0	28
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	21	1	0	0	0	0	0	0	0	0	0	0	22
22:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	20	5	0	0	0	0	0	0	0	0	0	0	25
22:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	20	1	0	0	0	0	0	0	0	0	0	0	21
22:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	14	1	0	0	0	0	0	0	0	0	0	0	15
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	13	2	0	0	0	0	0	0	0	0	0	0	15
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	17	0	0	0	0	0	0	0	0	0	0	0	17
23:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	11	2	0	0	0	0	0	0	0	0	0	0	13
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Totals	**13**	**4,137**	**647**	**48**	**83**	**17**	**5**	**3**	**1**	**1**	**0**	**0**	**0**	**4,955**	**12**	**3,352**	**615**	**42**	**65**	**11**	**0**	**1**	**7**	**1**	**0**	**0**	**0**	**4,106**	**25**	**7,489**	**1,262**	**90**	**148**	**28**	**5**	**4**	**8**	**2**	**0**	**0**	**0**	**9,061**
% of Totals	0%	83%	13%	1%	2%	0%	0%	0%	0%	0%				100%	0%	82%	15%	1%	2%	0%		0%	0%	0%				100%	0%	83%	14%	1%	2%	0%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_002

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	5	15	20	25	30	35	40	45	50	55	60	65	70		5	15	20	25	30	35	40	45	50	55	60	65	70		5	15	20	25	30	35	40	45	50	55	60	65	70	
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	2	2	5	1	0	0	0	0	0	0	0	10	0	0	1	7	4	2	0	1	0	0	0	0	0	15	0	0	3	9	9	3	0	1	0	0	0	0	0	25
1:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3	2	1	0	0	0	0	0	0	0	8	0	0	2	4	3	1	0	0	0	0	0	0	0	10
2:00	0	0	2	5	1	2	0	0	0	0	0	0	0	10	0	0	1	3	3	0	0	0	0	0	0	0	0	7	0	0	3	8	4	2	0	0	0	0	0	0	0	17
3:00	0	0	4	9	4	1	0	0	0	0	0	0	0	18	0	0	0	1	7	3	1	1	0	0	0	0	0	13	0	0	4	10	11	4	1	1	0	0	0	0	0	31
4:00	0	0	7	21	7	4	0	0	0	0	0	0	0	39	0	0	0	1	1	2	0	0	0	0	0	0	0	4	0	0	7	22	8	6	0	0	0	0	0	0	0	43
5:00	0	0	11	61	29	5	1	0	0	0	0	0	0	107	0	0	7	7	8	3	0	1	0	0	0	0	0	26	0	0	18	68	37	8	1	1	0	0	0	0	0	133
6:00	5	2	43	165	64	8	1	0	0	0	0	0	0	288	0	2	15	50	40	7	1	0	0	0	0	0	0	115	5	4	58	215	104	15	2	0	0	0	0	0	0	403
7:00	2	8	107	333	119	6	0	0	0	0	0	0	0	575	1	6	30	83	87	10	0	1	0	0	0	0	0	218	3	14	137	416	206	16	0	1	0	0	0	0	0	793
8:00	17	41	110	248	76	6	0	0	0	0	0	0	0	498	3	29	78	85	29	2	1	0	0	0	0	0	0	227	20	70	188	333	105	8	1	0	0	0	0	0	0	725
9:00	2	12	56	167	63	11	1	0	0	0	0	0	0	312	0	8	24	68	56	7	1	0	0	0	0	0	0	164	2	20	80	235	119	18	2	0	0	0	0	0	0	476
10:00	1	2	60	119	60	11	0	0	0	0	0	0	0	253	2	8	28	84	58	8	2	0	0	0	0	0	0	190	3	10	88	203	118	19	2	0	0	0	0	0	0	443
11:00	4	4	41	110	61	9	0	0	0	0	0	0	0	229	1	4	24	79	80	13	3	0	0	0	0	0	0	204	5	8	65	189	141	22	3	0	0	0	0	0	0	433
12:00	0	7	31	109	71	14	0	0	0	0	0	0	0	232	1	4	33	102	74	24	2	0	0	0	0	0	0	240	1	11	64	211	145	38	2	0	0	0	0	0	0	472
13:00	1	5	29	108	60	23	0	0	0	0	0	0	0	226	0	6	16	82	89	16	3	0	0	0	0	0	0	212	1	11	45	190	149	39	3	0	0	0	0	0	0	438
14:00	6	8	47	174	119	23	3	0	0	0	0	0	0	380	1	4	34	142	113	14	1	0	0	0	0	0	0	309	7	12	81	316	232	37	4	0	0	0	0	0	0	689
15:00	7	19	85	178	80	10	2	0	0	0	0	0	0	381	7	31	59	192	117	16	1	0	0	0	0	0	0	423	14	50	144	370	197	26	3	0	0	0	0	0	0	804
16:00	1	13	57	163	103	14	1	0	0	0	0	0	0	352	0	4	57	192	141	17	3	0	0	0	0	0	0	414	1	17	114	355	244	31	4	0	0	0	0	0	0	766
17:00	4	29	67	164	84	15	1	0	0	0	0	0	0	364	3	3	68	211	106	14	2	0	0	0	0	0	0	407	7	32	135	375	190	29	3	0	0	0	0	0	0	771
18:00	2	3	58	129	75	12	1	0	0	0	0	0	0	280	0	5	30	97	99	28	2	0	0	0	0	0	0	261	2	8	88	226	174	40	3	0	0	0	0	0	0	541
19:00	3	14	49	87	31	5	0	0	0	0	0	0	0	189	1	22	46	127	63	19	0	0	0	0	0	0	0	278	4	36	95	214	94	24	0	0	0	0	0	0	0	467
20:00	2	4	28	58	24	0	0	0	0	0	0	0	0	116	0	3	18	90	54	9	1	0	0	0	0	0	0	175	2	7	46	148	78	9	1	0	0	0	0	0	0	291
21:00	0	3	10	20	5	4	0	0	0	0	0	0	0	42	0	3	17	49	34	5	1	0	0	0	0	0	0	109	0	6	27	69	39	9	1	0	0	0	0	0	0	151
22:00	1	0	8	17	6	1	0	0	0	0	0	0	0	33	0	1	5	18	20	5	1	0	0	0	0	0	0	50	1	1	13	35	26	6	1	0	0	0	0	0	0	83
23:00	0	0	4	10	5	0	0	0	0	0	0	0	0	19	0	0	3	13	14	5	1	1	0	0	0	0	0	37	0	0	7	23	19	5	1	1	0	0	0	0	0	56
Totals	**58**	**174**	**916**	**2,458**	**1,153**	**185**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**4,955**	**20**	**143**	**596**	**1,786**	**1,299**	**230**	**27**	**5**	**0**	**0**	**0**	**0**	**0**	**4,106**	**78**	**317**	**1,512**	**4,244**	**2,452**	**415**	**38**	**5**	**0**	**0**	**0**	**0**	**0**	**9,061**
% of Totals	1%	4%	18%	50%	23%	4%	0%							100%	0%	3%	15%	43%	32%	6%	1%	0%						100%	1%	3%	17%	47%	27%	5%	0%	0%						100%

STATISTICS

00:00 - 12:00	31	69	443	1241	490	64	3	0	0	0	0	0	0	2341	7	57	210	471	375	58	9	4	0	0	0	0	0	1191	38	126	653	1712	865	122	12	4	0	0	0	0	0	3532
%	1%	1%	9%	25%	10%	1%	0%	0%	0%	0%	0%	0%	0%	47%	0%	1%	4%	10%	8%	1%	0%	0%	0%	0%	0%	0%	0%	24%	1%	3%	13%	35%	17%	2%	0%	0%	0%	0%	0%	0%	0%	71%
Peak Hour	8:15	8:15	7:45	7:15	7:00	11:45	4:30	0:00	0:00	0:00	0:00	0:00	0:00	7:15	8:00	8:00	8:00	10:30	11:15	11:45	10:30	0:00	0:00	0:00	0:00	0:00	0:00	11:45	8:00	8:15	8:00	7:15	7:00	11:45	10:30	0:00	0:00	0:00	0:00	0:00	0:00	7:15
Peak Volume	18	43	122	336	119	15	1	0	0	0	0	0	0	581	3	29	78	94	88	21	5	1	0	0	0	0	0	235	20	71	188	423	206	36	5	1	0	0	0	0	0	796
12:00 - 24:00	27	105	473	1217	663	121	8	0	0	0	0	0	0	2614	13	86	386	1315	924	172	18	1	0	0	0	0	0	2915	40	191	859	2532	1587	293	26	1	0	0	0	0	0	5529
%	1%	2%	10%	25%	13%	2%	0%	0%	0%	0%	0%	0%	0%	53%	0%	2%	8%	27%	19%	3%	0%	0%	0%	0%	0%	0%	0%	59%	1%	4%	17%	51%	32%	6%	1%	0%	0%	0%	0%	0%	0%	112%
Peak Hour	14:45	16:45	14:45	16:30	14:00	13:30	13:45	12:00	12:00	12:00	12:00	12:00	12:00	14:45	15:00	15:00	16:45	16:45	15:45	17:45	13:15	22:45	12:00	12:00	12:00	12:00	12:00	15:30	14:45	15:00	16:45	16:45	16:00	13:15	13:15	22:45	12:00	12:00	12:00	12:00	12:00	15:00
Peak Volume	10	33	91	184	119	27	3	0	0	0	0	0	0	396	7	31	74	224	141	29	4	1	0	0	0	0	0	439	14	50	146	404	244	42	6	1	0	0	0	0	0	804
07:00 - 09:00	19	49	217	581	195	12	0	0	0	0	0	0	0	1073	4	35	108	168	116	12	1	1	0	0	0	0	0	445	23	84	325	749	311	24	1	1	0	0	0	0	0	1518
%	0%	1%	4%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	1%	2%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	2%	7%	15%	6%	0%	0%	0%	0%	0%	0%	0%	0%	31%
Peak Hour	8:00	8:00	7:45	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	8:00	8:00	8:00	7:15	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	8:00	8:00	8:00	8:00	7:15	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:15
Peak Volume	17	41	122	336	119	6	0	0	0	0	0	0	0	581	3	29	78	87	87	10	1	1	0	0	0	0	0	227	20	70	188	423	206	16	1	1	0	0	0	0	0	796
16:00 - 18:00	5	42	124	327	187	29	2	0	0	0	0	0	0	716	3	7	125	403	247	31	5	0	0	0	0	0	0	821	8	49	249	730	434	60	7	0	0	0	0	0	0	1537
%	0%	1%	3%	7%	4%	1%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	3%	8%	5%	1%	0%	0%	0%	0%	0%	0%	0%	17%	0%	1%	5%	15%	9%	1%	0%	0%	0%	0%	0%	0%	0%	31%
Peak Hour	17:00	16:45	16:30	16:30	16:00	16:30	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:45	17:00	16:30	16:45	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	17:00	16:45	16:45	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45
Peak Volume	4	33	72	184	103	16	2	0	0	0	0	0	0	383	3	5	74	224	141	17	3	0	0	0	0	0	0	423	7	37	146	404	244	31	4	0	0	0	0	0	0	803

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	23	28	28	33	35	4955
WESTBOUND	24	29	29	34	36	4106
TOTALS	23	28	28	33	35	9061

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Tuesday

Date: 4/22/2025

City: Wallingford

Project #: CT25_410056_002

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	1	1	1	0	0	0	0	0	0	0	**3**	0	0	1	0	2	1	0	0	0	0	0	0	0	**4**	0	0	1	1	3	2	0	0	0	0	0	0	0	**7**
0:15	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**	0	0	0	2	1	1	0	0	0	0	0	0	0	**4**	0	0	0	2	3	1	0	0	0	0	0	0	0	**6**
0:30	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	0	0	3	0	0	0	1	0	0	0	0	0	**4**	0	0	1	4	0	0	0	1	0	0	0	0	0	**6**
0:45	0	0	1	0	2	0	0	0	0	0	0	0	0	**3**	0	0	0	2	1	0	0	0	0	0	0	0	0	**3**	0	0	1	2	3	0	0	0	0	0	0	0	0	**6**
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	2	1	0	0	0	0	0	0	0	0	**4**	0	0	1	2	1	0	0	0	0	0	0	0	0	**4**
1:15	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	1	2	0	0	0	0	0	0	0	0	**3**
1:30	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	1	0	0	0	0	0	0	0	**2**	0	0	1	0	0	1	0	0	0	0	0	0	0	**2**
2:00	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	0	1	1	1	0	0	0	0	0	0	0	0	**3**
2:15	0	0	0	3	0	0	0	0	0	0	0	0	0	**3**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	4	0	0	0	0	0	0	0	0	0	**4**
2:30	0	0	2	1	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	3	0	0	0	0	0	0	0	0	**3**	0	0	2	1	3	0	0	0	0	0	0	0	0	**6**
2:45	0	0	0	1	0	2	0	0	0	0	0	0	0	**3**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	2	0	2	0	0	0	0	0	0	0	**4**
3:00	0	0	2	2	0	0	0	0	0	0	0	0	0	**4**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	2	2	1	0	0	0	0	0	0	0	0	**5**
3:15	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	4	0	1	0	0	0	0	0	0	**5**	0	0	0	0	5	0	1	0	0	0	0	0	0	**6**
3:30	0	0	0	5	2	1	0	0	0	0	0	0	0	**8**	0	0	0	0	2	2	0	1	0	0	0	0	0	**5**	0	0	0	5	4	3	0	1	0	0	0	0	0	**13**
3:45	0	0	2	2	1	0	0	0	0	0	0	0	0	**5**	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**	0	0	2	3	1	1	0	0	0	0	0	0	0	**7**
4:00	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	0	0	3	1	0	0	0	0	0	0	0	**4**
4:15	0	0	0	3	1	1	0	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	3	1	1	0	0	0	0	0	0	0	**5**
4:30	0	0	3	7	3	2	0	0	0	0	0	0	0	**15**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	3	7	3	2	0	0	0	0	0	0	0	**15**
4:45	0	0	4	11	1	1	0	0	0	0	0	0	0	**17**	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**	0	0	4	12	1	2	0	0	0	0	0	0	0	**19**
5:00	0	0	1	11	4	2	0	0	0	0	0	0	0	**18**	0	0	0	2	2	1	0	1	0	0	0	0	0	**6**	0	0	1	13	6	3	0	1	0	0	0	0	0	**24**
5:15	0	0	1	14	9	0	1	0	0	0	0	0	0	**25**	0	0	1	1	0	1	0	0	0	0	0	0	0	**3**	0	0	2	15	9	1	1	0	0	0	0	0	0	**28**
5:30	0	0	5	19	6	1	0	0	0	0	0	0	0	**31**	0	0	3	3	3	1	0	0	0	0	0	0	0	**10**	0	0	8	22	9	2	0	0	0	0	0	0	0	**41**
5:45	0	0	4	17	10	2	0	0	0	0	0	0	0	**33**	0	0	3	1	3	0	0	0	0	0	0	0	0	**7**	0	0	7	18	13	2	0	0	0	0	0	0	0	**40**
6:00	0	0	7	27	9	4	0	0	0	0	0	0	0	**47**	0	0	0	8	6	2	0	0	0	0	0	0	0	**16**	0	0	7	35	15	6	0	0	0	0	0	0	0	**63**
6:15	0	1	12	44	12	2	0	0	0	0	0	0	0	**71**	0	1	4	5	6	1	0	0	0	0	0	0	0	**17**	0	2	16	49	18	3	0	0	0	0	0	0	0	**88**
6:30	5	1	15	40	21	0	1	0	0	0	0	0	0	**83**	0	1	6	15	11	2	0	0	0	0	0	0	0	**35**	5	2	21	55	32	2	1	0	0	0	0	0	0	**118**
6:45	0	0	9	54	22	2	0	0	0	0	0	0	0	**87**	0	0	5	22	17	2	1	0	0	0	0	0	0	**47**	0	0	14	76	39	4	1	0	0	0	0	0	0	**134**
7:00	0	0	10	85	27	3	0	0	0	0	0	0	0	**125**	1	0	5	18	22	3	0	1	0	0	0	0	0	**50**	1	0	15	103	49	6	0	1	0	0	0	0	0	**175**
7:15	2	4	25	75	34	3	0	0	0	0	0	0	0	**143**	0	1	9	22	25	3	0	0	0	0	0	0	0	**60**	2	5	34	97	59	6	0	0	0	0	0	0	0	**203**
7:30	0	3	31	89	27	0	0	0	0	0	0	0	0	**150**	0	2	9	17	14	3	0	0	0	0	0	0	0	**45**	0	5	40	106	41	3	0	0	0	0	0	0	0	**195**
7:45	0	1	41	84	31	0	0	0	0	0	0	0	0	**157**	0	3	7	26	26	1	0	0	0	0	0	0	0	**63**	0	4	48	110	57	1	0	0	0	0	0	0	0	**220**
8:00	0	0	15	88	26	2	0	0	0	0	0	0	0	**131**	1	2	11	22	10	1	0	0	0	0	0	0	0	**47**	1	2	26	110	36	3	0	0	0	0	0	0	0	**178**
8:15	1	13	32	50	18	3	0	0	0	0	0	0	0	**117**	0	1	13	19	9	0	0	0	0	0	0	0	0	**42**	1	14	45	69	27	3	0	0	0	0	0	0	0	**159**
8:30	9	18	34	54	20	0	0	0	0	0	0	0	0	**135**	1	8	31	20	4	0	1	0	0	0	0	0	0	**65**	10	26	65	74	24	0	1	0	0	0	0	0	0	**200**
8:45	7	10	29	56	12	1	0	0	0	0	0	0	0	**115**	1	18	23	24	6	1	0	0	0	0	0	0	0	**73**	8	28	52	80	18	2	0	0	0	0	0	0	0	**188**
9:00	1	2	16	44	25	3	0	0	0	0	0	0	0	**91**	0	1	9	18	15	4	0	0	0	0	0	0	0	**47**	1	3	25	62	40	7	0	0	0	0	0	0	0	**138**
9:15	0	5	15	43	11	0	0	0	0	0	0	0	0	**74**	0	1	7	15	15	3	1	0	0	0	0	0	0	**42**	0	6	22	58	26	3	1	0	0	0	0	0	0	**116**
9:30	1	2	15	40	11	5	1	0	0	0	0	0	0	**75**	0	1	3	17	16	0	0	0	0	0	0	0	0	**37**	1	3	18	57	27	5	1	0	0	0	0	0	0	**112**
9:45	0	3	10	40	16	3	0	0	0	0	0	0	0	**72**	0	5	5	18	10	0	0	0	0	0	0	0	0	**38**	0	8	15	58	26	3	0	0	0	0	0	0	0	**110**
10:00	0	0	12	27	14	1	0	0	0	0	0	0	0	**54**	0	0	6	16	12	1	0	0	0	0	0	0	0	**35**	0	0	18	43	26	2	0	0	0	0	0	0	0	**89**
10:15	0	1	21	32	18	3	0	0	0	0	0	0	0	**75**	1	0	5	16	16	4	0	0	0	0	0	0	0	**42**	1	1	26	48	34	7	0	0	0	0	0	0	0	**117**
10:30	1	0	18	30	14	4	0	0	0	0	0	0	0	**67**	0	7	10	26	14	1	2	0	0	0	0	0	0	**60**	1	7	28	56	28	5	2	0	0	0	0	0	0	**127**
10:45	0	1	9	30	14	3	0	0	0	0	0	0	0	**57**	1	1	7	26	16	2	0	0	0	0	0	0	0	**53**	1	2	16	56	30	5	0	0	0	0	0	0	0	**110**
11:00	0	1	5	23	19	1	0	0	0	0	0	0	0	**49**	0	0	6	25	13	3	0	0	0	0	0	0	0	**47**	0	1	11	48	32	4	0	0	0	0	0	0	0	**96**
11:15	1	0	7	24	17	5	0	0	0	0	0	0	0	**54**	0	0	6	17	24	4	3	0	0	0	0	0	0	**54**	1	0	13	41	41	9	3	0	0	0	0	0	0	**108**
11:30	3	3	17	35	8	0	0	0	0	0	0	0	0	**66**	1	3	5	19	24	1	0	0	0	0	0	0	0	**53**	4	6	22	54	32	1	0	0	0	0	0	0	0	**119**
11:45	0	0	12	28	17	3	0	0	0	0	0	0	0	**60**	0	1	7	18	19	5	0	0	0	0	0	0	0	**50**	0	1	19	46	36	8	0	0	0	0	0	0	0	**110**

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_002

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	0	9	25	22	6	0	0	0	0	0	0	0	62	1	3	7	27	21	6	1	0	0	0	0	0	0	66	1	3	16	52	43	12	1	0	0	0	0	0	0	128
12:15	0	3	11	24	20	3	0	0	0	0	0	0	0	61	0	0	7	25	16	4	1	0	0	0	0	0	0	53	0	3	18	49	36	7	1	0	0	0	0	0	0	114
12:30	0	2	4	29	20	3	0	0	0	0	0	0	0	58	0	0	15	24	21	6	0	0	0	0	0	0	0	66	0	2	19	53	41	9	0	0	0	0	0	0	0	124
12:45	0	2	7	31	9	2	0	0	0	0	0	0	0	51	0	1	4	26	16	8	0	0	0	0	0	0	0	55	0	3	11	57	25	10	0	0	0	0	0	0	0	106
13:00	1	3	5	20	10	5	0	0	0	0	0	0	0	44	0	3	10	21	13	1	0	0	0	0	0	0	0	48	1	6	15	41	23	6	0	0	0	0	0	0	0	92
13:15	0	2	7	29	14	6	0	0	0	0	0	0	0	58	0	0	2	19	21	8	1	0	0	0	0	0	0	51	0	2	9	48	35	14	1	0	0	0	0	0	0	109
13:30	0	0	7	28	22	8	0	0	0	0	0	0	0	65	0	1	2	25	23	1	0	0	0	0	0	0	0	52	0	1	9	53	45	9	0	0	0	0	0	0	0	117
13:45	0	0	10	31	14	4	0	0	0	0	0	0	0	59	0	2	2	17	32	6	2	0	0	0	0	0	0	61	0	2	12	48	46	10	2	0	0	0	0	0	0	120
14:00	0	0	15	50	33	8	2	0	0	0	0	0	0	108	0	0	9	28	24	1	1	0	0	0	0	0	0	63	0	0	24	78	57	9	3	0	0	0	0	0	0	171
14:15	1	3	7	41	33	7	0	0	0	0	0	0	0	92	1	3	11	47	24	4	0	0	0	0	0	0	0	90	2	6	18	88	57	11	0	0	0	0	0	0	0	182
14:30	2	4	8	45	29	3	1	0	0	0	0	0	0	92	0	0	8	35	26	4	0	0	0	0	0	0	0	73	2	4	16	80	55	7	1	0	0	0	0	0	0	165
14:45	3	1	17	38	24	5	0	0	0	0	0	0	0	88	0	1	6	32	39	5	0	0	0	0	0	0	0	83	3	2	23	70	63	10	0	0	0	0	0	0	0	171
15:00	0	7	28	43	22	2	0	0	0	0	0	0	0	102	1	4	7	30	34	3	0	0	0	0	0	0	0	79	1	11	35	73	56	5	0	0	0	0	0	0	0	181
15:15	3	8	20	37	19	1	1	0	0	0	0	0	0	89	1	9	23	37	28	6	1	0	0	0	0	0	0	105	4	17	43	74	47	7	2	0	0	0	0	0	0	194
15:30	4	4	26	55	24	3	1	0	0	0	0	0	0	117	2	13	16	77	24	2	0	0	0	0	0	0	0	134	6	17	42	132	48	5	1	0	0	0	0	0	0	251
15:45	0	0	11	43	15	4	0	0	0	0	0	0	0	73	3	5	13	48	31	5	0	0	0	0	0	0	0	105	3	5	24	91	46	9	0	0	0	0	0	0	0	178
16:00	0	0	6	33	33	3	0	0	0	0	0	0	0	75	0	1	3	40	34	5	1	0	0	0	0	0	0	84	0	1	9	73	67	8	1	0	0	0	0	0	0	159
16:15	0	1	16	36	35	6	0	0	0	0	0	0	0	94	0	0	18	52	40	5	1	0	0	0	0	0	0	116	0	1	34	88	75	11	1	0	0	0	0	0	0	210
16:30	0	4	18	43	17	3	1	0	0	0	0	0	0	86	0	1	21	41	36	4	1	0	0	0	0	0	0	104	0	5	39	84	53	7	2	0	0	0	0	0	0	190
16:45	1	8	17	51	18	2	0	0	0	0	0	0	0	97	0	2	15	59	31	3	0	0	0	0	0	0	0	110	1	10	32	110	49	5	0	0	0	0	0	0	0	207
17:00	0	4	10	43	21	4	1	0	0	0	0	0	0	83	0	0	13	53	24	3	0	0	0	0	0	0	0	93	0	4	23	96	45	7	1	0	0	0	0	0	0	176
17:15	0	12	27	47	14	7	0	0	0	0	0	0	0	107	0	2	23	48	24	2	0	0	0	0	0	0	0	99	0	14	50	95	38	9	0	0	0	0	0	0	0	206
17:30	1	9	18	39	28	1	0	0	0	0	0	0	0	96	0	0	23	64	26	3	2	0	0	0	0	0	0	118	1	9	41	103	54	4	2	0	0	0	0	0	0	214
17:45	3	4	12	35	21	3	0	0	0	0	0	0	0	78	3	1	9	46	32	6	0	0	0	0	0	0	0	97	6	5	21	81	53	9	0	0	0	0	0	0	0	175
18:00	2	0	21	43	28	2	0	0	0	0	0	0	0	96	0	0	8	28	31	6	0	0	0	0	0	0	0	73	2	0	29	71	59	8	0	0	0	0	0	0	0	169
18:15	0	2	15	32	19	4	0	0	0	0	0	0	0	72	0	3	12	30	19	8	1	0	0	0	0	0	0	73	0	5	27	62	38	12	1	0	0	0	0	0	0	145
18:30	0	0	9	25	18	3	0	0	0	0	0	0	0	55	0	0	6	19	24	9	1	0	0	0	0	0	0	59	0	0	15	44	42	12	1	0	0	0	0	0	0	114
18:45	0	1	13	29	10	3	1	0	0	0	0	0	0	57	0	2	4	20	25	5	0	0	0	0	0	0	0	56	0	3	17	49	35	8	1	0	0	0	0	0	0	113
19:00	2	6	12	28	11	1	0	0	0	0	0	0	0	60	0	11	13	30	19	3	0	0	0	0	0	0	0	76	2	17	25	58	30	4	0	0	0	0	0	0	0	136
19:15	0	2	10	23	6	1	0	0	0	0	0	0	0	42	1	6	21	34	20	6	0	0	0	0	0	0	0	88	1	8	31	57	26	7	0	0	0	0	0	0	0	130
19:30	1	5	13	22	10	3	0	0	0	0	0	0	0	54	0	4	11	28	10	2	0	0	0	0	0	0	0	55	1	9	24	50	20	5	0	0	0	0	0	0	0	109
19:45	0	1	14	14	4	0	0	0	0	0	0	0	0	33	0	1	1	35	14	8	0	0	0	0	0	0	0	59	0	2	15	49	18	8	0	0	0	0	0	0	0	92
20:00	0	2	15	16	3	0	0	0	0	0	0	0	0	36	0	2	5	24	15	2	0	0	0	0	0	0	0	48	0	4	20	40	18	2	0	0	0	0	0	0	0	84
20:15	1	1	2	11	9	0	0	0	0	0	0	0	0	24	0	0	5	21	19	2	0	0	0	0	0	0	0	47	1	1	7	32	28	2	0	0	0	0	0	0	0	71
20:30	0	1	7	22	7	0	0	0	0	0	0	0	0	37	0	1	4	33	13	3	0	0	0	0	0	0	0	54	0	2	11	55	20	3	0	0	0	0	0	0	0	91
20:45	1	0	4	9	5	0	0	0	0	0	0	0	0	19	0	0	4	12	7	2	1	0	0	0	0	0	0	26	1	0	8	21	12	2	1	0	0	0	0	0	0	45
21:00	0	1	4	5	1	0	0	0	0	0	0	0	0	11	0	2	6	14	9	3	1	0	0	0	0	0	0	35	0	3	10	19	10	3	1	0	0	0	0	0	0	46
21:15	0	1	3	5	2	3	0	0	0	0	0	0	0	14	0	0	8	9	10	2	0	0	0	0	0	0	0	29	0	1	11	14	12	5	0	0	0	0	0	0	0	43
21:30	0	0	0	5	1	0	0	0	0	0	0	0	0	6	0	1	1	18	8	0	0	0	0	0	0	0	0	28	0	1	1	23	9	0	0	0	0	0	0	0	0	34
21:45	0	1	3	5	1	1	0	0	0	0	0	0	0	11	0	0	2	8	7	0	0	0	0	0	0	0	0	17	0	1	5	13	8	1	0	0	0	0	0	0	0	28
22:00	0	0	3	2	3	0	0	0	0	0	0	0	0	8	0	1	1	5	7	0	0	0	0	0	0	0	0	14	0	1	4	7	10	0	0	0	0	0	0	0	0	22
22:15	1	0	3	4	0	0	0	0	0	0	0	0	0	8	0	0	2	8	5	2	0	0	0	0	0	0	0	17	1	0	5	12	5	2	0	0	0	0	0	0	0	25
22:30	0	0	1	6	1	1	0	0	0	0	0	0	0	9	0	0	0	3	7	1	1	0	0	0	0	0	0	12	0	0	1	9	8	2	1	0	0	0	0	0	0	21
22:45	0	0	1	5	2	0	0	0	0	0	0	0	0	8	0	0	2	2	1	2	0	0	0	0	0	0	0	7	0	0	3	7	3	2	0	0	0	0	0	0	0	15
23:00	0	0	1	2	1	0	0	0	0	0	0	0	0	4	0	0	1	5	3	1	1	0	0	0	0	0	0	11	0	0	2	7	4	1	1	0	0	0	0	0	0	15
23:15	0	0	0	3	2	0	0	0	0	0	0	0	0	5	0	0	1	3	6	2	0	0	0	0	0	0	0	12	0	0	1	6	8	2	0	0	0	0	0	0	0	17
23:30	0	0	2	2	2	0	0	0	0	0	0	0	0	6	0	0	0	3	1	2	0	1	0	0	0	0	0	7	0	0	2	5	3	2	0	1	0	0	0	0	0	13
23:45	0	0	1	3	0	0	0	0	0	0	0	0	0	4	0	0	1	2	4	0	0	0	0	0	0	0	0	7	0	0	2	5	4	0	0	0	0	0	0	0	0	11
Totals	**58**	**174**	**916**	**2,458**	**1,153**	**185**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**4,955**	**20**	**143**	**596**	**1,786**	**1,299**	**230**	**27**	**5**	**0**	**0**	**0**	**0**	**0**	**4,106**	**78**	**317**	**1,512**	**4,244**	**2,452**	**415**	**38**	**5**	**0**	**0**	**0**	**0**	**0**	**9,061**
% of Totals	1%	4%	18%	50%	23%	4%	0%	0%	0%	0%	0%	0%	0%	100%	0%	3%	15%	43%	32%	6%	1%	0%	0%	0%	0%	0%	0%	100%	1%	3%	17%	47%	27%	5%	0%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,955	4,106	9,061

DAILY TOTALS

15-Minutes Interval

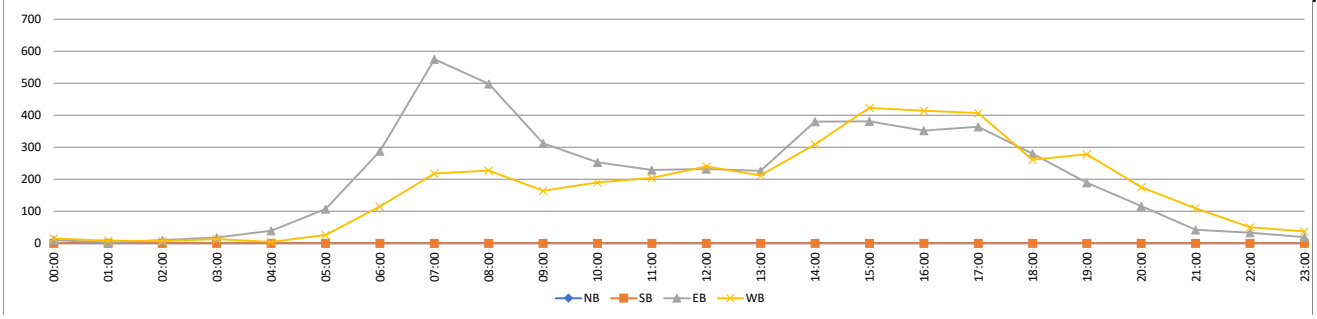
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			3	4	7	12:00			62	66	128
0:15			2	4	6	12:15			61	53	114
0:30			2	4	6	12:30			58	66	124
0:45			3	3	6	12:45			51	55	106
1:00			0	4	4	13:00			44	48	92
1:15			1	2	3	13:15			58	51	109
1:30			1	0	1	13:30			65	52	117
1:45			0	2	2	13:45			59	61	120
2:00			1	2	3	14:00			108	63	171
2:15			3	1	4	14:15			92	90	182
2:30			3	3	6	14:30			92	73	165
2:45			3	1	4	14:45			88	83	171
3:00			4	1	5	15:00			102	79	181
3:15			1	5	6	15:15			89	105	194
3:30			8	5	13	15:30			117	134	251
3:45			5	2	7	15:45			73	105	178
4:00			2	2	4	16:00			75	84	159
4:15			5	0	5	16:15			94	116	210
4:30			15	0	15	16:30			86	104	190
4:45			17	2	19	16:45			97	110	207
5:00			18	6	24	17:00			83	93	176
5:15			25	3	28	17:15			107	99	206
5:30			31	10	41	17:30			96	118	214
5:45			33	7	40	17:45			78	97	175
6:00			47	16	63	18:00			96	73	169
6:15			71	17	88	18:15			72	73	145
6:30			83	35	118	18:30			55	59	114
6:45			87	47	134	18:45			57	56	113
7:00			125	50	175	19:00			60	76	136
7:15			143	60	203	19:15			42	88	130
7:30			150	45	195	19:30			54	55	109
7:45			157	63	220	19:45			33	59	92
8:00			131	47	178	20:00			36	48	84
8:15			117	42	159	20:15			24	47	71
8:30			135	65	200	20:30			37	54	91
8:45			115	73	188	20:45			19	26	45
9:00			91	47	138	21:00			11	35	46
9:15			74	42	116	21:15			14	29	43
9:30			75	37	112	21:30			6	28	34
9:45			72	38	110	21:45			11	17	28
10:00			54	35	89	22:00			8	14	22
10:15			75	42	117	22:15			8	17	25
10:30			67	60	127	22:30			9	12	21
10:45			57	53	110	22:45			8	7	15
11:00			49	47	96	23:00			4	11	15
11:15			54	54	108	23:15			5	12	17
11:30			66	53	119	23:30			6	7	13
11:45			60	50	110	23:45			4	7	11
TOTALS	0	0	2341	1191	3532	TOTALS	0	0	2614	2915	5529
SPLIT %	0%	0%	66%	34%	39%	SPLIT %	0%	0%	47%	53%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			10	15	25
01:00	02:00			2	8	10
02:00	03:00			10	7	17
03:00	04:00			18	13	31
04:00	05:00			39	4	43
05:00	06:00			107	26	133
06:00	07:00			288	115	403
07:00	08:00			575	218	793
08:00	09:00			498	227	725
09:00	10:00			312	164	476
10:00	11:00			253	190	443
11:00	12:00			229	204	433
12:00	13:00			232	240	472
13:00	14:00			226	212	438
14:00	15:00			380	309	689
15:00	16:00			381	423	804
16:00	17:00			352	414	766
17:00	18:00			364	407	771
18:00	19:00			280	261	541
19:00	20:00			189	278	467
20:00	21:00			116	175	291
21:00	22:00			42	109	151
22:00	23:00			33	50	83
23:00	00:00			19	37	56

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			2341	1191	3532
Peak Hour			7:15	8:00	7:15
Peak Volume			581	227	796
Peak Hour Factor			0.925	0.777	0.905
Peak Period	12:00	to	00:00		
Volume			2614	2915	5529
Peak Hour			14:45	15:30	15:00
Peak Volume			396	439	804
Peak Hour Factor			0.846	0.819	0.801
Peak Period	07:00	to	09:00		
Volume			1073	445	1518
Peak Hour			7:15	8:00	7:15
Peak Volume			581	227	796
Peak Hour Factor			0.925	0.777	0.905
Peak Period	16:00	to	18:00		
Volume			716	821	1537
Peak Hour			16:45	16:15	16:45
Peak Volume			383	423	803
Peak Hour Factor			0.895	0.912	0.938



Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_002

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	19	0	0	0	0	0	0	0	0	0	0	0	19
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	9	1	0	0	0	0	0	0	0	0	0	0	10
2:00	0	7	1	0	0	1	0	0	0	0	0	0	0	9	0	4	0	0	0	2	0	0	0	0	0	0	0	6	0	11	1	0	0	3	0	0	0	0	0	0	0	15
3:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	13	5	0	0	0	0	0	0	0	0	0	0	18
4:00	0	28	9	0	0	0	0	0	0	1	0	0	0	38	0	8	0	0	0	1	0	0	0	0	0	0	0	9	0	36	9	0	0	1	0	0	0	1	0	0	0	47
5:00	0	97	30	1	1	1	0	0	0	0	0	0	0	130	0	25	7	1	1	0	0	0	0	0	0	0	0	34	0	122	37	2	2	1	0	0	0	0	0	0	0	164
6:00	1	216	61	3	2	0	0	0	0	0	0	0	0	283	0	88	20	4	0	0	0	0	0	0	0	0	0	112	1	304	81	7	2	0	0	0	0	0	0	0	0	395
7:00	0	503	73	2	13	1	0	1	0	0	0	0	0	593	0	201	32	4	4	2	0	0	2	0	0	0	0	245	0	704	105	6	17	3	0	1	2	0	0	0	0	838
8:00	1	457	60	4	20	2	0	0	2	0	0	0	0	546	1	191	39	6	4	2	0	0	10	0	0	0	0	253	2	648	99	10	24	4	0	0	12	0	0	0	0	799
9:00	0	289	30	4	8	3	0	0	0	0	0	0	0	334	0	147	22	1	14	2	0	0	1	0	0	0	0	187	0	436	52	5	22	5	0	0	1	0	0	0	0	521
10:00	0	197	31	0	8	3	0	0	0	0	0	0	0	239	0	124	28	0	5	3	0	0	1	0	0	0	0	161	0	321	59	0	13	6	0	0	1	0	0	0	0	400
11:00	0	170	38	1	9	8	2	1	1	0	0	0	0	230	1	160	26	2	2	3	1	0	1	0	0	0	0	196	1	330	64	3	11	11	3	1	2	0	0	0	0	426
12:00	0	223	35	2	15	2	0	1	1	0	0	0	0	279	0	215	38	2	7	0	2	0	0	0	0	0	0	264	0	438	73	4	22	2	2	1	1	0	0	0	0	543
13:00	1	194	36	2	8	2	1	0	0	0	0	0	0	244	0	160	33	1	5	0	1	0	1	0	0	0	0	201	1	354	69	3	13	2	2	0	1	0	0	0	0	445
14:00	4	282	49	14	6	1	1	1	1	0	0	0	0	359	2	258	50	5	3	0	1	0	0	0	0	0	0	319	6	540	99	19	9	1	2	1	1	0	0	0	0	678
15:00	2	301	52	7	11	0	0	0	0	0	0	0	0	373	2	322	69	10	4	1	1	0	0	0	0	0	0	409	4	623	121	17	15	1	1	0	0	0	0	0	0	782
16:00	1	304	47	2	5	3	0	0	0	1	0	0	0	363	0	347	62	2	5	0	0	1	0	0	0	0	0	417	1	651	109	4	10	3	0	1	0	1	0	0	0	780
17:00	2	332	46	1	7	0	0	0	0	0	0	0	0	388	2	370	63	0	1	0	0	0	0	0	0	0	0	436	4	702	109	1	8	0	0	0	0	0	0	0	0	824
18:00	2	265	42	0	11	0	0	1	0	0	0	0	0	321	2	269	36	1	2	0	0	0	0	0	0	0	0	310	4	534	78	1	13	0	0	1	0	0	0	0	0	631
19:00	0	197	33	0	4	0	0	0	0	0	0	0	0	234	0	275	29	0	2	0	0	0	0	0	0	0	0	306	0	472	62	0	6	0	0	0	0	0	0	0	0	540
20:00	3	127	16	0	1	0	0	1	0	0	0	0	0	148	1	166	25	0	1	0	0	0	0	0	0	0	0	193	4	293	41	0	2	0	0	1	0	0	0	0	0	341
21:00	0	47	4	0	0	0	0	0	0	0	0	0	0	51	0	95	18	0	0	0	0	0	0	0	0	0	0	113	0	142	22	0	0	0	0	0	0	0	0	0	0	164
22:00	0	29	1	0	1	0	0	0	0	0	0	0	0	31	0	54	4	0	1	0	0	0	0	0	0	0	0	59	0	83	5	0	2	0	0	0	0	0	0	0	0	90
23:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	32	2	0	0	0	0	0	0	0	0	0	0	34	0	48	5	0	0	0	0	0	0	0	0	0	0	53
Totals	**17**	**4,299**	**702**	**43**	**130**	**27**	**4**	**6**	**5**	**2**	**0**	**0**	**0**	**5,235**	**11**	**3,534**	**604**	**39**	**61**	**16**	**6**	**1**	**16**	**0**	**0**	**0**	**0**	**4,288**	**28**	**7,833**	**1,306**	**82**	**191**	**43**	**10**	**7**	**21**	**2**	**0**	**0**	**0**	**9,523**
% of Totals	0%	82%	13%	1%	2%	1%	0%	0%	0%	0%				100%	0%	82%	14%	1%	1%	0%	0%	0%	0%					100%	0%	82%	14%	1%	2%	0%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



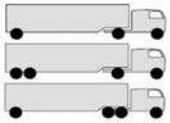
#5 2-Axle, 6-Tire Single Units



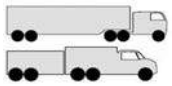
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	2	1982	338	15	61	19	2	2	3	1	0	0	0	2425	2	971	175	18	30	15	1	0	15	0	0	0	0	1227	4	2953	513	33	91	34	3	2	18	1	0	0	0	3652
%	0%	38%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	46%	0%	23%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	29%	0%	31%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	38%
Peak Hour	6:00	7:00	6:30	8:15	7:45	11:00	11:00	11:15	7:45	3:30	0:00	0:00	0:00	7:00	7:30	11:45	8:00	6:15	9:00	8:30	11:45	0:00	8:00	0:00	0:00	0:00	0:00	8:00	8:00	7:00	7:30	8:30	7:45	11:00	11:00	11:15	8:00	3:30	0:00	0:00	0:00	7:00
Peak Volume	1	503	74	8	24	8	2	2	2	1	0	0	0	593	1	209	39	6	14	3	2	0	10	0	0	0	0	253	2	704	108	14	30	11	3	2	12	1	0	0	0	838
12:00 - 24:00	15	2317	364	28	69	8	2	4	2	1	0	0	0	2810	9	2563	429	21	31	1	5	1	1	0	0	0	0	3061	24	4880	793	49	100	9	7	5	3	1	0	0	0	5871
%	0%	44%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	54%	0%	60%	10%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	71%	0%	51%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	62%
Peak Hour	13:30	16:30	14:30	14:00	12:00	16:00	13:00	12:00	12:00	15:45	12:00	12:00	12:00	16:30	14:00	17:00	15:15	15:15	12:15	14:15	12:00	15:30	12:45	12:00	12:00	12:00	12:00	16:45	14:00	16:30	14:45	14:00	12:00	16:00	14:15	12:00	12:45	15:45	12:00	12:00	12:00	16:30
Peak Volume	4	364	60	14	15	3	1	1	1	1	0	0	0	428	2	370	76	11	9	1	2	1	1	0	0	0	0	439	6	719	128	19	22	3	3	1	2	1	0	0	0	853
07:00 - 09:00	1	960	133	6	33	3	0	1	2	0	0	0	0	1139	1	392	71	10	8	4	0	0	12	0	0	0	0	498	2	1352	204	16	41	7	0	1	14	0	0	0	0	1637
%	0%	18%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	8:00	7:00	7:00	8:00	7:45	7:30	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:30	7:00	8:00	8:00	7:30	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:00	8:00	8:00	7:00	7:30	8:00	7:45	7:30	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	1	503	73	4	24	2	0	1	2	0	0	0	0	593	1	201	39	6	6	2	0	0	10	0	0	0	0	253	2	704	108	10	30	4	0	1	12	0	0	0	0	838
16:00 - 18:00	3	636	93	3	12	3	0	0	0	1	0	0	0	751	2	717	125	2	6	0	0	1	0	0	0	0	0	853	5	1353	218	5	18	3	0	1	0	1	0	0	0	1604
%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	17%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	16:30	16:30	16:15	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:45	17:00	16:45	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:45	16:30	16:15	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	3	364	54	2	7	3	0	0	0	1	0	0	0	428	2	370	65	2	6	0	0	1	0	0	0	0	0	439	5	719	115	4	12	3	0	1	0	1	0	0	0	853

Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_002

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	11	0	0	0	0	0	0	0	0	0	0	0	11
0:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0	0	0	0	0	0	3
2:30	0	2	0	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	1	0	0	0	0	0	0	0	4	0	5	0	0	0	2	0	0	0	0	0	0	0	7
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	3	0	0	0	0	0	0	0	0	0	0	7
4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	1	0	0	0	0	0	0	0	4	0	6	1	0	0	1	0	0	0	0	0	0	0	8
4:15	0	5	1	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	7
4:30	0	9	4	0	0	0	0	0	0	0	0	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	10	4	0	0	0	0	0	0	0	0	0	0	14
4:45	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	15	3	0	0	0	0	0	0	0	0	0	0	18
5:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	5	2	0	1	0	0	0	0	0	0	0	0	8	0	19	5	0	1	0	0	0	0	0	0	0	0	25
5:15	0	22	6	0	1	0	0	0	0	0	0	0	0	29	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	27	8	0	1	0	0	0	0	0	0	0	0	36
5:30	0	25	11	0	0	0	0	0	0	0	0	0	0	36	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	34	12	0	0	0	0	0	0	0	0	0	0	46
5:45	0	36	10	1	0	1	0	0	0	0	0	0	0	48	0	6	2	1	0	0	0	0	0	0	0	0	0	9	0	42	12	2	0	1	0	0	0	0	0	0	0	57
6:00	0	36	9	1	0	0	0	0	0	0	0	0	0	46	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	49	12	1	0	0	0	0	0	0	0	0	0	62
6:15	0	60	14	0	1	0	0	0	0	0	0	0	0	75	0	11	4	2	0	0	0	0	0	0	0	0	0	17	0	71	18	2	1	0	0	0	0	0	0	0	0	92
6:30	0	51	19	1	1	0	0	0	0	0	0	0	0	72	0	33	5	0	0	0	0	0	0	0	0	0	0	38	0	84	24	1	1	0	0	0	0	0	0	0	0	110
6:45	1	69	19	1	0	0	0	0	0	0	0	0	0	90	0	31	8	2	0	0	0	0	0	0	0	0	0	41	1	100	27	3	0	0	0	0	0	0	0	0	0	131
7:00	0	117	21	2	0	0	0	0	0	0	0	0	0	140	0	51	9	2	1	0	0	0	0	0	0	0	0	63	0	168	30	4	1	0	0	0	0	0	0	0	0	203
7:15	0	125	15	0	2	0	0	0	0	0	0	0	0	142	0	51	4	1	0	0	0	0	0	0	0	0	0	56	0	176	19	1	2	0	0	0	0	0	0	0	0	198
7:30	0	121	19	0	2	0	0	0	0	0	0	0	0	142	0	47	9	1	1	2	0	0	1	0	0	0	0	61	0	168	28	1	3	2	0	0	1	0	0	0	0	203
7:45	0	140	18	0	9	1	0	1	0	0	0	0	0	169	0	52	10	0	2	0	0	0	1	0	0	0	0	65	0	192	28	0	11	1	0	1	1	0	0	0	0	234
8:00	0	96	17	0	5	0	0	0	1	0	0	0	0	119	0	32	12	1	2	0	0	0	2	0	0	0	0	49	0	128	29	1	7	0	0	0	3	0	0	0	0	168
8:15	0	131	16	0	4	1	0	0	0	0	0	0	0	152	1	32	7	0	1	0	0	0	0	0	0	0	0	41	1	163	23	0	5	1	0	0	0	0	0	0	0	193
8:30	0	119	14	0	6	0	0	0	1	0	0	0	0	140	0	50	5	1	1	1	0	0	4	0	0	0	0	62	0	169	19	1	7	1	0	0	5	0	0	0	0	202
8:45	1	111	13	4	5	1	0	0	0	0	0	0	0	135	0	77	15	4	0	1	0	0	4	0	0	0	0	101	1	188	28	8	5	2	0	0	4	0	0	0	0	236
9:00	0	89	8	4	4	1	0	0	0	0	0	0	0	106	0	32	5	0	5	0	0	0	1	0	0	0	0	43	0	121	13	4	9	1	0	0	1	0	0	0	0	149
9:15	0	88	7	0	1	1	0	0	0	0	0	0	0	97	0	33	5	1	4	1	0	0	0	0	0	0	0	44	0	121	12	1	5	2	0	0	0	0	0	0	0	141
9:30	0	61	10	0	0	0	0	0	0	0	0	0	0	71	0	49	4	0	3	1	0	0	0	0	0	0	0	57	0	110	14	0	3	1	0	0	0	0	0	0	0	128
9:45	0	51	5	0	3	1	0	0	0	0	0	0	0	60	0	33	8	0	2	0	0	0	0	0	0	0	0	43	0	84	13	0	5	1	0	0	0	0	0	0	0	103
10:00	0	39	7	0	2	1	0	0	0	0	0	0	0	49	0	30	6	0	3	1	0	0	0	0	0	0	0	40	0	69	13	0	5	2	0	0	0	0	0	0	0	89
10:15	0	47	8	0	0	1	0	0	0	0	0	0	0	56	0	35	6	0	0	0	0	0	0	0	0	0	0	41	0	82	14	0	0	1	0	0	0	0	0	0	0	97
10:30	0	59	5	0	1	1	0	0	0	0	0	0	0	66	0	27	11	0	0	1	0	0	0	0	0	0	0	39	0	86	16	0	1	2	0	0	0	0	0	0	0	105
10:45	0	52	11	0	5	0	0	0	0	0	0	0	0	68	0	32	5	0	2	1	0	0	1	0	0	0	0	41	0	84	16	0	7	1	0	0	1	0	0	0	0	109
11:00	0	36	10	0	1	3	1	0	1	0	0	0	0	52	0	37	7	0	0	0	0	0	0	0	0	0	0	44	0	73	17	0	1	3	1	0	1	0	0	0	0	96
11:15	0	34	11	0	2	1	0	0	0	0	0	0	0	48	1	34	8	0	0	0	1	0	0	0	0	0	0	44	1	68	19	0	2	1	1	0	0	0	0	0	0	92
11:30	0	48	6	1	2	1	0	1	0	0	0	0	0	59	0	42	8	2	2	1	0	0	0	0	0	0	0	55	0	90	14	3	4	2	0	1	0	0	0	0	0	114
11:45	0	52	11	0	4	3	1	0	0	0	0	0	0	71	0	47	3	0	0	2	0	0	1	0	0	0	0	53	0	99	14	0	4	5	1	0	1	0	0	0	0	124

Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_002

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	55	8	1	8	2	0	1	0	0	0	0	0	75	0	51	7	1	2	0	0	0	0	0	0	0	0	61	0	106	15	2	10	2	0	1	0	0	0	0	0	136
12:15	0	53	14	0	2	0	0	0	0	0	0	0	0	69	0	59	11	0	1	0	0	0	0	0	0	0	0	71	0	112	25	0	3	0	0	0	0	0	0	0	0	140
12:30	0	51	6	0	2	0	0	0	0	0	0	0	0	59	0	52	11	1	1	0	2	0	0	0	0	0	0	67	0	103	17	1	3	0	2	0	0	0	0	0	0	126
12:45	0	64	7	1	3	0	0	0	1	0	0	0	0	76	0	53	9	0	3	0	0	0	0	0	0	0	0	65	0	117	16	1	6	0	0	0	1	0	0	0	0	141
13:00	0	33	4	2	3	2	0	0	0	0	0	0	0	44	0	42	6	0	4	0	0	0	0	0	0	0	0	52	0	75	10	2	7	2	0	0	0	0	0	0	0	96
13:15	0	45	4	0	3	0	0	0	0	0	0	0	0	52	0	31	7	1	1	0	0	0	0	0	0	0	0	40	0	76	11	1	4	0	0	0	0	0	0	0	0	92
13:30	1	51	14	0	0	0	0	0	0	0	0	0	0	66	0	38	14	0	0	0	1	0	1	0	0	0	0	54	1	89	28	0	0	0	1	0	1	0	0	0	0	120
13:45	0	65	14	0	2	0	1	0	0	0	0	0	0	82	0	49	6	0	0	0	0	0	0	0	0	0	0	55	0	114	20	0	2	0	1	0	0	0	0	0	0	137
14:00	2	75	13	6	4	1	0	1	0	0	0	0	0	102	1	57	11	0	0	0	0	0	0	0	0	0	0	69	3	132	24	6	4	1	0	1	0	0	0	0	0	171
14:15	1	66	10	1	0	0	0	0	1	0	0	0	0	79	0	66	16	4	2	0	0	0	0	0	0	0	0	88	1	132	26	5	2	0	0	0	1	0	0	0	0	167
14:30	0	74	12	4	0	0	0	0	0	0	0	0	0	90	0	69	8	1	0	0	0	0	0	0	0	0	0	78	0	143	20	5	0	0	0	0	0	0	0	0	0	168
14:45	1	67	14	3	2	0	1	0	0	0	0	0	0	88	1	66	15	0	1	0	1	0	0	0	0	0	0	84	2	133	29	3	3	0	2	0	0	0	0	0	0	172
15:00	0	55	17	3	1	0	0	0	0	0	0	0	0	76	1	81	11	0	1	1	1	0	0	0	0	0	0	96	1	136	28	3	2	1	1	0	0	0	0	0	0	172
15:15	1	69	17	1	2	0	0	0	0	0	0	0	0	90	0	74	25	5	1	0	0	0	0	0	0	0	0	105	1	143	42	6	3	0	0	0	0	0	0	0	0	195
15:30	1	95	8	0	5	0	0	0	0	0	0	0	0	109	0	93	21	5	1	0	0	0	0	0	0	0	0	120	1	188	29	5	6	0	0	0	0	0	0	0	0	229
15:45	0	82	10	3	3	0	0	0	0	0	0	0	0	98	1	74	12	0	1	0	0	0	0	0	0	0	0	88	1	156	22	3	4	0	0	0	0	0	0	0	0	186
16:00	0	59	11	2	2	0	0	0	0	0	0	0	0	74	0	77	18	1	0	0	0	0	0	0	0	0	0	96	0	136	29	3	2	0	0	0	0	0	0	0	0	170
16:15	0	76	13	0	1	0	0	0	0	0	0	0	0	90	0	82	13	0	2	0	0	1	0	0	0	0	0	98	0	158	26	0	3	0	0	1	0	0	0	0	0	188
16:30	0	80	14	0	1	1	0	0	0	1	0	0	0	97	0	86	15	0	1	0	0	0	0	0	0	0	0	102	0	166	29	0	2	1	0	0	0	1	0	0	0	199
16:45	1	89	9	0	1	2	0	0	0	0	0	0	0	102	0	102	16	1	2	0	0	0	0	0	0	0	0	121	1	191	25	1	3	2	0	0	0	0	0	0	0	223
17:00	1	88	18	1	3	0	0	0	0	0	0	0	0	111	0	80	17	0	1	0	0	0	0	0	0	0	0	98	1	168	35	1	4	0	0	0	0	0	0	0	0	209
17:15	1	107	8	0	2	0	0	0	0	0	0	0	0	118	1	87	16	0	0	0	0	0	0	0	0	0	0	104	2	194	24	0	2	0	0	0	0	0	0	0	0	222
17:30	0	60	12	0	1	0	0	0	0	0	0	0	0	73	1	99	16	0	0	0	0	0	0	0	0	0	0	116	1	159	28	0	1	0	0	0	0	0	0	0	0	189
17:45	0	77	8	0	1	0	0	0	0	0	0	0	0	86	0	104	14	0	0	0	0	0	0	0	0	0	0	118	0	181	22	0	1	0	0	0	0	0	0	0	0	204
18:00	1	77	9	0	5	0	0	0	0	0	0	0	0	92	0	76	8	1	0	0	0	0	0	0	0	0	0	85	1	153	17	1	5	0	0	0	0	0	0	0	0	177
18:15	0	70	18	0	3	0	0	1	0	0	0	0	0	92	1	60	11	0	2	0	0	0	0	0	0	0	0	74	1	130	29	0	5	0	0	1	0	0	0	0	0	166
18:30	0	56	7	0	1	0	0	0	0	0	0	0	0	64	1	65	10	0	0	0	0	0	0	0	0	0	0	76	1	121	17	0	1	0	0	0	0	0	0	0	0	140
18:45	1	62	8	0	2	0	0	0	0	0	0	0	0	73	0	68	7	0	0	0	0	0	0	0	0	0	0	75	1	130	15	0	2	0	0	0	0	0	0	0	0	148
19:00	0	46	8	0	2	0	0	0	0	0	0	0	0	56	0	73	5	0	0	0	0	0	0	0	0	0	0	78	0	119	13	0	2	0	0	0	0	0	0	0	0	134
19:15	0	44	10	0	0	0	0	0	0	0	0	0	0	54	0	59	11	0	2	0	0	0	0	0	0	0	0	72	0	103	21	0	2	0	0	0	0	0	0	0	0	126
19:30	0	67	13	0	2	0	0	0	0	0	0	0	0	82	0	82	6	0	0	0	0	0	0	0	0	0	0	88	0	149	19	0	2	0	0	0	0	0	0	0	0	170
19:45	0	40	2	0	0	0	0	0	0	0	0	0	0	42	0	61	7	0	0	0	0	0	0	0	0	0	0	68	0	101	9	0	0	0	0	0	0	0	0	0	0	110
20:00	3	39	6	0	1	0	0	0	0	0	0	0	0	49	0	49	7	0	0	0	0	0	0	0	0	0	0	56	3	88	13	0	1	0	0	0	0	0	0	0	0	105
20:15	0	32	5	0	0	0	0	0	0	0	0	0	0	37	0	42	8	0	1	0	0	0	0	0	0	0	0	51	0	74	13	0	1	0	0	0	0	0	0	0	0	88
20:30	0	30	3	0	0	0	0	1	0	0	0	0	0	34	1	35	6	0	0	0	0	0	0	0	0	0	0	42	1	65	9	0	0	0	0	1	0	0	0	0	0	76
20:45	0	26	2	0	0	0	0	0	0	0	0	0	0	28	0	40	4	0	0	0	0	0	0	0	0	0	0	44	0	66	6	0	0	0	0	0	0	0	0	0	0	72
21:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	30	3	0	0	0	0	0	0	0	0	0	0	33	0	40	4	0	0	0	0	0	0	0	0	0	0	44
21:15	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	30	6	0	0	0	0	0	0	0	0	0	0	36	0	44	9	0	0	0	0	0	0	0	0	0	0	53
21:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	17	7	0	0	0	0	0	0	0	0	0	0	24	0	29	7	0	0	0	0	0	0	0	0	0	0	36
21:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	29	2	0	0	0	0	0	0	0	0	0	0	31
22:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8	0	16	1	0	1	0	0	0	0	0	0	0	0	18	0	22	2	0	2	0	0	0	0	0	0	0	0	26
22:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	20	1	0	0	0	0	0	0	0	0	0	0	21
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	22	2	0	0	0	0	0	0	0	0	0	0	24
22:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	19	0	0	0	0	0	0	0	0	0	0	0	19
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	19	2	0	0	0	0	0	0	0	0	0	0	21
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Totals	**17**	**4,299**	**702**	**43**	**130**	**27**	**4**	**6**	**5**	**2**	**0**	**0**	**0**	**5,235**	**11**	**3,534**	**604**	**39**	**61**	**16**	**6**	**1**	**16**	**0**	**0**	**0**	**0**	**4,288**	**28**	**7,833**	**1,306**	**82**	**191**	**43**	**10**	**7**	**21**	**2**	**0**	**0**	**0**	**9,523**
% of Totals	0%	82%	13%	1%	2%	1%	0%	0%	0%	0%				100%	0%	82%	14%	1%	1%	0%	0%	0%	0%					100%	0%	82%	14%	1%	2%	0%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_002

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	1	0	1	2	4	0	0	0	0	0	0	0	0	8	0	0	1	2	3	3	2	0	0	0	0	0	0	11	1	0	2	4	7	3	2	0	0	0	0	0	0	19
1:00	0	1	1	1	0	0	0	0	0	0	0	0	0	3	0	0	1	0	5	1	0	0	0	0	0	0	0	7	0	1	2	1	5	1	0	0	0	0	0	0	0	10
2:00	1	0	1	3	4	0	0	0	0	0	0	0	0	9	1	0	1	2	0	2	0	0	0	0	0	0	0	6	2	0	2	5	4	2	0	0	0	0	0	0	0	15
3:00	0	0	1	7	3	1	0	0	0	0	0	0	0	12	0	0	1	1	2	2	0	0	0	0	0	0	0	6	0	0	2	8	5	3	0	0	0	0	0	0	0	18
4:00	0	0	11	16	6	5	0	0	0	0	0	0	0	38	0	0	1	4	2	2	0	0	0	0	0	0	0	9	0	0	12	20	8	7	0	0	0	0	0	0	0	47
5:00	0	1	14	74	36	2	3	0	0	0	0	0	0	130	0	1	1	19	11	0	2	0	0	0	0	0	0	34	0	2	15	93	47	2	5	0	0	0	0	0	0	164
6:00	2	2	33	140	95	9	2	0	0	0	0	0	0	283	1	7	11	39	42	11	1	0	0	0	0	0	0	112	3	9	44	179	137	20	3	0	0	0	0	0	0	395
7:00	6	16	76	272	189	31	3	0	0	0	0	0	0	593	1	5	21	92	101	20	5	0	0	0	0	0	0	245	7	21	97	364	290	51	8	0	0	0	0	0	0	838
8:00	20	49	132	251	87	7	0	0	0	0	0	0	0	546	18	25	62	86	43	18	0	1	0	0	0	0	0	253	38	74	194	337	130	25	0	1	0	0	0	0	0	799
9:00	0	1	41	192	93	7	0	0	0	0	0	0	0	334	0	1	22	64	79	17	3	1	0	0	0	0	0	187	0	2	63	256	172	24	3	1	0	0	0	0	0	521
10:00	1	7	44	135	47	5	0	0	0	0	0	0	0	239	1	2	18	67	56	17	0	0	0	0	0	0	0	161	2	9	62	202	103	22	0	0	0	0	0	0	0	400
11:00	1	7	44	129	44	4	1	0	0	0	0	0	0	230	2	2	20	84	71	14	2	1	0	0	0	0	0	196	3	9	64	213	115	18	3	1	0	0	0	0	0	426
12:00	3	7	43	149	69	7	1	0	0	0	0	0	0	279	0	5	21	106	102	25	4	1	0	0	0	0	0	264	3	12	64	255	171	32	5	1	0	0	0	0	0	543
13:00	1	5	42	114	65	17	0	0	0	0	0	0	0	244	0	3	12	63	85	33	5	0	0	0	0	0	0	201	1	8	54	177	150	50	5	0	0	0	0	0	0	445
14:00	4	19	67	162	92	14	1	0	0	0	0	0	0	359	1	3	29	143	120	20	3	0	0	0	0	0	0	319	5	22	96	305	212	34	4	0	0	0	0	0	0	678
15:00	4	19	77	191	72	9	1	0	0	0	0	0	0	373	8	29	69	183	102	14	4	0	0	0	0	0	0	409	12	48	146	374	174	23	5	0	0	0	0	0	0	782
16:00	1	17	55	185	90	14	1	0	0	0	0	0	0	363	0	11	48	173	147	37	1	0	0	0	0	0	0	417	1	28	103	358	237	51	2	0	0	0	0	0	0	780
17:00	2	43	80	173	78	12	0	0	0	0	0	0	0	388	0	8	71	200	129	24	4	0	0	0	0	0	0	436	2	51	151	373	207	36	4	0	0	0	0	0	0	824
18:00	3	11	49	166	75	16	1	0	0	0	0	0	0	321	0	11	29	101	134	33	2	0	0	0	0	0	0	310	3	22	78	267	209	49	3	0	0	0	0	0	0	631
19:00	0	13	59	123	33	5	1	0	0	0	0	0	0	234	1	40	46	130	76	12	1	0	0	0	0	0	0	306	1	53	105	253	109	17	2	0	0	0	0	0	0	540
20:00	1	1	35	70	35	6	0	0	0	0	0	0	0	148	0	7	24	98	55	9	0	0	0	0	0	0	0	193	1	8	59	168	90	15	0	0	0	0	0	0	0	341
21:00	2	1	20	20	7	1	0	0	0	0	0	0	0	51	1	1	10	60	35	3	3	0	0	0	0	0	0	113	3	2	30	80	42	4	3	0	0	0	0	0	0	164
22:00	0	0	7	15	8	1	0	0	0	0	0	0	0	31	0	2	7	27	19	4	0	0	0	0	0	0	0	59	0	2	14	42	27	5	0	0	0	0	0	0	0	90
23:00	0	0	4	8	7	0	0	0	0	0	0	0	0	19	0	0	1	14	15	3	1	0	0	0	0	0	0	34	0	0	5	22	22	3	1	0	0	0	0	0	0	53
Totals	**53**	**220**	**937**	**2,598**	**1,239**	**173**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**5,235**	**35**	**163**	**527**	**1,758**	**1,434**	**324**	**43**	**4**	**0**	**0**	**0**	**0**	**0**	**4,288**	**88**	**383**	**1,464**	**4,356**	**2,673**	**497**	**58**	**4**	**0**	**0**	**0**	**0**	**0**	**9,523**
% of Totals	1%	4%	18%	50%	24%	3%	0%							100%	1%	4%	12%	41%	33%	8%	1%	0%						100%	1%	4%	15%	46%	28%	5%	1%	0%						100%

STATISTICS

00:00 - 12:00	32	84	399	1222	608	71	9	0	0	0	0	0	0	2425	24	43	160	460	415	107	15	3	0	0	0	0	0	1227	56	127	559	1682	1023	178	24	3	0	0	0	0	0	3652
%	1%	2%	8%	23%	12%	1%	0%	0%	0%	0%	0%	0%	0%	46%	0%	1%	3%	9%	8%	2%	0%	0%	0%	0%	0%	0%	0%	23%	1%	2%	11%	32%	20%	3%	0%	0%	0%	0%	0%	0%	0%	70%
Peak Hour	8:00	8:00	8:00	7:30	7:00	6:30	6:15	0:00	0:00	0:00	0:00	0:00	0:00	7:00	8:00	8:00	8:30	11:45	7:00	7:15	7:00	7:30	0:00	0:00	0:00	0:00	0:00	8:00	8:00	8:00	8:00	7:30	7:00	6:30	7:00	7:30	0:00	0:00	0:00	0:00	0:00	7:00
Peak Volume	20	49	132	294	189	31	4	0	0	0	0	0	0	593	18	25	69	103	101	23	5	1	0	0	0	0	0	253	38	74	194	386	290	52	8	1	0	0	0	0	0	838
12:00 - 24:00	21	136	538	1376	631	102	6	0	0	0	0	0	0	2810	11	120	367	1298	1019	217	28	1	0	0	0	0	0	3061	32	256	905	2674	1650	319	34	1	0	0	0	0	0	5871
%	0%	3%	10%	26%	12%	2%	0%	0%	0%	0%	0%	0%	0%	54%	0%	2%	7%	25%	19%	4%	1%	0%	0%	0%	0%	0%	0%	58%	1%	5%	17%	51%	32%	6%	1%	0%	0%	0%	0%	0%	0%	112%
Peak Hour	14:30	16:30	16:30	15:15	13:45	12:45	18:30	12:00	12:00	12:00	12:00	12:00	12:00	16:30	15:00	19:15	16:45	17:00	16:00	16:00	12:30	12:00	12:00	12:00	12:00	12:00	12:00	16:45	15:00	16:45	16:30	15:00	16:00	17:45	12:30	12:00	12:00	12:00	12:00	12:00	12:00	16:30
Peak Volume	7	51	92	202	96	19	2	0	0	0	0	0	0	428	8	42	87	200	147	37	6	1	0	0	0	0	0	439	12	62	174	374	237	53	7	1	0	0	0	0	0	853
07:00 - 09:00	26	65	208	523	276	38	3	0	0	0	0	0	0	1139	19	30	83	178	144	38	5	1	0	0	0	0	0	498	45	95	291	701	420	76	8	1	0	0	0	0	0	1637
%	0%	1%	4%	10%	5%	1%	0%	0%	0%	0%	0%	0%	0%	22%	0%	1%	2%	3%	3%	1%	0%	0%	0%	0%	0%	0%	0%	10%	1%	2%	6%	13%	8%	1%	0%	0%	0%	0%	0%	0%	0%	31%
Peak Hour	8:00	8:00	8:00	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	8:00	8:00	7:45	7:00	7:15	7:00	7:30	7:00	7:00	7:00	7:00	7:00	8:00	8:00	8:00	8:00	7:30	7:00	7:00	7:00	7:30	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	20	49	132	294	189	31	3	0	0	0	0	0	0	593	18	25	62	94	101	23	5	1	0	0	0	0	0	253	38	74	194	386	290	51	8	1	0	0	0	0	0	838
16:00 - 18:00	3	60	135	358	168	26	1	0	0	0	0	0	0	751	0	19	119	373	276	61	5	0	0	0	0	0	0	853	3	79	254	731	444	87	6	0	0	0	0	0	0	1604
%	0%	1%	3%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	2%	7%	5%	1%	0%	0%	0%	0%	0%	0%	0%	16%	0%	2%	5%	14%	8%	2%	0%	0%	0%	0%	0%	0%	0%	31%
Peak Hour	16:45	16:30	16:30	16:15	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	16:45	17:00	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:45	16:45	16:30	16:15	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	3	51	92	191	90	16	1	0	0	0	0	0	0	428	0	11	87	200	147	37	4	0	0	0	0	0	0	439	3	62	174	373	237	51	5	0	0	0	0	0	0	853

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	23	28	28	33	35	5235
WESTBOUND	24	29	29	34	37	4288
TOTALS	23	28	28	33	36	9523

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_002

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	0	1	1	2	2	2	0	0	0	0	0	0	8	0	0	1	3	3	2	2	0	0	0	0	0	0	11
0:15	1	0	1	0	3	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	3	0	0	0	0	0	0	0	0	6
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	1	1	2	0	0	0	0	0	0	0	0	4
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	2
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	2
2:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	3
2:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	3
2:30	1	0	0	2	0	0	0	0	0	0	0	0	0	3	1	0	0	2	0	1	0	0	0	0	0	0	0	4	2	0	0	4	0	1	0	0	0	0	0	0	0	7
2:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
3:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	3	0	1	0	0	0	0	0	0	0	4
3:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
3:30	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	2	2	1	0	0	0	0	0	0	0	5
3:45	0	0	1	2	1	1	0	0	0	0	0	0	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	2	2	1	0	0	0	0	0	0	0	7
4:00	0	0	2	1	1	0	0	0	0	0	0	0	0	4	0	0	0	2	2	0	0	0	0	0	0	0	0	4	0	0	2	3	3	0	0	0	0	0	0	0	0	8
4:15	0	0	1	3	1	2	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	2	0	0	0	0	0	0	0	7
4:30	0	0	3	5	3	2	0	0	0	0	0	0	0	13	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3	6	3	2	0	0	0	0	0	0	0	14
4:45	0	0	5	7	1	1	0	0	0	0	0	0	0	14	0	0	1	1	0	2	0	0	0	0	0	0	0	4	0	0	6	8	1	3	0	0	0	0	0	0	0	18
5:00	0	0	1	9	5	1	1	0	0	0	0	0	0	17	0	0	0	4	2	0	2	0	0	0	0	0	0	8	0	0	1	13	7	1	3	0	0	0	0	0	0	25
5:15	0	0	2	14	13	0	0	0	0	0	0	0	0	29	0	0	1	3	3	0	0	0	0	0	0	0	0	7	0	0	3	17	16	0	0	0	0	0	0	0	0	36
5:30	0	0	5	22	6	1	2	0	0	0	0	0	0	36	0	0	0	6	4	0	0	0	0	0	0	0	0	10	0	0	5	28	10	1	2	0	0	0	0	0	0	46
5:45	0	1	6	29	12	0	0	0	0	0	0	0	0	48	0	1	0	6	2	0	0	0	0	0	0	0	0	9	0	2	6	35	14	0	0	0	0	0	0	0	0	57
6:00	0	0	6	25	13	1	1	0	0	0	0	0	0	46	0	0	0	7	7	1	1	0	0	0	0	0	0	16	0	0	6	32	20	2	2	0	0	0	0	0	0	62
6:15	0	1	11	43	18	2	0	0	0	0	0	0	0	75	0	2	4	7	4	0	0	0	0	0	0	0	0	17	0	3	15	50	22	2	0	0	0	0	0	0	0	92
6:30	2	1	7	34	23	5	0	0	0	0	0	0	0	72	1	4	5	10	15	3	0	0	0	0	0	0	0	38	3	5	12	44	38	8	0	0	0	0	0	0	0	110
6:45	0	0	9	38	41	1	1	0	0	0	0	0	0	90	0	1	2	15	16	7	0	0	0	0	0	0	0	41	0	1	11	53	57	8	1	0	0	0	0	0	0	131
7:00	0	0	10	57	57	13	3	0	0	0	0	0	0	140	1	3	5	23	28	3	0	0	0	0	0	0	0	63	1	3	15	80	85	16	3	0	0	0	0	0	0	203
7:15	0	3	11	59	57	12	0	0	0	0	0	0	0	142	0	0	3	19	26	8	0	0	0	0	0	0	0	56	0	3	14	78	83	20	0	0	0	0	0	0	0	198
7:30	5	5	27	71	32	2	0	0	0	0	0	0	0	142	0	2	8	20	24	4	3	0	0	0	0	0	0	61	5	7	35	91	56	6	3	0	0	0	0	0	0	203
7:45	1	8	28	85	43	4	0	0	0	0	0	0	0	169	0	0	5	30	23	5	2	0	0	0	0	0	0	65	1	8	33	115	66	9	2	0	0	0	0	0	0	234
8:00	1	1	26	66	25	0	0	0	0	0	0	0	0	119	0	0	4	23	16	6	0	0	0	0	0	0	0	49	1	1	30	89	41	6	0	0	0	0	0	0	0	168
8:15	5	18	27	72	27	3	0	0	0	0	0	0	0	152	0	2	2	19	11	6	0	1	0	0	0	0	0	41	5	20	29	91	38	9	0	1	0	0	0	0	0	193
8:30	9	16	40	61	12	2	0	0	0	0	0	0	0	140	5	4	17	22	9	5	0	0	0	0	0	0	0	62	14	20	57	83	21	7	0	0	0	0	0	0	0	202
8:45	5	14	39	52	23	2	0	0	0	0	0	0	0	135	13	19	39	22	7	1	0	0	0	0	0	0	0	101	18	33	78	74	30	3	0	0	0	0	0	0	0	236
9:00	0	1	11	53	41	0	0	0	0	0	0	0	0	106	0	0	8	11	19	4	1	0	0	0	0	0	0	43	0	1	19	64	60	4	1	0	0	0	0	0	0	149
9:15	0	0	15	60	20	2	0	0	0	0	0	0	0	97	0	1	5	14	18	5	1	0	0	0	0	0	0	44	0	1	20	74	38	7	1	0	0	0	0	0	0	141
9:30	0	0	9	45	15	2	0	0	0	0	0	0	0	71	0	0	2	23	26	5	1	0	0	0	0	0	0	57	0	0	11	68	41	7	1	0	0	0	0	0	0	128
9:45	0	0	6	34	17	3	0	0	0	0	0	0	0	60	0	0	7	16	16	3	0	1	0	0	0	0	0	43	0	0	13	50	33	6	0	1	0	0	0	0	0	103
10:00	0	0	9	25	14	1	0	0	0	0	0	0	0	49	0	1	7	16	13	3	0	0	0	0	0	0	0	40	0	1	16	41	27	4	0	0	0	0	0	0	0	89
10:15	0	0	12	35	8	1	0	0	0	0	0	0	0	56	0	0	6	16	15	4	0	0	0	0	0	0	0	41	0	0	18	51	23	5	0	0	0	0	0	0	0	97
10:30	1	2	12	40	10	1	0	0	0	0	0	0	0	66	1	0	3	17	14	4	0	0	0	0	0	0	0	39	2	2	15	57	24	5	0	0	0	0	0	0	0	105
10:45	0	5	11	35	15	2	0	0	0	0	0	0	0	68	0	1	2	18	14	6	0	0	0	0	0	0	0	41	0	6	13	53	29	8	0	0	0	0	0	0	0	109
11:00	0	1	15	22	14	0	0	0	0	0	0	0	0	52	0	1	2	21	19	1	0	0	0	0	0	0	0	44	0	2	17	43	33	1	0	0	0	0	0	0	0	96
11:15	0	2	7	24	12	3	0	0	0	0	0	0	0	48	0	0	5	15	17	7	0	0	0	0	0	0	0	44	0	2	12	39	29	10	0	0	0	0	0	0	0	92
11:30	1	2	10	36	9	1	0	0	0	0	0	0	0	59	0	1	4	24	20	4	1	1	0	0	0	0	0	55	1	3	14	60	29	5	1	1	0	0	0	0	0	114
11:45	0	2	12	47	9	0	1	0	0	0	0	0	0	71	2	0	9	24	15	2	1	0	0	0	0	0	0	53	2	2	21	71	24	2	2	0	0	0	0	0	0	124

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_002

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	3	10	38	23	1	0	0	0	0	0	0	0	75	0	1	8	24	23	4	1	0	0	0	0	0	0	61	0	4	18	62	46	5	1	0	0	0	0	0	0	136
12:15	0	0	10	41	17	1	0	0	0	0	0	0	0	69	0	2	5	30	25	9	0	0	0	0	0	0	0	71	0	2	15	71	42	10	0	0	0	0	0	0	0	140
12:30	1	1	11	33	12	0	1	0	0	0	0	0	0	59	0	2	6	25	27	5	2	0	0	0	0	0	0	67	1	3	17	58	39	5	3	0	0	0	0	0	0	126
12:45	2	3	12	37	17	5	0	0	0	0	0	0	0	76	0	0	2	27	27	7	1	1	0	0	0	0	0	65	2	3	14	64	44	12	1	1	0	0	0	0	0	141
13:00	1	2	8	17	10	6	0	0	0	0	0	0	0	44	0	2	2	21	19	6	2	0	0	0	0	0	0	52	1	4	10	38	29	12	2	0	0	0	0	0	0	96
13:15	0	2	10	22	12	6	0	0	0	0	0	0	0	52	0	1	2	12	20	4	1	0	0	0	0	0	0	40	0	3	12	34	32	10	1	0	0	0	0	0	0	92
13:30	0	1	9	33	21	2	0	0	0	0	0	0	0	66	0	0	6	17	16	13	2	0	0	0	0	0	0	54	0	1	15	50	37	15	2	0	0	0	0	0	0	120
13:45	0	0	15	42	22	3	0	0	0	0	0	0	0	82	0	0	2	13	30	10	0	0	0	0	0	0	0	55	0	0	17	55	52	13	0	0	0	0	0	0	0	137
14:00	0	0	15	51	32	3	1	0	0	0	0	0	0	102	0	1	12	25	26	5	0	0	0	0	0	0	0	69	0	1	27	76	58	8	1	0	0	0	0	0	0	171
14:15	1	7	21	29	18	3	0	0	0	0	0	0	0	79	1	1	10	48	23	4	1	0	0	0	0	0	0	88	2	8	31	77	41	7	1	0	0	0	0	0	0	167
14:30	2	4	9	45	24	6	0	0	0	0	0	0	0	90	0	0	5	31	36	4	2	0	0	0	0	0	0	78	2	4	14	76	60	10	2	0	0	0	0	0	0	168
14:45	1	8	22	37	18	2	0	0	0	0	0	0	0	88	0	1	2	39	35	7	0	0	0	0	0	0	0	84	1	9	24	76	53	9	0	0	0	0	0	0	0	172
15:00	2	7	21	29	15	2	0	0	0	0	0	0	0	76	0	1	17	52	20	5	1	0	0	0	0	0	0	96	2	8	38	81	35	7	1	0	0	0	0	0	0	172
15:15	2	8	13	49	16	2	0	0	0	0	0	0	0	90	1	12	17	37	33	4	1	0	0	0	0	0	0	105	3	20	30	86	49	6	1	0	0	0	0	0	0	195
15:30	0	2	18	63	23	3	0	0	0	0	0	0	0	109	2	9	22	62	23	2	0	0	0	0	0	0	0	120	2	11	40	125	46	5	0	0	0	0	0	0	0	229
15:45	0	2	25	50	18	2	1	0	0	0	0	0	0	98	5	7	13	32	26	3	2	0	0	0	0	0	0	88	5	9	38	82	44	5	3	0	0	0	0	0	0	186
16:00	0	0	13	40	19	2	0	0	0	0	0	0	0	74	0	2	9	32	38	14	1	0	0	0	0	0	0	96	0	2	22	72	57	16	1	0	0	0	0	0	0	170
16:15	0	2	11	45	27	5	0	0	0	0	0	0	0	90	0	4	5	46	31	12	0	0	0	0	0	0	0	98	0	6	16	91	58	17	0	0	0	0	0	0	0	188
16:30	0	2	13	53	26	3	0	0	0	0	0	0	0	97	0	1	10	37	48	6	0	0	0	0	0	0	0	102	0	3	23	90	74	9	0	0	0	0	0	0	0	199
16:45	1	13	18	47	18	4	1	0	0	0	0	0	0	102	0	4	24	58	30	5	0	0	0	0	0	0	0	121	1	17	42	105	48	9	1	0	0	0	0	0	0	223
17:00	0	17	27	46	17	4	0	0	0	0	0	0	0	111	0	1	30	41	16	9	1	0	0	0	0	0	0	98	0	18	57	87	33	13	1	0	0	0	0	0	0	209
17:15	1	19	34	45	17	2	0	0	0	0	0	0	0	118	0	3	18	44	34	2	3	0	0	0	0	0	0	104	1	22	52	89	51	4	3	0	0	0	0	0	0	222
17:30	1	2	6	36	26	2	0	0	0	0	0	0	0	73	0	3	15	54	41	3	0	0	0	0	0	0	0	116	1	5	21	90	67	5	0	0	0	0	0	0	0	189
17:45	0	5	13	46	18	4	0	0	0	0	0	0	0	86	0	1	8	61	38	10	0	0	0	0	0	0	0	118	0	6	21	107	56	14	0	0	0	0	0	0	0	204
18:00	1	3	13	35	32	8	0	0	0	0	0	0	0	92	0	3	7	34	31	9	1	0	0	0	0	0	0	85	1	6	20	69	63	17	1	0	0	0	0	0	0	177
18:15	1	1	21	49	18	2	0	0	0	0	0	0	0	92	0	2	8	22	31	10	1	0	0	0	0	0	0	74	1	3	29	71	49	12	1	0	0	0	0	0	0	166
18:30	1	4	4	40	13	2	0	0	0	0	0	0	0	64	0	2	10	22	34	8	0	0	0	0	0	0	0	76	1	6	14	62	47	10	0	0	0	0	0	0	0	140
18:45	0	3	11	42	12	4	1	0	0	0	0	0	0	73	0	4	4	23	38	6	0	0	0	0	0	0	0	75	0	7	15	65	50	10	1	0	0	0	0	0	0	148
19:00	0	4	10	30	9	3	0	0	0	0	0	0	0	56	0	2	9	36	27	3	1	0	0	0	0	0	0	78	0	6	19	66	36	6	1	0	0	0	0	0	0	134
19:15	0	4	16	25	7	1	1	0	0	0	0	0	0	54	0	14	15	26	14	3	0	0	0	0	0	0	0	72	0	18	31	51	21	4	1	0	0	0	0	0	0	126
19:30	0	5	22	46	9	0	0	0	0	0	0	0	0	82	1	18	18	31	18	2	0	0	0	0	0	0	0	88	1	23	40	77	27	2	0	0	0	0	0	0	0	170
19:45	0	0	11	22	8	1	0	0	0	0	0	0	0	42	0	6	4	37	17	4	0	0	0	0	0	0	0	68	0	6	15	59	25	5	0	0	0	0	0	0	0	110
20:00	1	0	7	26	14	1	0	0	0	0	0	0	0	49	0	4	8	21	18	5	0	0	0	0	0	0	0	56	1	4	15	47	32	6	0	0	0	0	0	0	0	105
20:15	0	1	10	18	7	1	0	0	0	0	0	0	0	37	0	0	6	25	19	1	0	0	0	0	0	0	0	51	0	1	16	43	26	2	0	0	0	0	0	0	0	88
20:30	0	0	9	16	8	1	0	0	0	0	0	0	0	34	0	0	4	27	9	2	0	0	0	0	0	0	0	42	0	0	13	43	17	3	0	0	0	0	0	0	0	76
20:45	0	0	9	10	6	3	0	0	0	0	0	0	0	28	0	3	6	25	9	1	0	0	0	0	0	0	0	44	0	3	15	35	15	4	0	0	0	0	0	0	0	72
21:00	1	0	3	6	0	1	0	0	0	0	0	0	0	11	0	0	5	19	9	0	0	0	0	0	0	0	0	33	1	0	8	25	9	1	0	0	0	0	0	0	0	44
21:15	0	1	8	6	2	0	0	0	0	0	0	0	0	17	1	1	2	21	8	2	1	0	0	0	0	0	0	36	1	2	10	27	10	2	1	0	0	0	0	0	0	53
21:30	1	0	5	1	5	0	0	0	0	0	0	0	0	12	0	0	2	11	10	0	1	0	0	0	0	0	0	24	1	0	7	12	15	0	1	0	0	0	0	0	0	36
21:45	0	0	4	7	0	0	0	0	0	0	0	0	0	11	0	0	1	9	8	1	1	0	0	0	0	0	0	20	0	0	5	16	8	1	1	0	0	0	0	0	0	31
22:00	0	0	1	5	2	0	0	0	0	0	0	0	0	8	0	1	3	5	9	0	0	0	0	0	0	0	0	18	0	1	4	10	11	0	0	0	0	0	0	0	0	26
22:15	0	0	2	5	4	0	0	0	0	0	0	0	0	11	0	0	1	8	1	0	0	0	0	0	0	0	0	10	0	0	3	13	5	0	0	0	0	0	0	0	0	21
22:30	0	0	2	1	1	0	0	0	0	0	0	0	0	4	0	1	2	10	4	3	0	0	0	0	0	0	0	20	0	1	4	11	5	3	0	0	0	0	0	0	0	24
22:45	0	0	2	4	1	1	0	0	0	0	0	0	0	8	0	0	1	4	5	1	0	0	0	0	0	0	0	11	0	0	3	8	6	2	0	0	0	0	0	0	0	19
23:00	0	0	3	2	2	0	0	0	0	0	0	0	0	7	0	0	0	5	7	1	1	0	0	0	0	0	0	14	0	0	3	7	9	1	1	0	0	0	0	0	0	21
23:15	0	0	0	1	2	0	0	0	0	0	0	0	0	3	0	0	0	4	3	2	0	0	0	0	0	0	0	9	0	0	0	5	5	2	0	0	0	0	0	0	0	12
23:30	0	0	1	5	1	0	0	0	0	0	0	0	0	7	0	0	0	3	2	0	0	0	0	0	0	0	0	5	0	0	1	8	3	0	0	0	0	0	0	0	0	12
23:45	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	1	2	3	0	0	0	0	0	0	0	0	6	0	0	1	2	5	0	0	0	0	0	0	0	0	8
Totals	**53**	**220**	**937**	**2,598**	**1,239**	**173**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**5,235**	**35**	**163**	**527**	**1,758**	**1,434**	**324**	**43**	**4**	**0**	**0**	**0**	**0**	**0**	**4,288**	**88**	**383**	**1,464**	**4,356**	**2,673**	**497**	**58**	**4**	**0**	**0**	**0**	**0**	**0**	**9,523**
% of Totals	1%	4%	18%	50%	24%	3%	0%	0%	0%	0%	0%	0%	0%	100%	1%	4%	12%	41%	33%	8%	1%	0%	0%	0%	0%	0%	0%	100%	1%	4%	15%	46%	28%	5%	1%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Parker Farms Rd E/O Parker Farms Rd/Hope Hill Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,235	4,288	9,523

DAILY TOTALS

15-Minutes Interval

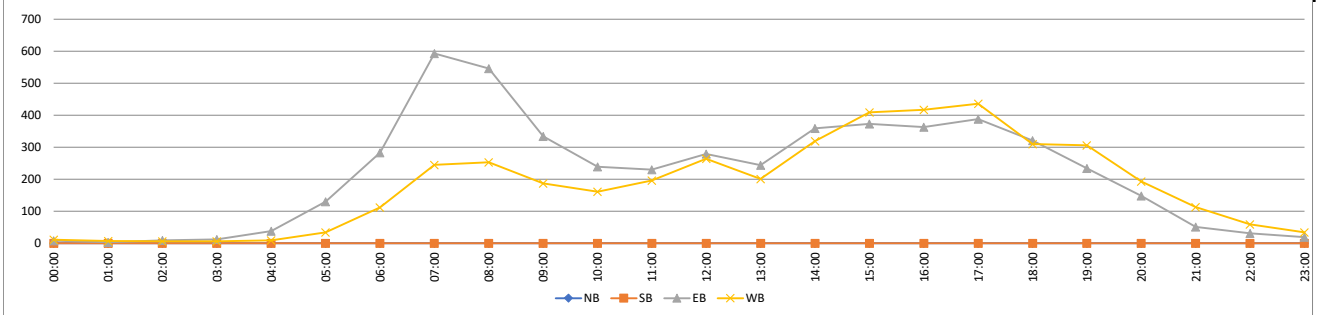
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			3	8	11	12:00			75	61	136
0:15			5	1	6	12:15			69	71	140
0:30			0	1	1	12:30			59	67	126
0:45			0	1	1	12:45			76	65	141
1:00			2	2	4	13:00			44	52	96
1:15			0	2	2	13:15			52	40	92
1:30			1	1	2	13:30			66	54	120
1:45			0	2	2	13:45			82	55	137
2:00			2	1	3	14:00			102	69	171
2:15			2	1	3	14:15			79	88	167
2:30			3	4	7	14:30			90	78	168
2:45			2	0	2	14:45			88	84	172
3:00			2	2	4	15:00			76	96	172
3:15			2	0	2	15:15			90	105	195
3:30			3	2	5	15:30			109	120	229
3:45			5	2	7	15:45			98	88	186
4:00			4	4	8	16:00			74	96	170
4:15			7	0	7	16:15			90	98	188
4:30			13	1	14	16:30			97	102	199
4:45			14	4	18	16:45			102	121	223
5:00			17	8	25	17:00			111	98	209
5:15			29	7	36	17:15			118	104	222
5:30			36	10	46	17:30			73	116	189
5:45			48	9	57	17:45			86	118	204
6:00			46	16	62	18:00			92	85	177
6:15			75	17	92	18:15			92	74	166
6:30			72	38	110	18:30			64	76	140
6:45			90	41	131	18:45			73	75	148
7:00			140	63	203	19:00			56	78	134
7:15			142	56	198	19:15			54	72	126
7:30			142	61	203	19:30			82	88	170
7:45			169	65	234	19:45			42	68	110
8:00			119	49	168	20:00			49	56	105
8:15			152	41	193	20:15			37	51	88
8:30			140	62	202	20:30			34	42	76
8:45			135	101	236	20:45			28	44	72
9:00			106	43	149	21:00			11	33	44
9:15			97	44	141	21:15			17	36	53
9:30			71	57	128	21:30			12	24	36
9:45			60	43	103	21:45			11	20	31
10:00			49	40	89	22:00			8	18	26
10:15			56	41	97	22:15			11	10	21
10:30			66	39	105	22:30			4	20	24
10:45			68	41	109	22:45			8	11	19
11:00			52	44	96	23:00			7	14	21
11:15			48	44	92	23:15			3	9	12
11:30			59	55	114	23:30			7	5	12
11:45			71	53	124	23:45			2	6	8
TOTALS	0	0	2425	1227	3652	TOTALS	0	0	2810	3061	5871
SPLIT %	0%	0%	66%	34%	38%	SPLIT %	0%	0%	48%	52%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			8	11	19
01:00	02:00			3	7	10
02:00	03:00			9	6	15
03:00	04:00			12	6	18
04:00	05:00			38	9	47
05:00	06:00			130	34	164
06:00	07:00			283	112	395
07:00	08:00			593	245	838
08:00	09:00			546	253	799
09:00	10:00			334	187	521
10:00	11:00			239	161	400
11:00	12:00			230	196	426
12:00	13:00			279	264	543
13:00	14:00			244	201	445
14:00	15:00			359	319	678
15:00	16:00			373	409	782
16:00	17:00			363	417	780
17:00	18:00			388	436	824
18:00	19:00			321	310	631
19:00	20:00			234	306	540
20:00	21:00			148	193	341
21:00	22:00			51	113	164
22:00	23:00			31	59	90
23:00	00:00			19	34	53

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			2425	1227	3652
Peak Hour			7:00	8:00	7:00
Peak Volume			593	253	838
Peak Hour Factor			0.877	0.626	0.895
Peak Period	12:00	to	00:00		
Volume			2810	3061	5871
Peak Hour			16:30	16:45	16:30
Peak Volume			428	439	853
Peak Hour Factor			0.907	0.907	0.956
Peak Period	07:00	to	09:00		
Volume			1139	498	1637
Peak Hour			7:00	8:00	7:00
Peak Volume			593	253	838
Peak Hour Factor			0.877	0.626	0.895
Peak Period	16:00	to	18:00		
Volume			751	853	1604
Peak Hour			16:30	16:45	16:30
Peak Volume			428	439	853
Peak Hour Factor			0.907	0.907	0.956



Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_003

HOURLY BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	17	4	0	0	0	0	0	0	0	0	0	0	21
5:00	0	21	7	0	0	0	0	0	0	0	0	0	0	28	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	26	8	0	0	0	0	0	0	0	0	0	0	34
6:00	0	58	18	3	0	0	0	0	0	0	0	0	0	79	0	47	11	2	1	0	0	0	0	0	0	0	0	61	0	105	29	5	1	0	0	0	0	0	0	0	0	140
7:00	0	182	27	4	2	0	0	0	0	0	0	0	0	215	0	114	18	7	2	0	0	1	1	0	0	0	0	143	0	296	45	11	4	0	0	1	1	0	0	0	0	358
8:00	0	139	26	6	2	0	0	1	0	0	0	0	0	174	1	102	23	13	2	0	0	0	0	0	0	0	0	141	1	241	49	19	4	0	0	1	0	0	0	0	0	315
9:00	0	112	23	3	1	0	0	0	0	0	0	0	0	139	0	66	14	1	4	1	1	1	0	0	0	0	0	88	0	178	37	4	5	1	1	1	0	0	0	0	0	227
10:00	0	76	25	0	5	1	0	1	0	0	0	0	0	108	0	59	19	0	4	0	1	0	0	0	0	0	0	83	0	135	44	0	9	1	1	1	0	0	0	0	0	191
11:00	0	79	23	0	1	0	0	0	0	0	0	0	0	103	0	87	24	2	0	3	1	0	0	0	0	0	0	117	0	166	47	2	1	3	1	0	0	0	0	0	0	220
12:00	0	94	17	3	2	0	0	0	0	0	0	0	0	116	0	101	23	1	1	1	1	0	0	0	0	0	0	128	0	195	40	4	3	1	1	0	0	0	0	0	0	244
13:00	0	100	19	0	4	2	0	0	0	0	0	0	0	125	0	74	16	0	4	0	0	2	0	0	0	0	0	96	0	174	35	0	8	2	0	2	0	0	0	0	0	221
14:00	0	121	21	6	4	1	0	0	0	0	0	0	0	153	1	159	28	7	3	0	0	0	0	0	0	0	0	198	1	280	49	13	7	1	0	0	0	0	0	0	0	351
15:00	2	208	26	5	6	0	0	0	0	0	0	0	0	247	0	147	27	11	4	0	0	0	0	0	0	0	0	189	2	355	53	16	10	0	0	0	0	0	0	0	0	436
16:00	0	180	39	1	2	0	1	0	0	0	0	0	0	223	0	145	21	1	3	0	0	2	0	0	0	0	0	172	0	325	60	2	5	0	1	2	0	0	0	0	0	395
17:00	1	154	19	0	1	0	0	0	0	0	0	0	0	175	0	126	20	0	1	0	0	0	0	0	0	0	0	147	1	280	39	0	2	0	0	0	0	0	0	0	0	322
18:00	0	96	15	1	1	0	0	0	0	0	0	0	0	113	0	95	12	0	1	0	0	0	0	0	0	0	0	108	0	191	27	1	2	0	0	0	0	0	0	0	0	221
19:00	1	75	12	0	0	1	0	0	0	0	0	0	0	89	0	129	17	0	1	0	0	0	0	0	0	0	0	147	1	204	29	0	1	1	0	0	0	0	0	0	0	236
20:00	0	36	6	0	0	0	0	0	0	0	0	0	0	42	1	60	9	0	0	0	0	0	0	0	0	0	0	70	1	96	15	0	0	0	0	0	0	0	0	0	0	112
21:00	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	55	3	0	0	0	0	0	0	0	0	0	0	58
22:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	23	3	0	0	0	0	0	0	0	0	0	0	26
23:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	24	3	0	0	0	0	0	0	0	0	0	0	27
Totals	**4**	**1,809**	**329**	**32**	**31**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**2,213**	**3**	**1,577**	**292**	**45**	**31**	**5**	**4**	**6**	**1**	**0**	**0**	**0**	**0**	**1,964**	**7**	**3,386**	**621**	**77**	**62**	**10**	**5**	**8**	**1**	**0**	**0**	**0**	**0**	**4,177**
% of Totals	0%	82%	15%	1%	1%	0%	0%	0%						100%	0%	80%	15%	2%	2%	0%	0%	0%	0%					100%	0%	81%	15%	2%	1%	0%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



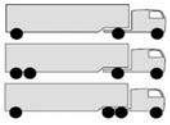
#5 2-Axle, 6-Tire Single Units



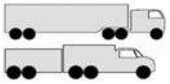
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00														876													652													1528
	%	0%	31%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	25%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	33%	0%	28%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	37%
	Peak Hour	0:00	6:45	6:45	8:15	10:00	10:00	0:00	8:00	0:00	0:00	0:00	0:00	0:00	6:45	7:30	7:00	10:45	8:00	9:45	10:15	8:15	7:00	6:45	0:00	0:00	0:00	0:00	8:15	7:30	7:00	8:15	8:15	9:45	10:15	8:15	8:45	6:45	0:00	0:00	0:00	0:00	7:00
	Peak Volume	0	182	31	9	5	1	0	1	0	0	0	0	0	221	1	114	26	13	5	3	1	1	1	0	0	0	0	148	1	296	50	21	9	4	1	2	1	0	0	0	0	358
	12:00 - 24:00	4	1116	176	16	20	4	1	0	0	0	0	0	0	1337	2	1086	180	20	18	1	1	4	0	0	0	0	0	1312	6	2202	356	36	38	5	2	4	0	0	0	0	0	2649
	%	0%	50%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	60%	0%	55%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	67%	0%	53%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	63%
	Peak Hour	14:45	15:30	16:00	14:15	15:00	13:00	15:30	12:00	12:00	12:00	12:00	12:00	12:00	15:30	14:00	15:15	14:30	15:00	12:45	12:00	12:00	12:45	12:00	12:00	12:00	12:00	12:00	14:00	14:45	15:15	16:15	15:00	12:45	12:15	12:00	12:45	12:00	12:00	12:00	12:00	12:00	15:15
	Peak Volume	2	229	39	8	6	2	1	0	0	0	0	0	0	275	1	160	31	11	5	1	1	2	0	0	0	0	0	198	3	388	61	16	10	2	1	2	0	0	0	0	0	466
	07:00 - 09:00	0	321	53	10	4	0	0	1	0	0	0	0	0	389	1	216	41	20	4	0	0	1	1	0	0	0	0	284	1	537	94	30	8	0	0	2	1	0	0	0	0	673
	%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	11%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	13%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
	Peak Hour	7:00	7:00	7:15	8:00	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	8:00	8:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	8:00	8:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
	Peak Volume	0	182	30	6	2	0	0	1	0	0	0	0	0	215	1	114	23	13	4	0	0	1	1	0	0	0	0	143	1	296	49	19	6	0	0	1	1	0	0	0	0	358
	16:00 - 18:00	1	334	58	1	3	0	1	0	0	0	0	0	0	398	0	271	41	1	4	0	0	2	0	0	0	0	0	319	1	605	99	2	7	0	1	2	0	0	0	0	0	717
	%	0%	15%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
	Peak Hour	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:15	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
	Peak Volume	1	180	39	1	2	0	1	0	0	0	0	0	0	223	0	145	26	1	4	0	0	2	0	0	0	0	0	172	1	325	61	2	6	0	1	2	0	0	0	0	0	395

Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
0:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:30	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
4:45	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
5:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:15	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
5:30	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
5:45	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
6:00	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**	0	13	6	0	0	0	0	0	0	0	0	0	0	**19**
6:15	0	11	5	0	0	0	0	0	0	0	0	0	0	**16**	0	10	2	2	0	0	0	0	0	0	0	0	0	**14**	0	21	7	2	0	0	0	0	0	0	0	0	0	**30**
6:30	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**	0	17	4	0	0	0	0	0	0	0	0	0	0	**21**	0	27	8	0	0	0	0	0	0	0	0	0	0	**35**
6:45	0	29	6	3	0	0	0	0	0	0	0	0	0	**38**	0	15	2	0	1	0	0	0	0	0	0	0	0	**18**	0	44	8	3	1	0	0	0	0	0	0	0	0	**56**
7:00	0	48	6	1	0	0	0	0	0	0	0	0	0	**55**	0	20	3	2	0	0	0	0	0	0	0	0	0	**25**	0	68	9	3	0	0	0	0	0	0	0	0	0	**80**
7:15	0	72	10	2	1	0	0	0	0	0	0	0	0	**85**	0	33	4	2	1	0	0	0	0	0	0	0	0	**40**	0	105	14	4	2	0	0	0	0	0	0	0	0	**125**
7:30	0	33	9	1	0	0	0	0	0	0	0	0	0	**43**	0	28	6	0	0	0	0	1	0	0	0	0	0	**35**	0	61	15	1	0	0	0	0	1	0	0	0	0	**78**
7:45	0	29	2	0	1	0	0	0	0	0	0	0	0	**32**	0	33	5	3	1	0	0	1	0	0	0	0	0	**43**	0	62	7	3	2	0	0	1	0	0	0	0	0	**75**
8:00	0	25	9	0	0	0	0	0	0	0	0	0	0	**34**	0	17	3	1	2	0	0	0	0	0	0	0	0	**23**	0	42	12	1	2	0	0	0	0	0	0	0	0	**57**
8:15	0	38	4	1	0	0	0	0	0	0	0	0	0	**43**	1	18	7	1	0	0	0	0	0	0	0	0	0	**27**	1	56	11	2	0	0	0	0	0	0	0	0	0	**70**
8:30	0	38	5	2	1	0	0	0	0	0	0	0	0	**46**	0	17	7	3	0	0	0	0	0	0	0	0	0	**27**	0	55	12	5	1	0	0	0	0	0	0	0	0	**73**
8:45	0	38	8	3	1	0	0	1	0	0	0	0	0	**51**	0	50	6	8	0	0	0	0	0	0	0	0	0	**64**	0	88	14	11	1	0	0	1	0	0	0	0	0	**115**
9:00	0	40	8	3	0	0	0	0	0	0	0	0	0	**51**	0	22	5	0	2	0	1	0	0	0	0	0	0	**30**	0	62	13	3	2	0	1	0	0	0	0	0	0	**81**
9:15	0	33	4	0	0	0	0	0	0	0	0	0	0	**37**	0	17	2	0	0	1	0	0	0	0	0	0	0	**20**	0	50	6	0	0	1	0	0	0	0	0	0	0	**57**
9:30	0	16	6	0	1	0	0	0	0	0	0	0	0	**23**	0	15	5	0	0	0	0	1	0	0	0	0	0	**21**	0	31	11	0	1	0	0	1	0	0	0	0	0	**44**
9:45	0	23	5	0	0	0	0	0	0	0	0	0	0	**28**	0	12	2	1	2	0	0	0	0	0	0	0	0	**17**	0	35	7	1	2	0	0	0	0	0	0	0	0	**45**
10:00	0	20	7	0	0	0	0	0	0	0	0	0	0	**27**	0	14	3	0	1	0	0	0	0	0	0	0	0	**18**	0	34	10	0	1	0	0	0	0	0	0	0	0	**45**
10:15	0	15	5	0	2	0	0	1	0	0	0	0	0	**23**	0	15	6	0	0	0	1	0	0	0	0	0	0	**22**	0	30	11	0	2	0	1	1	0	0	0	0	0	**45**
10:30	0	16	8	0	2	0	0	0	0	0	0	0	0	**26**	0	12	3	0	2	0	0	0	0	0	0	0	0	**17**	0	28	11	0	4	0	0	0	0	0	0	0	0	**43**
10:45	0	25	5	0	1	1	0	0	0	0	0	0	0	**32**	0	18	7	0	1	0	0	0	0	0	0	0	0	**26**	0	43	12	0	2	1	0	0	0	0	0	0	0	**58**
11:00	0	22	8	0	0	0	0	0	0	0	0	0	0	**30**	0	10	6	0	0	3	0	0	0	0	0	0	0	**19**	0	32	14	0	0	3	0	0	0	0	0	0	0	**49**
11:15	0	20	3	0	1	0	0	0	0	0	0	0	0	**24**	0	21	4	0	0	0	1	0	0	0	0	0	0	**26**	0	41	7	0	1	0	1	0	0	0	0	0	0	**50**
11:30	0	18	6	0	0	0	0	0	0	0	0	0	0	**24**	0	26	9	2	0	0	0	0	0	0	0	0	0	**37**	0	44	15	2	0	0	0	0	0	0	0	0	0	**61**
11:45	0	19	6	0	0	0	0	0	0	0	0	0	0	**25**	0	30	5	0	0	0	0	0	0	0	0	0	0	**35**	0	49	11	0	0	0	0	0	0	0	0	0	0	**60**

Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	24	3	0	0	0	0	0	0	0	0	0	0	27	0	25	5	0	0	0	0	0	0	0	0	0	0	30	0	49	8	0	0	0	0	0	0	0	0	0	0	57
12:15	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	29	6	1	0	1	0	0	0	0	0	0	0	37	0	48	10	1	0	1	0	0	0	0	0	0	0	60
12:30	0	21	3	0	0	0	0	0	0	0	0	0	0	24	0	22	5	0	0	0	0	0	0	0	0	0	0	27	0	43	8	0	0	0	0	0	0	0	0	0	0	51
12:45	0	30	7	3	2	0	0	0	0	0	0	0	0	42	0	25	7	0	1	0	1	0	0	0	0	0	0	34	0	55	14	3	3	0	1	0	0	0	0	0	0	76
13:00	0	25	2	0	1	1	0	0	0	0	0	0	0	29	0	20	2	0	0	0	0	1	0	0	0	0	0	23	0	45	4	0	1	1	0	1	0	0	0	0	0	52
13:15	0	26	4	0	1	0	0	0	0	0	0	0	0	31	0	20	3	0	1	0	0	0	0	0	0	0	0	24	0	46	7	0	2	0	0	0	0	0	0	0	0	55
13:30	0	18	6	0	1	0	0	0	0	0	0	0	0	25	0	17	7	0	3	0	0	1	0	0	0	0	0	28	0	35	13	0	4	0	0	1	0	0	0	0	0	53
13:45	0	31	7	0	1	1	0	0	0	0	0	0	0	40	0	17	4	0	0	0	0	0	0	0	0	0	0	21	0	48	11	0	1	1	0	0	0	0	0	0	0	61
14:00	0	26	4	0	1	1	0	0	0	0	0	0	0	32	0	70	6	3	0	0	0	0	0	0	0	0	0	79	0	96	10	3	1	1	0	0	0	0	0	0	0	111
14:15	0	26	6	3	1	0	0	0	0	0	0	0	0	36	0	18	5	1	1	0	0	0	0	0	0	0	0	25	0	44	11	4	2	0	0	0	0	0	0	0	0	61
14:30	0	40	2	2	2	0	0	0	0	0	0	0	0	46	0	30	11	3	2	0	0	0	0	0	0	0	0	46	0	70	13	5	4	0	0	0	0	0	0	0	0	92
14:45	0	29	9	1	0	0	0	0	0	0	0	0	0	39	1	41	6	0	0	0	0	0	0	0	0	0	0	48	1	70	15	1	0	0	0	0	0	0	0	0	0	87
15:00	0	36	8	2	1	0	0	0	0	0	0	0	0	47	0	33	7	0	1	0	0	0	0	0	0	0	0	41	0	69	15	2	2	0	0	0	0	0	0	0	0	88
15:15	0	52	6	0	2	0	0	0	0	0	0	0	0	60	0	48	7	6	1	0	0	0	0	0	0	0	0	62	0	100	13	6	3	0	0	0	0	0	0	0	0	122
15:30	2	74	8	1	2	0	0	0	0	0	0	0	0	87	0	33	6	4	2	0	0	0	0	0	0	0	0	45	2	107	14	5	4	0	0	0	0	0	0	0	0	132
15:45	0	46	4	2	1	0	0	0	0	0	0	0	0	53	0	33	7	1	0	0	0	0	0	0	0	0	0	41	0	79	11	3	1	0	0	0	0	0	0	0	0	94
16:00	0	56	12	1	0	0	0	0	0	0	0	0	0	69	0	46	2	0	0	0	0	1	0	0	0	0	0	49	0	102	14	1	0	0	0	1	0	0	0	0	0	118
16:15	0	53	11	0	1	0	1	0	0	0	0	0	0	66	0	37	4	0	2	0	0	0	0	0	0	0	0	43	0	90	15	0	3	0	1	0	0	0	0	0	0	109
16:30	0	34	6	0	1	0	0	0	0	0	0	0	0	41	0	33	9	1	1	0	0	1	0	0	0	0	0	45	0	67	15	1	2	0	0	1	0	0	0	0	0	86
16:45	0	37	10	0	0	0	0	0	0	0	0	0	0	47	0	29	6	0	0	0	0	0	0	0	0	0	0	35	0	66	16	0	0	0	0	0	0	0	0	0	0	82
17:00	0	52	9	0	0	0	0	0	0	0	0	0	0	61	0	30	6	0	1	0	0	0	0	0	0	0	0	37	0	82	15	0	1	0	0	0	0	0	0	0	0	98
17:15	1	43	5	0	0	0	0	0	0	0	0	0	0	49	0	32	5	0	0	0	0	0	0	0	0	0	0	37	1	75	10	0	0	0	0	0	0	0	0	0	0	86
17:30	0	35	2	0	1	0	0	0	0	0	0	0	0	38	0	38	5	0	0	0	0	0	0	0	0	0	0	43	0	73	7	0	1	0	0	0	0	0	0	0	0	81
17:45	0	24	3	0	0	0	0	0	0	0	0	0	0	27	0	26	4	0	0	0	0	0	0	0	0	0	0	30	0	50	7	0	0	0	0	0	0	0	0	0	0	57
18:00	0	24	7	0	0	0	0	0	0	0	0	0	0	31	0	27	2	0	1	0	0	0	0	0	0	0	0	30	0	51	9	0	1	0	0	0	0	0	0	0	0	61
18:15	0	24	2	0	1	0	0	0	0	0	0	0	0	27	0	11	4	0	0	0	0	0	0	0	0	0	0	15	0	35	6	0	1	0	0	0	0	0	0	0	0	42
18:30	0	18	4	1	0	0	0	0	0	0	0	0	0	23	0	32	3	0	0	0	0	0	0	0	0	0	0	35	0	50	7	1	0	0	0	0	0	0	0	0	0	58
18:45	0	30	2	0	0	0	0	0	0	0	0	0	0	32	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	55	5	0	0	0	0	0	0	0	0	0	0	60
19:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	43	4	0	0	0	0	0	0	0	0	0	0	47
19:15	0	15	6	0	0	1	0	0	0	0	0	0	0	22	0	31	5	0	0	0	0	0	0	0	0	0	0	36	0	46	11	0	0	1	0	0	0	0	0	0	0	58
19:30	0	28	3	0	0	0	0	0	0	0	0	0	0	31	0	38	5	0	1	0	0	0	0	0	0	0	0	44	0	66	8	0	1	0	0	0	0	0	0	0	0	75
19:45	1	13	1	0	0	0	0	0	0	0	0	0	0	15	0	36	5	0	0	0	0	0	0	0	0	0	0	41	1	49	6	0	0	0	0	0	0	0	0	0	0	56
20:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	1	19	3	0	0	0	0	0	0	0	0	0	0	23	1	27	4	0	0	0	0	0	0	0	0	0	0	32
20:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	19	3	0	0	0	0	0	0	0	0	0	0	22
20:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	27	1	0	0	0	0	0	0	0	0	0	0	28
20:45	0	12	5	0	0	0	0	0	0	0	0	0	0	17	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	23	7	0	0	0	0	0	0	0	0	0	0	30
21:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	15	1	0	0	0	0	0	0	0	0	0	0	16
21:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	20	0	0	0	0	0	0	0	0	0	0	0	20
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	13	2	0	0	0	0	0	0	0	0	0	0	15
21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	11	0	0	0	0	0	0	0	0	0	0	0	11
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	0	0	0	0	0	0	6
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	5	2	0	0	0	0	0	0	0	0	0	0	7
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	6	2	0	0	0	0	0	0	0	0	0	0	8
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Totals	**4**	**1,809**	**329**	**32**	**31**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**2,213**	**3**	**1,577**	**292**	**45**	**31**	**5**	**4**	**6**	**1**	**0**	**0**	**0**	**0**	**1,964**	**7**	**3,386**	**621**	**77**	**62**	**10**	**5**	**8**	**1**	**0**	**0**	**0**	**0**	**4,177**
% of Totals	0%	82%	15%	1%	1%	0%	0%	0%						100%	0%	80%	15%	2%	2%	0%	0%	0%	0%					100%	0%	81%	15%	2%	1%	0%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_003

HOURLY BREAKDOWN

Time	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	0	0	1	0	2	2	0	0	0	0	0	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0	0	1	4	2	2	0	0	0	0	0	0	0	9
1:00	0	0	1	1	1	0	0	1	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	0	1	0	0	0	0	0	5
2:00	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
3:00	0	2	0	1	0	1	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	1	1	1	0	0	0	0	0	0	0	5
4:00	0	0	0	4	6	3	2	0	0	0	0	0	0	15	0	0	1	5	0	0	0	0	0	0	0	0	0	6	0	0	1	9	6	3	2	0	0	0	0	0	0	21
5:00	0	0	2	6	10	8	1	1	0	0	0	0	0	28	0	0	2	4	0	0	0	0	0	0	0	0	0	6	0	0	4	10	10	8	1	1	0	0	0	0	0	34
6:00	0	2	3	28	33	13	0	0	0	0	0	0	0	79	0	1	9	25	20	6	0	0	0	0	0	0	0	61	0	3	12	53	53	19	0	0	0	0	0	0	0	140
7:00	2	4	7	64	110	27	1	0	0	0	0	0	0	215	1	10	16	58	50	7	1	0	0	0	0	0	0	143	3	14	23	122	160	34	2	0	0	0	0	0	0	358
8:00	1	4	19	60	73	15	2	0	0	0	0	0	0	174	0	7	28	58	44	4	0	0	0	0	0	0	0	141	1	11	47	118	117	19	2	0	0	0	0	0	0	315
9:00	0	2	8	52	61	16	0	0	0	0	0	0	0	139	0	3	19	27	34	3	2	0	0	0	0	0	0	88	0	5	27	79	95	19	2	0	0	0	0	0	0	227
10:00	0	2	5	36	48	15	2	0	0	0	0	0	0	108	0	6	13	41	19	3	1	0	0	0	0	0	0	83	0	8	18	77	67	18	3	0	0	0	0	0	0	191
11:00	0	5	8	29	42	19	0	0	0	0	0	0	0	103	1	9	17	53	31	6	0	0	0	0	0	0	0	117	1	14	25	82	73	25	0	0	0	0	0	0	0	220
12:00	0	1	10	47	51	6	1	0	0	0	0	0	0	116	0	11	29	56	30	1	1	0	0	0	0	0	0	128	0	12	39	103	81	7	2	0	0	0	0	0	0	244
13:00	1	0	12	34	63	14	1	0	0	0	0	0	0	125	1	1	24	45	22	3	0	0	0	0	0	0	0	96	2	1	36	79	85	17	1	0	0	0	0	0	0	221
14:00	6	2	7	54	66	16	2	0	0	0	0	0	0	153	0	3	40	98	45	10	2	0	0	0	0	0	0	198	6	5	47	152	111	26	4	0	0	0	0	0	0	351
15:00	0	6	15	106	97	20	3	0	0	0	0	0	0	247	1	11	25	72	76	4	0	0	0	0	0	0	0	189	1	17	40	178	173	24	3	0	0	0	0	0	0	436
16:00	0	2	16	74	99	30	2	0	0	0	0	0	0	223	1	6	26	79	50	8	2	0	0	0	0	0	0	172	1	8	42	153	149	38	4	0	0	0	0	0	0	395
17:00	0	4	8	57	88	16	2	0	0	0	0	0	0	175	0	3	29	58	52	5	0	0	0	0	0	0	0	147	0	7	37	115	140	21	2	0	0	0	0	0	0	322
18:00	0	1	1	39	51	19	2	0	0	0	0	0	0	113	1	4	18	42	41	2	0	0	0	0	0	0	0	108	1	5	19	81	92	21	2	0	0	0	0	0	0	221
19:00	0	2	5	40	36	5	1	0	0	0	0	0	0	89	0	1	33	77	28	5	2	1	0	0	0	0	0	147	0	3	38	117	64	10	3	1	0	0	0	0	0	236
20:00	0	1	9	14	15	3	0	0	0	0	0	0	0	42	0	2	18	37	8	5	0	0	0	0	0	0	0	70	0	3	27	51	23	8	0	0	0	0	0	0	0	112
21:00	0	1	2	13	11	2	0	0	0	0	0	0	0	29	1	4	7	9	7	1	0	0	0	0	0	0	0	29	1	5	9	22	18	3	0	0	0	0	0	0	0	58
22:00	0	0	0	3	5	1	1	0	0	0	0	0	0	10	1	1	4	6	3	0	0	1	0	0	0	0	0	16	1	1	4	9	8	1	1	1	0	0	0	0	0	26
23:00	0	0	1	0	7	6	1	0	0	0	0	0	0	15	0	1	1	6	4	0	0	0	0	0	0	0	0	12	0	1	2	6	11	6	1	0	0	0	0	0	0	27
Totals	**10**	**41**	**140**	**763**	**975**	**257**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**2,213**	**8**	**84**	**360**	**860**	**566**	**73**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**1,964**	**18**	**125**	**500**	**1,623**	**1,541**	**330**	**35**	**5**	**0**	**0**	**0**	**0**	**0**	**4,177**
% of Totals	0%	2%	6%	34%	44%	12%	1%	0%						100%	0%	4%	18%	44%	29%	4%	1%	0%						100%	0%	3%	12%	39%	37%	8%	1%	0%						100%

STATISTICS

00:00 - 12:00	3	21	54	282	386	119	8	3	0	0	0	0	0	876	2	36	106	275	200	29	4	0	0	0	0	0	0	652	5	57	160	557	586	148	12	3	0	0	0	0	0	1528
%	0%	1%	2%	13%	17%	5%	0%	0%	0%	0%	0%	0%	0%	40%	0%	2%	5%	12%	9%	1%	0%	0%	0%	0%	0%	0%	0%	29%	0%	3%	7%	25%	26%	7%	1%	0%	0%	0%	0%	0%	0%	69%
Peak Hour	6:45	7:15	8:15	8:15	6:45	6:30	4:30	1:15	0:00	0:00	0:00	0:00	0:00	6:45	6:45	7:00	8:30	11:30	7:00	6:30	8:45	0:00	0:00	0:00	0:00	0:00	0:00	8:15	6:45	7:15	8:15	8:15	7:00	6:30	8:45	1:15	0:00	0:00	0:00	0:00	0:00	7:00
Peak Volume	2	6	23	76	111	27	3	2	0	0	0	0	0	221	1	10	34	66	50	7	2	0	0	0	0	0	0	148	3	15	54	132	160	34	4	2	0	0	0	0	0	358
12:00 - 24:00	7	20	86	481	589	138	16	0	0	0	0	0	0	1337	6	48	254	585	366	44	7	2	0	0	0	0	0	1312	13	68	340	1066	955	182	23	2	0	0	0	0	0	2649
%	0%	1%	4%	22%	27%	6%	1%	0%	0%	0%	0%	0%	0%	60%	0%	2%	11%	26%	17%	2%	0%	0%	0%	0%	0%	0%	0%	59%	1%	3%	15%	48%	43%	8%	1%	0%	0%	0%	0%	0%	0%	120%
Peak Hour	13:30	15:30	15:30	15:15	15:30	15:30	14:15	12:00	12:00	12:00	12:00	12:00	12:00	15:30	15:15	12:00	13:30	14:00	15:00	14:00	14:00	19:00	12:00	12:00	12:00	12:00	12:00	14:00	13:30	15:00	13:45	15:15	15:15	15:30	14:15	19:00	12:00	12:00	12:00	12:00	12:00	15:15
Peak Volume	7	7	23	113	107	34	4	0	0	0	0	0	0	275	2	11	42	98	76	10	2	1	0	0	0	0	0	198	7	17	49	194	178	40	6	1	0	0	0	0	0	466
07:00 - 09:00	3	8	26	124	183	42	3	0	0	0	0	0	0	389	1	17	44	116	94	11	1	0	0	0	0	0	0	284	4	25	70	240	277	53	4	0	0	0	0	0	0	673
%	0%	0%	1%	6%	8%	2%	0%	0%	0%	0%	0%	0%	0%	18%	0%	1%	2%	5%	4%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	1%	3%	11%	13%	2%	0%	0%	0%	0%	0%	0%	0%	30%
Peak Hour	7:00	7:15	8:00	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	8:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	2	6	19	64	110	27	2	0	0	0	0	0	0	215	1	10	28	61	50	7	1	0	0	0	0	0	0	143	3	15	47	123	160	34	2	0	0	0	0	0	0	358
16:00 - 18:00	0	6	24	131	187	46	4	0	0	0	0	0	0	398	1	9	55	137	102	13	2	0	0	0	0	0	0	319	1	15	79	268	289	59	6	0	0	0	0	0	0	717
%	0%	0%	1%	6%	8%	2%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	2%	6%	5%	1%	0%	0%	0%	0%	0%	0%	0%	14%	0%	1%	4%	12%	13%	3%	0%	0%	0%	0%	0%	0%	0%	32%
Peak Hour	16:00	16:45	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	0	4	16	74	102	30	2	0	0	0	0	0	0	223	1	6	29	79	56	8	2	0	0	0	0	0	0	172	1	9	42	153	157	38	4	0	0	0	0	0	0	395

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	26	31	30	35	38	2213
SOUTHBOUND	23	28	28	33	35	1964
TOTALS	25	29	29	34	37	4177

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	0	3	0	0	0	0	0	0	0	0	0	**3**	0	0	0	3	1	1	0	0	0	0	0	0	0	**5**
0:15	0	0	1	0	1	1	0	0	0	0	0	0	0	**3**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1	1	1	0	0	0	0	0	0	0	**4**
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	1	1	1	0	0	0	0	0	0	0	0	**3**
1:15	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
1:30	0	0	0	0	0	0	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	0	0	0	0	0	**1**
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00	0	0	0	1	0	0	0	1	0	0	0	0	0	**2**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1	0	0	0	1	0	0	0	0	0	**3**
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	2	0	0	1	1	0	0	0	0	0	0	0	**4**
4:00	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
4:15	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
4:30	0	0	0	3	3	1	0	0	0	0	0	0	0	**7**	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**	0	0	0	5	3	1	0	0	0	0	0	0	0	**9**
4:45	0	0	0	1	3	0	2	0	0	0	0	0	0	**6**	0	0	1	3	0	0	0	0	0	0	0	0	0	**4**	0	0	1	4	3	0	2	0	0	0	0	0	0	**10**
5:00	0	0	0	1	0	3	0	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	3	0	0	0	0	0	0	0	**4**
5:15	0	0	0	0	1	0	1	1	0	0	0	0	0	**3**	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**	0	0	0	2	1	0	1	1	0	0	0	0	0	**5**
5:30	0	0	2	2	3	3	0	0	0	0	0	0	0	**10**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	2	3	3	3	0	0	0	0	0	0	0	**11**
5:45	0	0	0	3	6	2	0	0	0	0	0	0	0	**11**	0	0	2	1	0	0	0	0	0	0	0	0	0	**3**	0	0	2	4	6	2	0	0	0	0	0	0	0	**14**
6:00	0	0	0	5	3	3	0	0	0	0	0	0	0	**11**	0	1	2	1	2	2	0	0	0	0	0	0	0	**8**	0	1	2	6	5	5	0	0	0	0	0	0	0	**19**
6:15	0	0	1	6	9	0	0	0	0	0	0	0	0	**16**	0	0	4	6	3	1	0	0	0	0	0	0	0	**14**	0	0	5	12	12	1	0	0	0	0	0	0	0	**30**
6:30	0	0	1	5	4	4	0	0	0	0	0	0	0	**14**	0	0	2	11	7	1	0	0	0	0	0	0	0	**21**	0	0	3	16	11	5	0	0	0	0	0	0	0	**35**
6:45	0	2	1	12	17	6	0	0	0	0	0	0	0	**38**	0	0	1	7	8	2	0	0	0	0	0	0	0	**18**	0	2	2	19	25	8	0	0	0	0	0	0	0	**56**
7:00	0	0	0	12	36	7	0	0	0	0	0	0	0	**55**	0	2	2	10	9	1	1	0	0	0	0	0	0	**25**	0	2	2	22	45	8	1	0	0	0	0	0	0	**80**
7:15	0	1	5	30	38	10	1	0	0	0	0	0	0	**85**	0	2	4	18	13	3	0	0	0	0	0	0	0	**40**	0	3	9	48	51	13	1	0	0	0	0	0	0	**125**
7:30	2	2	1	14	20	4	0	0	0	0	0	0	0	**43**	1	2	2	16	13	1	0	0	0	0	0	0	0	**35**	3	4	3	30	33	5	0	0	0	0	0	0	0	**78**
7:45	0	1	1	8	16	6	0	0	0	0	0	0	0	**32**	0	4	8	14	15	2	0	0	0	0	0	0	0	**43**	0	5	9	22	31	8	0	0	0	0	0	0	0	**75**
8:00	0	2	2	10	17	3	0	0	0	0	0	0	0	**34**	0	1	4	13	4	1	0	0	0	0	0	0	0	**23**	0	3	6	23	21	4	0	0	0	0	0	0	0	**57**
8:15	0	1	6	17	17	2	0	0	0	0	0	0	0	**43**	0	0	1	16	9	1	0	0	0	0	0	0	0	**27**	0	1	7	33	26	3	0	0	0	0	0	0	0	**70**
8:30	0	0	9	20	12	5	0	0	0	0	0	0	0	**46**	0	0	4	9	14	0	0	0	0	0	0	0	0	**27**	0	0	13	29	26	5	0	0	0	0	0	0	0	**73**
8:45	1	1	2	13	27	5	2	0	0	0	0	0	0	**51**	0	6	19	20	17	2	0	0	0	0	0	0	0	**64**	1	7	21	33	44	7	2	0	0	0	0	0	0	**115**
9:00	0	1	6	26	15	3	0	0	0	0	0	0	0	**51**	0	1	7	11	9	1	1	0	0	0	0	0	0	**30**	0	2	13	37	24	4	1	0	0	0	0	0	0	**81**
9:15	0	0	0	16	16	5	0	0	0	0	0	0	0	**37**	0	0	4	6	10	0	0	0	0	0	0	0	0	**20**	0	0	4	22	26	5	0	0	0	0	0	0	0	**57**
9:30	0	1	1	3	15	3	0	0	0	0	0	0	0	**23**	0	1	4	5	8	2	1	0	0	0	0	0	0	**21**	0	2	5	8	23	5	1	0	0	0	0	0	0	**44**
9:45	0	0	1	7	15	5	0	0	0	0	0	0	0	**28**	0	1	4	5	7	0	0	0	0	0	0	0	0	**17**	0	1	5	12	22	5	0	0	0	0	0	0	0	**45**
10:00	0	0	0	13	10	4	0	0	0	0	0	0	0	**27**	0	0	2	12	3	1	0	0	0	0	0	0	0	**18**	0	0	2	25	13	5	0	0	0	0	0	0	0	**45**
10:15	0	2	3	4	13	1	0	0	0	0	0	0	0	**23**	0	4	4	9	4	1	0	0	0	0	0	0	0	**22**	0	6	7	13	17	2	0	0	0	0	0	0	0	**45**
10:30	0	0	1	9	11	4	1	0	0	0	0	0	0	**26**	0	1	4	8	4	0	0	0	0	0	0	0	0	**17**	0	1	5	17	15	4	1	0	0	0	0	0	0	**43**
10:45	0	0	1	10	14	6	1	0	0	0	0	0	0	**32**	0	1	3	12	8	1	1	0	0	0	0	0	0	**26**	0	1	4	22	22	7	2	0	0	0	0	0	0	**58**
11:00	0	3	1	10	14	2	0	0	0	0	0	0	0	**30**	1	2	4	7	4	1	0	0	0	0	0	0	0	**19**	1	5	5	17	18	3	0	0	0	0	0	0	0	**49**
11:15	0	1	3	6	9	5	0	0	0	0	0	0	0	**24**	0	4	5	9	7	1	0	0	0	0	0	0	0	**26**	0	5	8	15	16	6	0	0	0	0	0	0	0	**50**
11:30	0	0	2	7	11	4	0	0	0	0	0	0	0	**24**	0	1	3	20	10	3	0	0	0	0	0	0	0	**37**	0	1	5	27	21	7	0	0	0	0	0	0	0	**61**
11:45	0	1	2	6	8	8	0	0	0	0	0	0	0	**25**	0	2	5	17	10	1	0	0	0	0	0	0	0	**35**	0	3	7	23	18	9	0	0	0	0	0	0	0	**60**

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	1	0	9	15	2	0	0	0	0	0	0	0	**27**	0	3	6	13	8	0	0	0	0	0	0	0	0	**30**	0	4	6	22	23	2	0	0	0	0	0	0	0	**57**
12:15	0	0	3	7	11	2	0	0	0	0	0	0	0	**23**	0	2	11	16	8	0	0	0	0	0	0	0	0	**37**	0	2	14	23	19	2	0	0	0	0	0	0	0	**60**
12:30	0	0	2	6	14	2	0	0	0	0	0	0	0	**24**	0	1	5	14	6	0	1	0	0	0	0	0	0	**27**	0	1	7	20	20	2	1	0	0	0	0	0	0	**51**
12:45	0	0	5	25	11	0	1	0	0	0	0	0	0	**42**	0	5	7	13	8	1	0	0	0	0	0	0	0	**34**	0	5	12	38	19	1	1	0	0	0	0	0	0	**76**
13:00	0	0	6	8	11	4	0	0	0	0	0	0	0	**29**	0	0	8	6	7	2	0	0	0	0	0	0	0	**23**	0	0	14	14	18	6	0	0	0	0	0	0	0	**52**
13:15	0	0	2	7	19	3	0	0	0	0	0	0	0	**31**	1	0	0	17	5	1	0	0	0	0	0	0	0	**24**	1	0	2	24	24	4	0	0	0	0	0	0	0	**55**
13:30	0	0	1	10	12	2	0	0	0	0	0	0	0	**25**	0	0	9	14	5	0	0	0	0	0	0	0	0	**28**	0	0	10	24	17	2	0	0	0	0	0	0	0	**53**
13:45	1	0	3	9	21	5	1	0	0	0	0	0	0	**40**	0	1	7	8	5	0	0	0	0	0	0	0	0	**21**	1	1	10	17	26	5	1	0	0	0	0	0	0	**61**
14:00	0	0	1	13	12	6	0	0	0	0	0	0	0	**32**	0	0	17	41	17	4	0	0	0	0	0	0	0	**79**	0	0	18	54	29	10	0	0	0	0	0	0	0	**111**
14:15	6	2	1	10	13	3	1	0	0	0	0	0	0	**36**	0	1	9	8	7	0	0	0	0	0	0	0	0	**25**	6	3	10	18	20	3	1	0	0	0	0	0	0	**61**
14:30	0	0	3	22	18	2	1	0	0	0	0	0	0	**46**	0	1	8	22	13	2	0	0	0	0	0	0	0	**46**	0	1	11	44	31	4	1	0	0	0	0	0	0	**92**
14:45	0	0	2	9	23	5	0	0	0	0	0	0	0	**39**	0	1	6	27	8	4	2	0	0	0	0	0	0	**48**	0	1	8	36	31	9	2	0	0	0	0	0	0	**87**
15:00	0	0	1	19	21	4	2	0	0	0	0	0	0	**47**	0	2	7	18	11	3	0	0	0	0	0	0	0	**41**	0	2	8	37	32	7	2	0	0	0	0	0	0	**88**
15:15	0	0	2	32	21	4	1	0	0	0	0	0	0	**60**	0	2	6	22	31	1	0	0	0	0	0	0	0	**62**	0	2	8	54	52	5	1	0	0	0	0	0	0	**122**
15:30	0	4	8	35	33	7	0	0	0	0	0	0	0	**87**	0	5	8	15	17	0	0	0	0	0	0	0	0	**45**	0	9	16	50	50	7	0	0	0	0	0	0	0	**132**
15:45	0	2	4	20	22	5	0	0	0	0	0	0	0	**53**	1	2	4	17	17	0	0	0	0	0	0	0	0	**41**	1	4	8	37	39	5	0	0	0	0	0	0	0	**94**
16:00	0	0	3	26	28	12	0	0	0	0	0	0	0	**69**	1	2	9	27	9	1	0	0	0	0	0	0	0	**49**	1	2	12	53	37	13	0	0	0	0	0	0	0	**118**
16:15	0	1	8	22	24	10	1	0	0	0	0	0	0	**66**	0	1	4	14	19	5	0	0	0	0	0	0	0	**43**	0	2	12	36	43	15	1	0	0	0	0	0	0	**109**
16:30	0	0	4	11	25	0	1	0	0	0	0	0	0	**41**	0	0	11	21	11	1	1	0	0	0	0	0	0	**45**	0	0	15	32	36	1	2	0	0	0	0	0	0	**86**
16:45	0	1	1	15	22	8	0	0	0	0	0	0	0	**47**	0	3	2	17	11	1	1	0	0	0	0	0	0	**35**	0	4	3	32	33	9	1	0	0	0	0	0	0	**82**
17:00	0	1	2	21	29	8	0	0	0	0	0	0	0	**61**	0	1	5	15	15	1	0	0	0	0	0	0	0	**37**	0	2	7	36	44	9	0	0	0	0	0	0	0	**98**
17:15	0	1	1	14	26	6	1	0	0	0	0	0	0	**49**	0	1	9	9	18	0	0	0	0	0	0	0	0	**37**	0	2	10	23	44	6	1	0	0	0	0	0	0	**86**
17:30	0	1	4	12	19	1	1	0	0	0	0	0	0	**38**	0	0	11	18	12	2	0	0	0	0	0	0	0	**43**	0	1	15	30	31	3	1	0	0	0	0	0	0	**81**
17:45	0	1	1	10	14	1	0	0	0	0	0	0	0	**27**	0	1	4	16	7	2	0	0	0	0	0	0	0	**30**	0	2	5	26	21	3	0	0	0	0	0	0	0	**57**
18:00	0	1	1	13	13	2	1	0	0	0	0	0	0	**31**	1	1	6	7	15	0	0	0	0	0	0	0	0	**30**	1	2	7	20	28	2	1	0	0	0	0	0	0	**61**
18:15	0	0	0	8	13	5	1	0	0	0	0	0	0	**27**	0	1	1	8	5	0	0	0	0	0	0	0	0	**15**	0	1	1	16	18	5	1	0	0	0	0	0	0	**42**
18:30	0	0	0	6	11	6	0	0	0	0	0	0	0	**23**	0	1	10	14	10	0	0	0	0	0	0	0	0	**35**	0	1	10	20	21	6	0	0	0	0	0	0	0	**58**
18:45	0	0	0	12	14	6	0	0	0	0	0	0	0	**32**	0	1	1	13	11	2	0	0	0	0	0	0	0	**28**	0	1	1	25	25	8	0	0	0	0	0	0	0	**60**
19:00	0	1	2	8	7	2	1	0	0	0	0	0	0	**21**	0	0	7	10	5	2	2	0	0	0	0	0	0	**26**	0	1	9	18	12	4	3	0	0	0	0	0	0	**47**
19:15	0	1	1	10	9	1	0	0	0	0	0	0	0	**22**	0	1	8	21	6	0	0	0	0	0	0	0	0	**36**	0	2	9	31	15	1	0	0	0	0	0	0	0	**58**
19:30	0	0	2	13	15	1	0	0	0	0	0	0	0	**31**	0	0	7	23	14	0	0	0	0	0	0	0	0	**44**	0	0	9	36	29	1	0	0	0	0	0	0	0	**75**
19:45	0	0	0	9	5	1	0	0	0	0	0	0	0	**15**	0	0	11	23	3	3	0	1	0	0	0	0	0	**41**	0	0	11	32	8	4	0	1	0	0	0	0	0	**56**
20:00	0	0	1	4	2	2	0	0	0	0	0	0	0	**9**	0	1	5	10	4	3	0	0	0	0	0	0	0	**23**	0	1	6	14	6	5	0	0	0	0	0	0	0	**32**
20:15	0	0	0	2	6	0	0	0	0	0	0	0	0	**8**	0	0	4	9	1	0	0	0	0	0	0	0	0	**14**	0	0	4	11	7	0	0	0	0	0	0	0	0	**22**
20:30	0	0	0	2	5	1	0	0	0	0	0	0	0	**8**	0	1	4	13	2	0	0	0	0	0	0	0	0	**20**	0	1	4	15	7	1	0	0	0	0	0	0	0	**28**
20:45	0	1	8	6	2	0	0	0	0	0	0	0	0	**17**	0	0	5	5	1	2	0	0	0	0	0	0	0	**13**	0	1	13	11	3	2	0	0	0	0	0	0	0	**30**
21:00	0	1	0	10	3	1	0	0	0	0	0	0	0	**15**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	1	0	10	4	1	0	0	0	0	0	0	0	**16**
21:15	0	0	1	1	6	0	0	0	0	0	0	0	0	**8**	1	2	1	6	2	0	0	0	0	0	0	0	0	**12**	1	2	2	7	8	0	0	0	0	0	0	0	0	**20**
21:30	0	0	0	1	1	1	0	0	0	0	0	0	0	**3**	0	1	4	3	3	1	0	0	0	0	0	0	0	**12**	0	1	4	4	4	2	0	0	0	0	0	0	0	**15**
21:45	0	0	1	1	1	0	0	0	0	0	0	0	0	**3**	0	1	2	0	1	0	0	0	0	0	0	0	0	**4**	0	1	3	1	2	0	0	0	0	0	0	0	0	**7**
22:00	0	0	0	3	4	0	1	0	0	0	0	0	0	**8**	0	0	1	2	0	0	0	0	0	0	0	0	0	**3**	0	0	1	5	4	0	1	0	0	0	0	0	0	**11**
22:15	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	1	0	0	2	2	0	0	0	0	0	0	0	0	**5**	1	0	0	2	2	1	0	0	0	0	0	0	0	**6**
22:30	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	2	2	1	0	0	1	0	0	0	0	0	**7**	0	1	2	2	1	0	0	1	0	0	0	0	0	**7**
23:00	0	0	1	0	1	0	1	0	0	0	0	0	0	**3**	0	0	1	3	1	0	0	0	0	0	0	0	0	**5**	0	0	2	3	2	0	1	0	0	0	0	0	0	**8**
23:15	0	0	0	0	2	3	0	0	0	0	0	0	0	**5**	0	1	0	1	1	0	0	0	0	0	0	0	0	**3**	0	1	0	1	3	3	0	0	0	0	0	0	0	**8**
23:30	0	0	0	0	4	2	0	0	0	0	0	0	0	**6**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	4	2	0	0	0	0	0	0	0	**7**
23:45	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	1	2	0	0	0	0	0	0	0	0	**3**	0	0	0	1	2	1	0	0	0	0	0	0	0	**4**
Totals	**10**	**41**	**140**	**763**	**975**	**257**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**2,213**	**8**	**84**	**360**	**860**	**566**	**73**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**1,964**	**18**	**125**	**500**	**1,623**	**1,541**	**330**	**35**	**5**	**0**	**0**	**0**	**0**	**0**	**4,177**
% of Totals	0%	2%	6%	34%	44%	12%	1%	0%	0%	0%	0%	0%	0%	**100%**	0%	4%	18%	44%	29%	4%	1%	0%	0%	0%	0%	0%	0%	**100%**	0%	3%	12%	39%	37%	8%	1%	0%	0%	0%	0%	0%	0%	**100%**

Prepared by National Data & Surveying Services

VOLUME

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_003

DAILY TOTALS	NB	SB	EB	WB	Total
	2,213	1,964	0	0	4,177

DAILY TOTALS

15-Minutes Interval

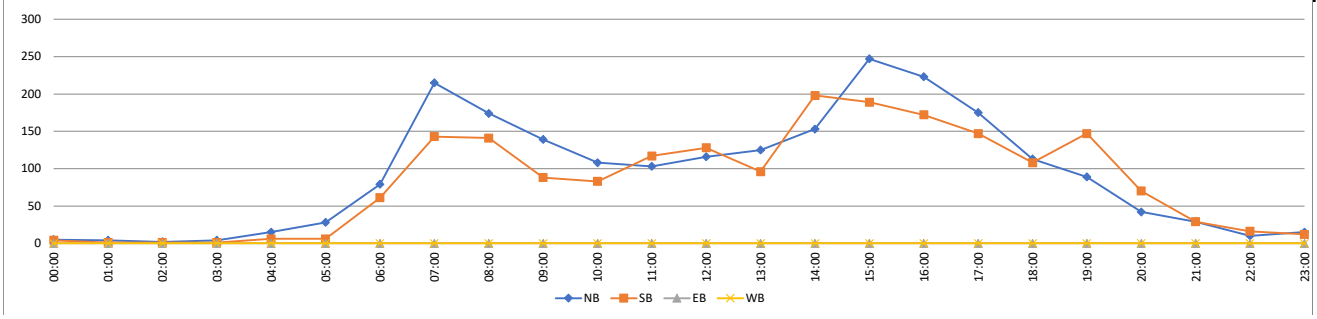
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	2	3			5	12:00	27	30			57
0:15	3	1			4	12:15	23	37			60
0:30	0	0			0	12:30	24	27			51
0:45	0	0			0	12:45	42	34			76
1:00	2	1			3	13:00	29	23			52
1:15	1	0			1	13:15	31	24			55
1:30	1	0			1	13:30	25	28			53
1:45	0	0			0	13:45	40	21			61
2:00	2	1			3	14:00	32	79			111
2:15	0	0			0	14:15	36	25			61
2:30	0	0			0	14:30	46	46			92
2:45	0	0			0	14:45	39	48			87
3:00	0	0			0	15:00	47	41			88
3:15	1	0			1	15:15	60	62			122
3:30	0	0			0	15:30	87	45			132
3:45	3	1			4	15:45	53	41			94
4:00	1	0			1	16:00	69	49			118
4:15	1	0			1	16:15	66	43			109
4:30	7	2			9	16:30	41	45			86
4:45	6	4			10	16:45	47	35			82
5:00	4	0			4	17:00	61	37			98
5:15	3	2			5	17:15	49	37			86
5:30	10	1			11	17:30	38	43			81
5:45	11	3			14	17:45	27	30			57
6:00	11	8			19	18:00	31	30			61
6:15	16	14			30	18:15	27	15			42
6:30	14	21			35	18:30	23	35			58
6:45	38	18			56	18:45	32	28			60
7:00	55	25			80	19:00	21	26			47
7:15	85	40			125	19:15	22	36			58
7:30	43	35			78	19:30	31	44			75
7:45	32	43			75	19:45	15	41			56
8:00	34	23			57	20:00	9	23			32
8:15	43	27			70	20:15	8	14			22
8:30	46	27			73	20:30	8	20			28
8:45	51	64			115	20:45	17	13			30
9:00	51	30			81	21:00	15	1			16
9:15	37	20			57	21:15	8	12			20
9:30	23	21			44	21:30	3	12			15
9:45	28	17			45	21:45	3	4			7
10:00	27	18			45	22:00	8	3			11
10:15	23	22			45	22:15	1	5			6
10:30	26	17			43	22:30	1	1			2
10:45	32	26			58	22:45	0	7			7
11:00	30	19			49	23:00	3	5			8
11:15	24	26			50	23:15	5	3			8
11:30	24	37			61	23:30	6	1			7
11:45	25	35			60	23:45	1	3			4
TOTALS	876	652	0	0	1528	TOTALS	1337	1312	0	0	2649
SPLIT %	57%	43%	0%	0%	37%	SPLIT %	50%	50%	0%	0%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	5	4			9
01:00	02:00	4	1			5
02:00	03:00	2	1			3
03:00	04:00	4	1			5
04:00	05:00	15	6			21
05:00	06:00	28	6			34
06:00	07:00	79	61			140
07:00	08:00	215	143			358
08:00	09:00	174	141			315
09:00	10:00	139	88			227
10:00	11:00	108	83			191
11:00	12:00	103	117			220
12:00	13:00	116	128			244
13:00	14:00	125	96			221
14:00	15:00	153	198			351
15:00	16:00	247	189			436
16:00	17:00	223	172			395
17:00	18:00	175	147			322
18:00	19:00	113	108			221
19:00	20:00	89	147			236
20:00	21:00	42	70			112
21:00	22:00	29	29			58
22:00	23:00	10	16			26
23:00	00:00	15	12			27

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	876	652			1528
Peak Hour	6:45	8:15			7:00
Peak Volume	221	148			358
Peak Hour Factor	0.650	0.578			0.716
Peak Period	12:00	to	00:00		
Volume	1337	1312			2649
Peak Hour	15:30	14:00			15:15
Peak Volume	275	198			466
Peak Hour Factor	0.790	0.627			0.883
Peak Period	07:00	to	09:00		
Volume	389	284			673
Peak Hour	7:00	7:00			7:00
Peak Volume	215	143			358
Peak Hour Factor	0.632	0.831			0.716
Peak Period	16:00	to	18:00		
Volume	398	319			717
Peak Hour	16:00	16:00			16:00
Peak Volume	223	172			395
Peak Hour Factor	0.808	0.878			0.837



Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Tuesday
Date: 4/22/2025

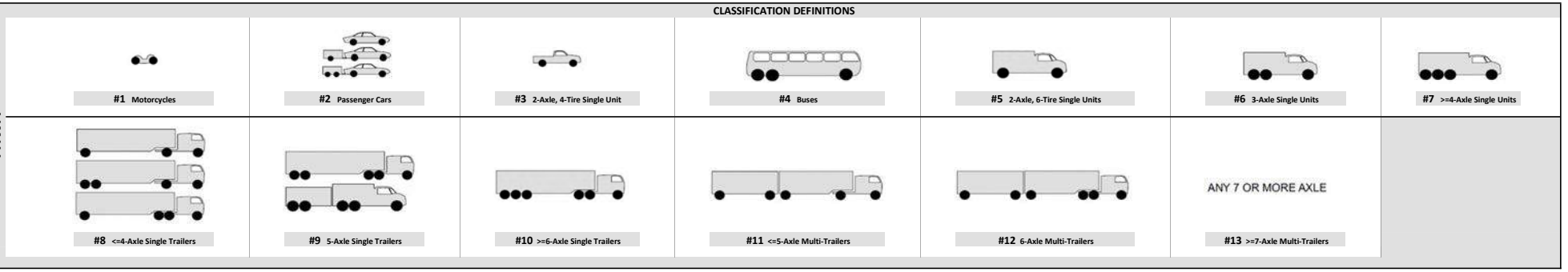
City: Wallingford
Project #: CT25_410056_003

HOURLY BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	10	0	0	0	0	0	0	0	0	0	0	0	10
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	7	3	0	0	0	0	0	0	0	0	0	0	10
4:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	12	4	0	0	0	0	0	0	0	0	0	0	16
5:00	0	18	6	0	0	1	0	0	0	0	0	0	0	25	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	23	9	0	0	1	0	0	0	0	0	0	0	33
6:00	0	68	17	3	1	0	0	0	0	0	0	0	0	89	0	48	5	2	0	2	0	0	0	0	0	0	0	57	0	116	22	5	1	2	0	0	0	0	0	0	0	146
7:00	0	184	22	3	2	0	0	0	0	0	0	0	0	211	0	107	10	6	1	0	0	0	0	0	0	0	0	124	0	291	32	9	3	0	0	0	0	0	0	0	0	335
8:00	0	146	25	6	1	1	0	0	0	0	0	0	0	179	0	125	26	14	0	2	0	1	1	0	0	0	0	169	0	271	51	20	1	3	0	1	1	0	0	0	0	348
9:00	0	103	18	3	5	1	1	0	0	0	0	0	0	131	0	58	11	0	5	0	0	0	0	0	0	0	0	74	0	161	29	3	10	1	1	0	0	0	0	0	0	205
10:00	0	91	19	0	1	0	0	0	0	0	0	0	0	111	1	74	20	0	6	0	0	0	2	0	0	0	0	103	1	165	39	0	7	0	0	0	2	0	0	0	0	214
11:00	0	89	26	1	7	2	0	2	0	0	0	0	0	127	0	75	13	3	8	0	0	1	0	0	0	0	0	100	0	164	39	4	15	2	0	3	0	0	0	0	0	227
12:00	1	110	26	2	4	0	0	0	0	0	0	0	0	143	0	95	16	1	6	1	0	0	0	0	0	0	0	119	1	205	42	3	10	1	0	0	0	0	0	0	0	262
13:00	3	84	24	0	6	0	0	0	0	0	0	0	0	117	0	81	20	0	2	1	0	0	0	0	0	0	0	104	3	165	44	0	8	1	0	0	0	0	0	0	0	221
14:00	4	127	19	8	2	0	1	0	1	0	0	0	0	162	1	156	31	8	1	0	0	0	1	0	0	0	0	198	5	283	50	16	3	0	1	0	2	0	0	0	0	360
15:00	0	233	33	3	3	0	0	0	0	0	0	0	0	272	1	157	22	12	3	1	0	0	0	0	0	0	0	196	1	390	55	15	6	1	0	0	0	0	0	0	0	468
16:00	0	205	24	1	2	2	0	0	0	0	0	0	0	234	0	136	24	0	2	0	1	0	0	0	0	0	0	163	0	341	48	1	4	2	1	0	0	0	0	0	0	397
17:00	1	185	20	1	1	0	0	0	0	0	0	0	0	208	0	149	23	0	1	0	0	0	0	0	0	0	0	173	1	334	43	1	2	0	0	0	0	0	0	0	0	381
18:00	0	113	18	0	0	0	0	0	1	0	0	0	0	132	2	119	19	0	0	0	0	0	0	0	0	0	0	140	2	232	37	0	0	0	0	0	1	0	0	0	0	272
19:00	0	80	12	0	0	0	0	0	0	0	0	0	0	92	0	111	22	0	0	0	0	0	0	0	0	0	0	133	0	191	34	0	0	0	0	0	0	0	0	0	0	225
20:00	0	46	10	0	0	0	0	0	0	0	0	0	0	56	0	81	8	0	0	0	0	0	0	0	0	0	0	89	0	127	18	0	0	0	0	0	0	0	0	0	0	145
21:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	35	7	0	0	0	0	0	0	0	0	0	0	42	0	52	9	0	0	0	0	0	0	0	0	0	0	61
22:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	24	0	0	0	0	0	0	0	0	0	0	0	24
23:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	25	3	0	0	0	0	0	0	0	0	0	0	28
Totals	**9**	**1,949**	**328**	**31**	**35**	**7**	**2**	**2**	**2**	**0**	**0**	**0**	**0**	**2,365**	**5**	**1,652**	**283**	**46**	**35**	**7**	**1**	**2**	**4**	**0**	**0**	**0**	**0**	**2,035**	**14**	**3,601**	**611**	**77**	**70**	**14**	**3**	**4**	**6**	**0**	**0**	**0**	**0**	**4,400**
% of Totals	0%	82%	14%	1%	1%	0%	0%	0%	0%					100%	0%	81%	14%	2%	2%	0%	0%	0%	0%					100%	0%	82%	14%	2%	2%	0%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles
#2 Passenger Cars
#3 2-Axle, 4-Tire Single Unit
#4 Buses
#5 2-Axle, 6-Tire Single Units
#6 3-Axle Single Units
#7 >=4-Axle Single Units
#8 <=4-Axle Single Trailers
#9 5-Axle Single Trailers
#10 >=6-Axle Single Trailers
#11 <=5-Axle Multi-Trailers
#12 6-Axle Multi-Trailers
#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	720	138	16	17	5	1	2	0	0	0	0	0	899	1	512	90	25	20	4	0	2	3	0	0	0	0	657	1	1232	228	41	37	9	1	4	3	0	0	0	0	1556
%	0%	30%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	38%	0%	25%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	28%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	35%
Peak Hour	11:30	6:45	11:30	8:15	11:15	8:45	9:00	10:45	0:00	0:00	0:00	0:00	0:00	6:45	10:00	8:00	8:15	8:00	10:30	5:45	0:00	8:00	9:45	0:00	0:00	0:00	0:00	8:15	10:00	7:00	8:00	8:15	11:00	8:00	9:00	10:45	9:45	0:00	0:00	0:00	0:00	8:15
Peak Volume	1	184	32	9	8	2	1	2	0	0	0	0	0	215	1	125	27	14	10	2	0	1	2	0	0	0	0	170	1	291	51	22	15	3	1	3	2	0	0	0	0	363
12:00 - 24:00	9	1229	190	15	18	2	1	0	2	0	0	0	0	1466	4	1140	193	21	15	3	1	0	1	0	0	0	0	1378	13	2369	383	36	33	5	2	0	3	0	0	0	0	2844
%	0%	52%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	62%	0%	56%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	68%	0%	54%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	65%
Peak Hour	13:15	15:00	15:15	14:15	12:30	15:45	14:00	12:00	13:30	12:00	12:00	12:00	12:00	15:00	17:45	15:00	13:45	15:00	12:00	12:00	15:45	12:00	14:00	12:00	12:00	12:00	12:00	14:00	13:15	15:00	15:00	14:00	12:30	15:30	14:00	12:00	14:00	12:00	12:00	12:00	12:00	15:00
Peak Volume	6	233	34	9	6	2	1	0	1	0	0	0	0	272	2	157	32	12	6	1	1	0	1	0	0	0	0	198	7	390	55	16	12	2	1	0	2	0	0	0	0	468
07:00 - 09:00	0	330	47	9	3	1	0	0	0	0	0	0	0	390	0	232	36	20	1	2	0	1	1	0	0	0	0	293	0	562	83	29	4	3	0	1	1	0	0	0	0	683
%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	11%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	13%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
Peak Hour	7:00	7:00	7:45	8:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	8:00	8:00	7:00	8:00	7:00	8:00	8:00	7:00	7:00	7:00	7:00	8:00	7:00	7:00	8:00	8:00	7:00	8:00	7:00	8:00	8:00	7:00	7:00	7:00	7:00	8:00
Peak Volume	0	184	25	6	2	1	0	0	0	0	0	0	0	211	0	125	26	14	1	2	0	1	1	0	0	0	0	169	0	291	51	20	3	3	0	1	1	0	0	0	0	348
16:00 - 18:00	1	390	44	2	3	2	0	0	0	0	0	0	0	442	0	285	47	0	3	0	1	0	0	0	0	0	0	336	1	675	91	2	6	2	1	0	0	0	0	0	0	778
%	0%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%
Peak Hour	16:30	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:45	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:30	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45
Peak Volume	1	213	24	1	2	2	0	0	0	0	0	0	0	238	0	156	25	0	2	0	1	0	0	0	0	0	0	179	1	358	48	1	4	2	1	0	0	0	0	0	0	409

Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
4:45	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
5:00	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
5:15	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
5:30	0	7	1	0	0	1	0	0	0	0	0	0	0	**9**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	9	2	0	0	1	0	0	0	0	0	0	0	**12**
5:45	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
6:00	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	0	4	0	0	0	1	0	0	0	0	0	0	0	**5**	0	13	2	0	0	1	0	0	0	0	0	0	0	**16**
6:15	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**	0	5	1	2	0	0	0	0	0	0	0	0	0	**8**	0	20	5	2	0	0	0	0	0	0	0	0	0	**27**
6:30	0	12	4	0	1	0	0	0	0	0	0	0	0	**17**	0	19	1	0	0	1	0	0	0	0	0	0	0	**21**	0	31	5	0	1	1	0	0	0	0	0	0	0	**38**
6:45	0	32	7	3	0	0	0	0	0	0	0	0	0	**42**	0	20	3	0	0	0	0	0	0	0	0	0	0	**23**	0	52	10	3	0	0	0	0	0	0	0	0	0	**65**
7:00	0	43	5	1	0	0	0	0	0	0	0	0	0	**49**	0	15	2	2	1	0	0	0	0	0	0	0	0	**20**	0	58	7	3	1	0	0	0	0	0	0	0	0	**69**
7:15	0	65	8	0	0	0	0	0	0	0	0	0	0	**73**	0	34	3	1	0	0	0	0	0	0	0	0	0	**38**	0	99	11	1	0	0	0	0	0	0	0	0	0	**111**
7:30	0	44	4	2	1	0	0	0	0	0	0	0	0	**51**	0	29	3	0	0	0	0	0	0	0	0	0	0	**32**	0	73	7	2	1	0	0	0	0	0	0	0	0	**83**
7:45	0	32	5	0	1	0	0	0	0	0	0	0	0	**38**	0	29	2	3	0	0	0	0	0	0	0	0	0	**34**	0	61	7	3	1	0	0	0	0	0	0	0	0	**72**
8:00	0	27	6	0	0	0	0	0	0	0	0	0	0	**33**	0	22	2	1	0	0	0	0	0	0	0	0	0	**25**	0	49	8	1	0	0	0	0	0	0	0	0	0	**58**
8:15	0	44	3	1	0	0	0	0	0	0	0	0	0	**48**	0	24	3	1	0	0	0	0	0	0	0	0	0	**28**	0	68	6	2	0	0	0	0	0	0	0	0	0	**76**
8:30	0	34	11	2	0	0	0	0	0	0	0	0	0	**47**	0	27	11	4	0	1	0	0	0	0	0	0	0	**43**	0	61	22	6	0	1	0	0	0	0	0	0	0	**90**
8:45	0	41	5	3	1	1	0	0	0	0	0	0	0	**51**	0	52	10	8	0	1	0	1	1	0	0	0	0	**73**	0	93	15	11	1	2	0	1	1	0	0	0	0	**124**
9:00	0	41	3	3	0	0	0	0	0	0	0	0	0	**47**	0	22	3	0	1	0	0	0	0	0	0	0	0	**26**	0	63	6	3	1	0	0	0	0	0	0	0	0	**73**
9:15	0	19	7	0	1	0	0	0	0	0	0	0	0	**27**	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**	0	31	8	0	2	0	0	0	0	0	0	0	0	**41**
9:30	0	19	5	0	2	1	0	0	0	0	0	0	0	**27**	0	13	2	0	1	0	0	0	0	0	0	0	0	**16**	0	32	7	0	3	1	0	0	0	0	0	0	0	**43**
9:45	0	24	3	0	2	0	1	0	0	0	0	0	0	**30**	0	11	5	0	2	0	0	0	0	0	0	0	0	**18**	0	35	8	0	4	0	1	0	0	0	0	0	0	**48**
10:00	0	18	5	0	0	0	0	0	0	0	0	0	0	**23**	0	23	2	0	0	0	0	0	0	0	0	0	0	**25**	0	41	7	0	0	0	0	0	0	0	0	0	0	**48**
10:15	0	22	7	0	0	0	0	0	0	0	0	0	0	**29**	0	13	3	0	1	0	0	0	0	0	0	0	0	**17**	0	35	10	0	1	0	0	0	0	0	0	0	0	**46**
10:30	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**	0	20	4	0	3	0	0	0	2	0	0	0	0	**29**	0	41	5	0	3	0	0	0	2	0	0	0	0	**51**
10:45	0	30	6	0	1	0	0	0	0	0	0	0	0	**37**	1	18	11	0	2	0	0	0	0	0	0	0	0	**32**	1	48	17	0	3	0	0	0	0	0	0	0	0	**69**
11:00	0	21	4	0	0	0	0	1	0	0	0	0	0	**26**	0	11	2	0	3	0	0	0	0	0	0	0	0	**16**	0	32	6	0	3	0	0	1	0	0	0	0	0	**42**
11:15	0	16	8	0	3	2	0	0	0	0	0	0	0	**29**	0	19	4	1	2	0	0	0	0	0	0	0	0	**26**	0	35	12	1	5	2	0	0	0	0	0	0	0	**55**
11:30	0	19	9	0	1	0	0	1	0	0	0	0	0	**30**	0	21	4	2	0	0	0	1	0	0	0	0	0	**28**	0	40	13	2	1	0	0	2	0	0	0	0	0	**58**
11:45	0	33	5	1	3	0	0	0	0	0	0	0	0	**42**	0	24	3	0	3	0	0	0	0	0	0	0	0	**30**	0	57	8	1	6	0	0	0	0	0	0	0	0	**72**

Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	32	7	0	1	0	0	0	0	0	0	0	0	40	0	25	5	0	0	1	0	0	0	0	0	0	0	31	0	57	12	0	1	1	0	0	0	0	0	0	0	71
12:15	1	19	11	0	1	0	0	0	0	0	0	0	0	32	0	22	7	1	2	0	0	0	0	0	0	0	0	32	1	41	18	1	3	0	0	0	0	0	0	0	0	64
12:30	0	31	6	0	2	0	0	0	0	0	0	0	0	39	0	27	2	0	2	0	0	0	0	0	0	0	0	31	0	58	8	0	4	0	0	0	0	0	0	0	0	70
12:45	0	28	2	2	0	0	0	0	0	0	0	0	0	32	0	21	2	0	2	0	0	0	0	0	0	0	0	25	0	49	4	2	2	0	0	0	0	0	0	0	0	57
13:00	0	11	9	0	2	0	0	0	0	0	0	0	0	22	0	25	6	0	0	0	0	0	0	0	0	0	0	31	0	36	15	0	2	0	0	0	0	0	0	0	0	53
13:15	0	19	6	0	2	0	0	0	0	0	0	0	0	27	0	22	5	0	2	1	0	0	0	0	0	0	0	30	0	41	11	0	4	1	0	0	0	0	0	0	0	57
13:30	1	26	6	0	0	0	0	0	0	0	0	0	0	33	0	15	3	0	0	0	0	0	0	0	0	0	0	18	1	41	9	0	0	0	0	0	0	0	0	0	0	51
13:45	2	28	3	0	2	0	0	0	0	0	0	0	0	35	0	19	6	0	0	0	0	0	0	0	0	0	0	25	2	47	9	0	2	0	0	0	0	0	0	0	0	60
14:00	3	30	9	0	1	0	0	0	0	0	0	0	0	43	1	61	11	4	1	0	0	0	0	0	0	0	0	78	4	91	20	4	2	0	0	0	0	0	0	0	0	121
14:15	0	33	2	3	0	0	0	0	1	0	0	0	0	39	0	23	11	0	0	0	0	0	0	0	0	0	0	34	0	56	13	3	0	0	0	0	1	0	0	0	0	73
14:30	0	33	4	1	0	0	0	0	0	0	0	0	0	38	0	35	4	3	0	0	0	0	0	0	0	0	0	42	0	68	8	4	0	0	0	0	0	0	0	0	0	80
14:45	1	31	4	4	1	0	1	0	0	0	0	0	0	42	0	37	5	1	0	0	0	0	1	0	0	0	0	44	1	68	9	5	1	0	1	0	1	0	0	0	0	86
15:00	0	56	6	1	0	0	0	0	0	0	0	0	0	63	0	40	5	0	1	0	0	0	0	0	0	0	0	46	0	96	11	1	1	0	0	0	0	0	0	0	0	109
15:15	0	52	9	0	0	0	0	0	0	0	0	0	0	61	0	37	5	5	0	0	0	0	0	0	0	0	0	47	0	89	14	5	0	0	0	0	0	0	0	0	0	108
15:30	0	76	9	0	3	0	0	0	0	0	0	0	0	88	0	42	5	5	2	1	0	0	0	0	0	0	0	55	0	118	14	5	5	1	0	0	0	0	0	0	0	143
15:45	0	49	9	2	0	0	0	0	0	0	0	0	0	60	1	38	7	2	0	0	0	0	0	0	0	0	0	48	1	87	16	4	0	0	0	0	0	0	0	0	0	108
16:00	0	41	7	1	0	0	0	0	0	0	0	0	0	49	0	40	2	0	2	0	0	0	0	0	0	0	0	44	0	81	9	1	2	0	0	0	0	0	0	0	0	93
16:15	0	59	4	0	1	1	0	0	0	0	0	0	0	65	0	31	6	0	0	0	0	0	0	0	0	0	0	37	0	90	10	0	1	1	0	0	0	0	0	0	0	102
16:30	0	44	4	0	0	1	0	0	0	0	0	0	0	49	0	27	6	0	0	0	1	0	0	0	0	0	0	34	0	71	10	0	0	1	1	0	0	0	0	0	0	83
16:45	0	61	9	0	1	0	0	0	0	0	0	0	0	71	0	38	10	0	0	0	0	0	0	0	0	0	0	48	0	99	19	0	1	0	0	0	0	0	0	0	0	119
17:00	0	49	4	0	0	0	0	0	0	0	0	0	0	53	0	37	3	0	0	0	0	0	0	0	0	0	0	40	0	86	7	0	0	0	0	0	0	0	0	0	0	93
17:15	1	54	6	0	0	0	0	0	0	0	0	0	0	61	0	40	6	0	0	0	0	0	0	0	0	0	0	46	1	94	12	0	0	0	0	0	0	0	0	0	0	107
17:30	0	38	5	1	1	0	0	0	0	0	0	0	0	45	0	41	4	0	0	0	0	0	0	0	0	0	0	45	0	79	9	1	1	0	0	0	0	0	0	0	0	90
17:45	0	44	5	0	0	0	0	0	0	0	0	0	0	49	0	31	10	0	1	0	0	0	0	0	0	0	0	42	0	75	15	0	1	0	0	0	0	0	0	0	0	91
18:00	0	38	5	0	0	0	0	0	1	0	0	0	0	44	0	42	6	0	0	0	0	0	0	0	0	0	0	48	0	80	11	0	0	0	0	0	1	0	0	0	0	92
18:15	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	23	8	0	0	0	0	0	0	0	0	0	0	31	0	48	11	0	0	0	0	0	0	0	0	0	0	59
18:30	0	28	4	0	0	0	0	0	0	0	0	0	0	32	2	28	2	0	0	0	0	0	0	0	0	0	0	32	2	56	6	0	0	0	0	0	0	0	0	0	0	64
18:45	0	22	6	0	0	0	0	0	0	0	0	0	0	28	0	26	3	0	0	0	0	0	0	0	0	0	0	29	0	48	9	0	0	0	0	0	0	0	0	0	0	57
19:00	0	24	5	0	0	0	0	0	0	0	0	0	0	29	0	26	10	0	0	0	0	0	0	0	0	0	0	36	0	50	15	0	0	0	0	0	0	0	0	0	0	65
19:15	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	42	3	0	0	0	0	0	0	0	0	0	0	45	0	61	6	0	0	0	0	0	0	0	0	0	0	67
19:30	0	25	2	0	0	0	0	0	0	0	0	0	0	27	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	48	5	0	0	0	0	0	0	0	0	0	0	53
19:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	20	6	0	0	0	0	0	0	0	0	0	0	26	0	32	8	0	0	0	0	0	0	0	0	0	0	40
20:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	38	6	0	0	0	0	0	0	0	0	0	0	44
20:15	0	9	4	0	0	0	0	0	0	0	0	0	0	13	0	22	4	0	0	0	0	0	0	0	0	0	0	26	0	31	8	0	0	0	0	0	0	0	0	0	0	39
20:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0	42	3	0	0	0	0	0	0	0	0	0	0	45
20:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	16	1	0	0	0	0	0	0	0	0	0	0	17
21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	17	4	0	0	0	0	0	0	0	0	0	0	21
21:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	16	3	0	0	0	0	0	0	0	0	0	0	19
21:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	9	1	0	0	0	0	0	0	0	0	0	0	10
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	10	1	0	0	0	0	0	0	0	0	0	0	11
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6
22:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	5	2	0	0	0	0	0	0	0	0	0	0	7
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Totals	9	1,949	328	31	35	7	2	2	2	0	0	0	0	2,365	5	1,652	283	46	35	7	1	2	4	0	0	0	0	2,035	14	3,601	611	77	70	14	3	4	6	0	0	0	0	4,400
% of Totals	0%	82%	14%	1%	1%	0%	0%	0%	0%					100%	0%	81%	14%	2%	2%	0%	0%	0%	0%					100%	0%	82%	14%	2%	2%	0%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_003

HOURLY BREAKDOWN

Time	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	0	0	0	2	3	2	0	0	0	0	0	0	0	7	0	1	0	2	0	0	0	0	0	0	0	0	0	3	0	1	0	4	3	2	0	0	0	0	0	0	0	10
1:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	3	0	1	0	0	0	0	0	0	0	5	0	0	1	3	1	1	0	0	0	0	0	0	0	6
2:00	0	0	0	0	2	0	1	0	0	0	0	0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	0	0	2	3	0	1	0	0	0	0	0	0	6
3:00	0	0	0	1	2	1	0	0	0	0	0	0	0	4	1	0	1	1	1	1	1	0	0	0	0	0	0	6	1	0	1	2	3	2	1	0	0	0	0	0	0	10
4:00	0	1	2	2	0	5	1	0	0	0	0	0	0	11	0	0	2	1	2	0	0	0	0	0	0	0	0	5	0	1	4	3	2	5	1	0	0	0	0	0	0	16
5:00	0	1	1	8	10	4	1	0	0	0	0	0	0	25	0	0	3	2	3	0	0	0	0	0	0	0	0	8	0	1	4	10	13	4	1	0	0	0	0	0	0	33
6:00	0	0	15	41	30	3	0	0	0	0	0	0	0	89	1	6	2	27	19	2	0	0	0	0	0	0	0	57	1	6	17	68	49	5	0	0	0	0	0	0	0	146
7:00	0	7	14	76	103	11	0	0	0	0	0	0	0	211	0	2	22	51	41	6	2	0	0	0	0	0	0	124	0	9	36	127	144	17	2	0	0	0	0	0	0	335
8:00	0	2	20	69	71	16	1	0	0	0	0	0	0	179	1	7	21	79	52	8	1	0	0	0	0	0	0	169	1	9	41	148	123	24	2	0	0	0	0	0	0	348
9:00	0	1	14	57	50	9	0	0	0	0	0	0	0	131	0	0	18	36	12	8	0	0	0	0	0	0	0	74	0	1	32	93	62	17	0	0	0	0	0	0	0	205
10:00	0	2	9	45	46	9	0	0	0	0	0	0	0	111	0	1	21	48	26	7	0	0	0	0	0	0	0	103	0	3	30	93	72	16	0	0	0	0	0	0	0	214
11:00	0	3	15	47	44	16	2	0	0	0	0	0	0	127	1	5	10	44	30	10	0	0	0	0	0	0	0	100	1	8	25	91	74	26	2	0	0	0	0	0	0	227
12:00	0	4	9	49	70	10	1	0	0	0	0	0	0	143	4	3	9	53	37	10	3	0	0	0	0	0	0	119	4	7	18	102	107	20	4	0	0	0	0	0	0	262
13:00	0	2	3	39	55	16	2	0	0	0	0	0	0	117	1	5	17	34	35	11	1	0	0	0	0	0	0	104	1	7	20	73	90	27	3	0	0	0	0	0	0	221
14:00	2	3	7	48	83	17	2	0	0	0	0	0	0	162	0	3	22	80	76	15	2	0	0	0	0	0	0	198	2	6	29	128	159	32	4	0	0	0	0	0	0	360
15:00	1	13	19	105	105	27	2	0	0	0	0	0	0	272	1	9	30	69	65	21	1	0	0	0	0	0	0	196	2	22	49	174	170	48	3	0	0	0	0	0	0	468
16:00	1	5	11	69	124	21	3	0	0	0	0	0	0	234	2	5	21	69	53	12	1	0	0	0	0	0	0	163	3	10	32	138	177	33	4	0	0	0	0	0	0	397
17:00	1	3	13	75	93	22	1	0	0	0	0	0	0	208	0	1	17	74	59	20	2	0	0	0	0	0	0	173	1	4	30	149	152	42	3	0	0	0	0	0	0	381
18:00	0	2	7	38	67	17	1	0	0	0	0	0	0	132	2	2	16	59	45	13	1	2	0	0	0	0	0	140	2	4	23	97	112	30	2	2	0	0	0	0	0	272
19:00	0	0	6	42	39	3	2	0	0	0	0	0	0	92	0	3	18	64	42	6	0	0	0	0	0	0	0	133	0	3	24	106	81	9	2	0	0	0	0	0	0	225
20:00	1	1	11	19	19	5	0	0	0	0	0	0	0	56	0	3	23	37	19	6	1	0	0	0	0	0	0	89	1	4	34	56	38	11	1	0	0	0	0	0	0	145
21:00	0	0	4	10	4	0	1	0	0	0	0	0	0	19	1	2	12	13	11	2	1	0	0	0	0	0	0	42	1	2	16	23	15	2	2	0	0	0	0	0	0	61
22:00	0	1	2	4	3	2	0	0	0	0	0	0	0	12	0	1	1	7	2	1	0	0	0	0	0	0	0	12	0	2	3	11	5	3	0	0	0	0	0	0	0	24
23:00	0	0	1	4	9	5	0	0	0	0	0	0	0	19	0	1	2	4	2	0	0	0	0	0	0	0	0	9	0	1	3	8	11	5	0	0	0	0	0	0	0	28
Totals	**6**	**51**	**183**	**850**	**1,033**	**221**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**2,365**	**15**	**60**	**289**	**859**	**633**	**160**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**2,035**	**21**	**111**	**472**	**1,709**	**1,666**	**381**	**38**	**2**	**0**	**0**	**0**	**0**	**0**	**4,400**
% of Totals	0%	2%	8%	36%	44%	9%	1%							100%	1%	3%	14%	42%	31%	8%	1%	0%						100%	0%	3%	11%	39%	38%	9%	1%	0%						100%

STATISTICS

00:00 - 12:00	0	17	90	348	362	76	6	0	0	0	0	0	0	899	4	22	101	296	187	43	4	0	0	0	0	0	0	657	4	39	191	644	549	119	10	0	0	0	0	0	0	1556
%	0%	1%	4%	15%	15%	3%	0%	0%	0%	0%	0%	0%	0%	38%	0%	1%	4%	13%	8%	2%	0%	0%	0%	0%	0%	0%	0%	28%	0%	2%	8%	27%	23%	5%	0%	0%	0%	0%	0%	0%	0%	66%
Peak Hour	0:00	7:15	8:15	8:15	6:45	8:15	4:30	0:00	0:00	0:00	0:00	0:00	0:00	6:45	11:15	8:00	8:45	8:15	8:00	11:45	6:45	0:00	0:00	0:00	0:00	0:00	0:00	8:15	11:15	7:15	8:15	8:15	7:00	8:15	4:30	0:00	0:00	0:00	0:00	0:00	0:00	8:15
Peak Volume	0	8	24	84	104	17	2	0	0	0	0	0	0	215	5	7	26	82	52	13	2	0	0	0	0	0	0	170	5	11	49	166	144	27	2	0	0	0	0	0	0	363
12:00 - 24:00	6	34	93	502	671	145	15	0	0	0	0	0	0	1466	11	38	188	563	446	117	13	2	0	0	0	0	0	1378	17	72	281	1065	1117	262	28	2	0	0	0	0	0	2844
%	0%	1%	4%	21%	28%	6%	1%	0%	0%	0%	0%	0%	0%	62%	0%	2%	8%	24%	19%	5%	1%	0%	0%	0%	0%	0%	0%	58%	1%	3%	12%	45%	47%	11%	1%	0%	0%	0%	0%	0%	0%	120%
Peak Hour	14:15	15:30	15:30	15:00	16:00	14:45	15:15	12:00	12:00	12:00	12:00	12:00	12:00	15:00	12:00	15:00	15:15	14:00	14:00	15:00	12:15	17:45	12:00	12:00	12:00	12:00	12:00	14:00	12:00	15:00	15:30	15:00	16:45	14:45	15:30	17:45	12:00	12:00	12:00	12:00	12:00	15:00
Peak Volume	3	14	26	105	124	32	4	0	0	0	0	0	0	272	4	9	34	80	76	21	4	2	0	0	0	0	0	198	4	22	60	174	182	51	6	2	0	0	0	0	0	468
07:00 - 09:00	0	9	34	145	174	27	1	0	0	0	0	0	0	390	1	9	43	130	93	14	3	0	0	0	0	0	0	293	1	18	77	275	267	41	4	0	0	0	0	0	0	683
%	0%	0%	1%	6%	7%	1%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	2%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	12%	0%	1%	3%	12%	11%	2%	0%	0%	0%	0%	0%	0%	0%	29%
Peak Hour	7:00	7:15	7:30	7:00	7:00	8:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	8:00	7:00	8:00	8:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	8:00	7:15	8:00	8:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00
Peak Volume	0	8	22	76	103	16	1	0	0	0	0	0	0	211	1	7	22	79	52	10	2	0	0	0	0	0	0	169	1	11	41	148	144	24	2	0	0	0	0	0	0	348
16:00 - 18:00	2	8	24	144	217	43	4	0	0	0	0	0	0	442	2	6	38	143	112	32	3	0	0	0	0	0	0	336	4	14	62	287	329	75	7	0	0	0	0	0	0	778
%	0%	0%	1%	6%	9%	2%	0%	0%	0%	0%	0%	0%	0%	19%	0%	0%	2%	6%	5%	1%	0%	0%	0%	0%	0%	0%	0%	14%	0%	1%	3%	12%	14%	3%	0%	0%	0%	0%	0%	0%	0%	33%
Peak Hour	16:15	16:15	16:15	16:15	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:00	16:00	16:45	16:45	16:45	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:45	16:45	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45
Peak Volume	2	6	14	76	124	28	3	0	0	0	0	0	0	238	2	5	21	76	67	21	3	0	0	0	0	0	0	179	3	10	32	149	182	46	4	0	0	0	0	0	0	409

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	26	30	30	34	38	2365
SOUTHBOUND	24	29	29	34	37	2035
TOTALS	25	30	30	34	38	4400

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	2	1	0	0	0	0	0	0	0	0	**3**
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0:30	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	2	0	0	0	0	0	0	0	0	**3**
0:45	0	0	0	1	0	2	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	2	0	0	0	0	0	0	0	**3**
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**
2:00	0	0	0	0	1	0	1	0	0	0	0	0	0	**2**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	1	0	1	0	0	0	0	0	0	**3**
2:15	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	0	1	0	0	0	0	0	0	0	0	0	0	**2**	1	0	1	0	0	0	0	0	0	0	0	0	0	**2**
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
3:30	0	0	0	1	2	0	0	0	0	0	0	0	0	**3**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	1	3	0	0	0	0	0	0	0	0	**4**
3:45	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	1	0	0	0	0	0	0	**2**	0	0	0	1	0	1	1	0	0	0	0	0	0	**3**
4:00	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30	0	0	2	2	0	2	0	0	0	0	0	0	0	**6**	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	0	3	2	1	2	0	0	0	0	0	0	0	**8**
4:45	0	1	0	0	0	2	1	0	0	0	0	0	0	**4**	0	0	1	1	1	0	0	0	0	0	0	0	0	**3**	0	1	1	1	1	2	1	0	0	0	0	0	0	**7**
5:00	0	0	0	0	4	1	0	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	4	1	0	0	0	0	0	0	0	**5**
5:15	0	0	0	1	2	1	1	0	0	0	0	0	0	**5**	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	0	1	1	3	1	1	0	0	0	0	0	0	**7**
5:30	0	1	1	5	2	0	0	0	0	0	0	0	0	**9**	0	0	0	2	1	0	0	0	0	0	0	0	0	**3**	0	1	1	7	3	0	0	0	0	0	0	0	0	**12**
5:45	0	0	0	2	2	2	0	0	0	0	0	0	0	**6**	0	0	2	0	1	0	0	0	0	0	0	0	0	**3**	0	0	2	2	3	2	0	0	0	0	0	0	0	**9**
6:00	0	0	3	4	2	2	0	0	0	0	0	0	0	**11**	1	1	0	2	1	0	0	0	0	0	0	0	0	**5**	1	1	3	6	3	2	0	0	0	0	0	0	0	**16**
6:15	0	0	1	13	4	1	0	0	0	0	0	0	0	**19**	0	1	0	3	3	1	0	0	0	0	0	0	0	**8**	0	1	1	16	7	2	0	0	0	0	0	0	0	**27**
6:30	0	0	2	9	6	0	0	0	0	0	0	0	0	**17**	0	3	2	11	5	0	0	0	0	0	0	0	0	**21**	0	3	4	20	11	0	0	0	0	0	0	0	0	**38**
6:45	0	0	9	15	18	0	0	0	0	0	0	0	0	**42**	0	1	0	11	10	1	0	0	0	0	0	0	0	**23**	0	1	9	26	28	1	0	0	0	0	0	0	0	**65**
7:00	0	0	0	22	25	2	0	0	0	0	0	0	0	**49**	0	0	7	4	7	1	1	0	0	0	0	0	0	**20**	0	0	7	26	32	3	1	0	0	0	0	0	0	**69**
7:15	0	4	4	22	38	5	0	0	0	0	0	0	0	**73**	0	0	4	16	17	1	0	0	0	0	0	0	0	**38**	0	4	8	38	55	6	0	0	0	0	0	0	0	**111**
7:30	0	3	6	18	23	1	0	0	0	0	0	0	0	**51**	0	2	6	16	5	2	1	0	0	0	0	0	0	**32**	0	5	12	34	28	3	1	0	0	0	0	0	0	**83**
7:45	0	0	4	14	17	3	0	0	0	0	0	0	0	**38**	0	0	5	15	12	2	0	0	0	0	0	0	0	**34**	0	0	9	29	29	5	0	0	0	0	0	0	0	**72**
8:00	0	1	4	9	16	3	0	0	0	0	0	0	0	**33**	0	1	2	11	10	1	0	0	0	0	0	0	0	**25**	0	2	6	20	26	4	0	0	0	0	0	0	0	**58**
8:15	0	1	8	21	17	1	0	0	0	0	0	0	0	**48**	0	3	3	9	12	1	0	0	0	0	0	0	0	**28**	0	4	11	30	29	2	0	0	0	0	0	0	0	**76**
8:30	0	0	5	21	17	3	1	0	0	0	0	0	0	**47**	0	1	3	20	13	6	0	0	0	0	0	0	0	**43**	0	1	8	41	30	9	1	0	0	0	0	0	0	**90**
8:45	0	0	3	18	21	9	0	0	0	0	0	0	0	**51**	1	2	13	39	17	0	1	0	0	0	0	0	0	**73**	1	2	16	57	38	9	1	0	0	0	0	0	0	**124**
9:00	0	1	8	24	10	4	0	0	0	0	0	0	0	**47**	0	0	6	14	3	3	0	0	0	0	0	0	0	**26**	0	1	14	38	13	7	0	0	0	0	0	0	0	**73**
9:15	0	0	2	10	14	1	0	0	0	0	0	0	0	**27**	0	0	3	9	1	1	0	0	0	0	0	0	0	**14**	0	0	5	19	15	2	0	0	0	0	0	0	0	**41**
9:30	0	0	3	9	12	3	0	0	0	0	0	0	0	**27**	0	0	4	6	5	1	0	0	0	0	0	0	0	**16**	0	0	7	15	17	4	0	0	0	0	0	0	0	**43**
9:45	0	0	1	14	14	1	0	0	0	0	0	0	0	**30**	0	0	5	7	3	3	0	0	0	0	0	0	0	**18**	0	0	6	21	17	4	0	0	0	0	0	0	0	**48**
10:00	0	1	3	12	6	1	0	0	0	0	0	0	0	**23**	0	0	5	13	7	0	0	0	0	0	0	0	0	**25**	0	1	8	25	13	1	0	0	0	0	0	0	0	**48**
10:15	0	1	3	12	11	2	0	0	0	0	0	0	0	**29**	0	0	5	7	4	1	0	0	0	0	0	0	0	**17**	0	1	8	19	15	3	0	0	0	0	0	0	0	**46**
10:30	0	0	3	6	11	2	0	0	0	0	0	0	0	**22**	0	1	6	13	8	1	0	0	0	0	0	0	0	**29**	0	1	9	19	19	3	0	0	0	0	0	0	0	**51**
10:45	0	0	0	15	18	4	0	0	0	0	0	0	0	**37**	0	0	5	15	7	5	0	0	0	0	0	0	0	**32**	0	0	5	30	25	9	0	0	0	0	0	0	0	**69**
11:00	0	0	5	9	9	2	1	0	0	0	0	0	0	**26**	0	1	1	7	6	1	0	0	0	0	0	0	0	**16**	0	1	6	16	15	3	1	0	0	0	0	0	0	**42**
11:15	0	1	4	9	11	3	1	0	0	0	0	0	0	**29**	0	0	2	13	7	4	0	0	0	0	0	0	0	**26**	0	1	6	22	18	7	1	0	0	0	0	0	0	**55**
11:30	0	0	3	14	9	4	0	0	0	0	0	0	0	**30**	0	1	3	14	9	1	0	0	0	0	0	0	0	**28**	0	1	6	28	18	5	0	0	0	0	0	0	0	**58**
11:45	0	2	3	15	15	7	0	0	0	0	0	0	0	**42**	1	3	4	10	8	4	0	0	0	0	0	0	0	**30**	1	5	7	25	23	11	0	0	0	0	0	0	0	**72**

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
12:00	0	3	3	14	19	1	0	0	0	0	0	0	0	40	4	0	2	13	10	2	0	0	0	0	0	0	0	31	4	3	5	27	29	3	0	0	0	0	0	0	0	71
12:15	0	0	4	10	17	1	0	0	0	0	0	0	0	32	0	2	3	13	12	2	0	0	0	0	0	0	0	32	0	2	7	23	29	3	0	0	0	0	0	0	0	64
12:30	0	0	1	15	20	3	0	0	0	0	0	0	0	39	0	0	3	13	8	5	2	0	0	0	0	0	0	31	0	0	4	28	28	8	2	0	0	0	0	0	0	70
12:45	0	1	1	10	14	5	1	0	0	0	0	0	0	32	0	1	1	14	7	1	1	0	0	0	0	0	0	25	0	2	2	24	21	6	2	0	0	0	0	0	0	57
13:00	0	0	2	9	7	4	0	0	0	0	0	0	0	22	0	1	9	9	9	2	1	0	0	0	0	0	0	31	0	1	11	18	16	6	1	0	0	0	0	0	0	53
13:15	0	1	0	8	17	1	0	0	0	0	0	0	0	27	0	4	2	12	9	3	0	0	0	0	0	0	0	30	0	5	2	20	26	4	0	0	0	0	0	0	0	57
13:30	0	0	1	11	19	2	0	0	0	0	0	0	0	33	0	0	1	6	8	3	0	0	0	0	0	0	0	18	0	0	2	17	27	5	0	0	0	0	0	0	0	51
13:45	0	1	0	11	12	9	2	0	0	0	0	0	0	35	1	0	5	7	9	3	0	0	0	0	0	0	0	25	1	1	5	18	21	12	2	0	0	0	0	0	0	60
14:00	0	0	2	13	21	6	1	0	0	0	0	0	0	43	0	0	6	38	28	6	0	0	0	0	0	0	0	78	0	0	8	51	49	12	1	0	0	0	0	0	0	121
14:15	2	3	2	10	18	4	0	0	0	0	0	0	0	39	0	3	6	11	11	3	0	0	0	0	0	0	0	34	2	6	8	21	29	7	0	0	0	0	0	0	0	73
14:30	0	0	2	16	20	0	0	0	0	0	0	0	0	38	0	0	1	17	17	5	2	0	0	0	0	0	0	42	0	0	3	33	37	5	2	0	0	0	0	0	0	80
14:45	0	0	1	9	24	7	1	0	0	0	0	0	0	42	0	0	9	14	20	1	0	0	0	0	0	0	0	44	0	0	10	23	44	8	1	0	0	0	0	0	0	86
15:00	1	1	3	22	22	14	0	0	0	0	0	0	0	63	0	3	3	20	15	5	0	0	0	0	0	0	0	46	1	4	6	42	37	19	0	0	0	0	0	0	0	109
15:15	0	1	1	24	27	7	1	0	0	0	0	0	0	61	0	1	3	13	23	7	0	0	0	0	0	0	0	47	0	2	4	37	50	14	1	0	0	0	0	0	0	108
15:30	0	5	10	37	31	4	1	0	0	0	0	0	0	88	0	2	12	22	13	6	0	0	0	0	0	0	0	55	0	7	22	59	44	10	1	0	0	0	0	0	0	143
15:45	0	6	5	22	25	2	0	0	0	0	0	0	0	60	1	3	12	14	14	3	1	0	0	0	0	0	0	48	1	9	17	36	39	5	1	0	0	0	0	0	0	108
16:00	0	1	2	9	27	8	2	0	0	0	0	0	0	49	1	1	7	23	10	2	0	0	0	0	0	0	0	44	1	2	9	32	37	10	2	0	0	0	0	0	0	93
16:15	1	2	9	24	25	3	1	0	0	0	0	0	0	65	0	2	3	14	12	5	1	0	0	0	0	0	0	37	1	4	12	38	37	8	2	0	0	0	0	0	0	102
16:30	0	0	0	18	25	6	0	0	0	0	0	0	0	49	1	2	7	15	7	2	0	0	0	0	0	0	0	34	1	2	7	33	32	8	0	0	0	0	0	0	0	83
16:45	0	2	0	18	47	4	0	0	0	0	0	0	0	71	0	0	4	17	24	3	0	0	0	0	0	0	0	48	0	2	4	35	71	7	0	0	0	0	0	0	0	119
17:00	1	2	5	16	26	3	0	0	0	0	0	0	0	53	0	0	2	19	8	9	2	0	0	0	0	0	0	40	1	2	7	35	34	12	2	0	0	0	0	0	0	93
17:15	0	0	2	19	25	15	0	0	0	0	0	0	0	61	0	0	3	23	17	3	0	0	0	0	0	0	0	46	0	0	5	42	42	18	0	0	0	0	0	0	0	107
17:30	0	1	3	20	17	3	1	0	0	0	0	0	0	45	0	1	3	17	18	6	0	0	0	0	0	0	0	45	0	2	6	37	35	9	1	0	0	0	0	0	0	90
17:45	0	0	3	20	25	1	0	0	0	0	0	0	0	49	0	0	9	15	16	2	0	0	0	0	0	0	0	42	0	0	12	35	41	3	0	0	0	0	0	0	0	91
18:00	0	1	3	16	20	4	0	0	0	0	0	0	0	44	1	1	10	23	10	3	0	0	0	0	0	0	0	48	1	2	13	39	30	7	0	0	0	0	0	0	0	92
18:15	0	1	2	4	14	6	1	0	0	0	0	0	0	28	0	1	2	12	12	4	0	0	0	0	0	0	0	31	0	2	4	16	26	10	1	0	0	0	0	0	0	59
18:30	0	0	0	9	19	4	0	0	0	0	0	0	0	32	1	0	2	11	12	3	1	2	0	0	0	0	0	32	1	0	2	20	31	7	1	2	0	0	0	0	0	64
18:45	0	0	2	9	14	3	0	0	0	0	0	0	0	28	0	0	2	13	11	3	0	0	0	0	0	0	0	29	0	0	4	22	25	6	0	0	0	0	0	0	0	57
19:00	0	0	3	14	10	1	1	0	0	0	0	0	0	29	0	0	3	20	12	1	0	0	0	0	0	0	0	36	0	0	6	34	22	2	1	0	0	0	0	0	0	65
19:15	0	0	0	8	13	0	1	0	0	0	0	0	0	22	0	3	5	22	14	1	0	0	0	0	0	0	0	45	0	3	5	30	27	1	1	0	0	0	0	0	0	67
19:30	0	0	2	15	8	2	0	0	0	0	0	0	0	27	0	0	8	9	8	1	0	0	0	0	0	0	0	26	0	0	10	24	16	3	0	0	0	0	0	0	0	53
19:45	0	0	1	5	8	0	0	0	0	0	0	0	0	14	0	0	2	13	8	3	0	0	0	0	0	0	0	26	0	0	3	18	16	3	0	0	0	0	0	0	0	40
20:00	1	0	7	5	5	4	0	0	0	0	0	0	0	22	0	1	1	7	9	4	0	0	0	0	0	0	0	22	1	1	8	12	14	8	0	0	0	0	0	0	0	44
20:15	0	1	2	6	4	0	0	0	0	0	0	0	0	13	0	1	3	14	5	2	1	0	0	0	0	0	0	26	0	2	5	20	9	2	1	0	0	0	0	0	0	39
20:30	0	0	1	7	7	1	0	0	0	0	0	0	0	16	0	1	14	11	3	0	0	0	0	0	0	0	0	29	0	1	15	18	10	1	0	0	0	0	0	0	0	45
20:45	0	0	1	1	3	0	0	0	0	0	0	0	0	5	0	0	5	5	2	0	0	0	0	0	0	0	0	12	0	0	6	6	5	0	0	0	0	0	0	0	0	17
21:00	0	0	1	3	1	0	0	0	0	0	0	0	0	5	0	0	5	5	5	1	0	0	0	0	0	0	0	16	0	0	6	8	6	1	0	0	0	0	0	0	0	21
21:15	0	0	3	6	1	0	0	0	0	0	0	0	0	10	1	0	2	3	3	0	0	0	0	0	0	0	0	9	1	0	5	9	4	0	0	0	0	0	0	0	0	19
21:30	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	2	1	2	3	0	0	0	0	0	0	0	0	8	0	2	1	2	5	0	0	0	0	0	0	0	0	10
21:45	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	4	3	0	1	1	0	0	0	0	0	0	9	0	0	4	4	0	1	2	0	0	0	0	0	0	11
22:00	0	0	1	0	1	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	1	3	1	1	0	0	0	0	0	0	0	6
22:15	0	1	0	1	1	1	0	0	0	0	0	0	0	4	0	0	1	1	1	1	0	0	0	0	0	0	0	4	0	1	1	2	2	2	0	0	0	0	0	0	0	8
22:30	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	1	0	2	1	0	0	0	0	0	0	0	0	4	0	1	0	4	2	0	0	0	0	0	0	0	0	7
22:45	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	1	1	1	0	0	0	0	0	0	0	3	0	0	2	2	0	0	0	0	0	0	0	0	0	4	0	0	2	3	1	1	0	0	0	0	0	0	0	7
23:15	0	0	1	2	1	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	3	1	0	0	0	0	0	0	0	0	5
23:30	0	0	0	1	4	2	0	0	0	0	0	0	0	7	0	1	0	1	2	0	0	0	0	0	0	0	0	4	0	1	0	2	6	2	0	0	0	0	0	0	0	11
23:45	0	0	0	0	3	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
Totals	**6**	**51**	**183**	**850**	**1,033**	**221**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**2,365**	**15**	**60**	**289**	**859**	**633**	**160**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**2,035**	**21**	**111**	**472**	**1,709**	**1,666**	**381**	**38**	**2**	**0**	**0**	**0**	**0**	**0**	**4,400**
% of Totals	0%	2%	8%	36%	44%	9%	1%	0%	0%	0%	0%	0%	0%	**100%**	1%	3%	14%	42%	31%	8%	1%	0%	0%	0%	0%	0%	0%	**100%**	0%	3%	11%	39%	38%	9%	1%	0%	0%	0%	0%	0%	0%	**100%**

Prepared by National Data & Surveying Services

VOLUME

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_003

DAILY TOTALS	NB	SB	EB	WB	Total
	2,365	2,035	0	0	4,400

DAILY TOTALS

15-Minutes Interval

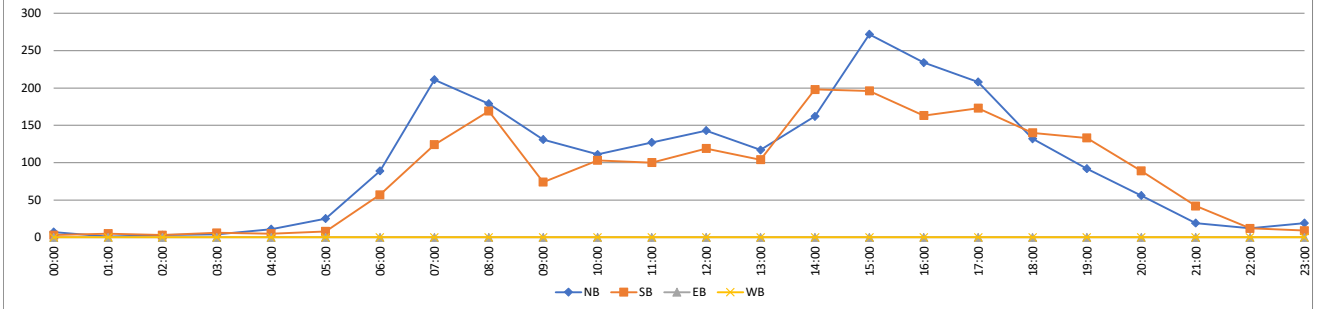
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	2	1			3	12:00	40	31			71
0:15	0	1			1	12:15	32	32			64
0:30	2	1			3	12:30	39	31			70
0:45	3	0			3	12:45	32	25			57
1:00	0	2			2	13:00	22	31			53
1:15	0	0			0	13:15	27	30			57
1:30	1	1			2	13:30	33	18			51
1:45	0	2			2	13:45	35	25			60
2:00	2	1			3	14:00	43	78			121
2:15	1	1			2	14:15	39	34			73
2:30	0	1			1	14:30	38	42			80
2:45	0	0			0	14:45	42	44			86
3:00	0	2			2	15:00	63	46			109
3:15	0	1			1	15:15	61	47			108
3:30	3	1			4	15:30	88	55			143
3:45	1	2			3	15:45	60	48			108
4:00	1	0			1	16:00	49	44			93
4:15	0	0			0	16:15	65	37			102
4:30	6	2			8	16:30	49	34			83
4:45	4	3			7	16:45	71	48			119
5:00	5	0			5	17:00	53	40			93
5:15	5	2			7	17:15	61	46			107
5:30	9	3			12	17:30	45	45			90
5:45	6	3			9	17:45	49	42			91
6:00	11	5			16	18:00	44	48			92
6:15	19	8			27	18:15	28	31			59
6:30	17	21			38	18:30	32	32			64
6:45	42	23			65	18:45	28	29			57
7:00	49	20			69	19:00	29	36			65
7:15	73	38			111	19:15	22	45			67
7:30	51	32			83	19:30	27	26			53
7:45	38	34			72	19:45	14	26			40
8:00	33	25			58	20:00	22	22			44
8:15	48	28			76	20:15	13	26			39
8:30	47	43			90	20:30	16	29			45
8:45	51	73			124	20:45	5	12			17
9:00	47	26			73	21:00	5	16			21
9:15	27	14			41	21:15	10	9			19
9:30	27	16			43	21:30	2	8			10
9:45	30	18			48	21:45	2	9			11
10:00	23	25			48	22:00	3	3			6
10:15	29	17			46	22:15	4	4			8
10:30	22	29			51	22:30	3	4			7
10:45	37	32			69	22:45	2	1			3
11:00	26	16			42	23:00	3	4			7
11:15	29	26			55	23:15	4	1			5
11:30	30	28			58	23:30	7	4			11
11:45	42	30			72	23:45	5	0			5
TOTALS	899	657	0	0	1556	TOTALS	1466	1378	0	0	2844
SPLIT %	58%	42%	0%	0%	35%	SPLIT %	52%	48%	0%	0%	65%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	7	3			10
01:00	02:00	1	5			6
02:00	03:00	3	3			6
03:00	04:00	4	6			10
04:00	05:00	11	5			16
05:00	06:00	25	8			33
06:00	07:00	89	57			146
07:00	08:00	211	124			335
08:00	09:00	179	169			348
09:00	10:00	131	74			205
10:00	11:00	111	103			214
11:00	12:00	127	100			227
12:00	13:00	143	119			262
13:00	14:00	117	104			221
14:00	15:00	162	198			360
15:00	16:00	272	196			468
16:00	17:00	234	163			397
17:00	18:00	208	173			381
18:00	19:00	132	140			272
19:00	20:00	92	133			225
20:00	21:00	56	89			145
21:00	22:00	19	42			61
22:00	23:00	12	12			24
23:00	00:00	19	9			28

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	899	657			1556
Peak Hour	6:45	8:15			8:15
Peak Volume	215	170			363
Peak Hour Factor	0.736	0.582			0.732
Peak Period	12:00	to	00:00		
Volume	1466	1378			2844
Peak Hour	15:00	14:00			15:00
Peak Volume	272	198			468
Peak Hour Factor	0.773	0.635			0.818
Peak Period	07:00	to	09:00		
Volume	390	293			683
Peak Hour	7:00	8:00			8:00
Peak Volume	211	169			348
Peak Hour Factor	0.723	0.579			0.702
Peak Period	16:00	to	18:00		
Volume	442	336			778
Peak Hour	16:15	16:45			16:45
Peak Volume	238	179			409
Peak Hour Factor	0.838	0.932			0.859



Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_003

HOURLY BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	5	2	0	0	0	0	0	0	0	0	0	0	7
4:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	8	5	0	0	0	0	0	0	0	0	0	0	13
5:00	0	25	8	0	0	1	0	0	0	0	0	0	0	34	0	8	4	0	1	0	0	0	0	0	0	0	0	13	0	33	12	0	1	1	0	0	0	0	0	0	0	47
6:00	0	58	18	3	0	0	0	0	0	0	0	0	0	79	0	46	9	2	1	0	0	0	0	0	0	0	0	58	0	104	27	5	1	0	0	0	0	0	0	0	0	137
7:00	0	201	26	3	2	1	0	1	0	0	0	0	0	234	0	109	20	6	3	1	0	0	2	0	0	0	0	141	0	310	46	9	5	2	0	1	2	0	0	0	0	375
8:00	0	165	31	6	5	2	0	1	1	0	0	0	0	211	1	130	27	13	7	1	0	1	1	0	0	0	0	181	1	295	58	19	12	3	0	2	2	0	0	0	0	392
9:00	0	124	11	3	2	1	0	0	0	0	0	0	0	141	0	72	16	0	8	3	0	0	0	0	0	0	0	99	0	196	27	3	10	4	0	0	0	0	0	0	0	240
10:00	0	92	19	0	3	2	0	1	0	0	0	0	0	117	0	59	18	0	5	1	0	0	0	0	0	0	0	83	0	151	37	0	8	3	0	1	0	0	0	0	0	200
11:00	0	81	28	1	8	2	1	0	0	0	0	0	0	121	0	94	14	2	3	7	0	0	0	0	0	0	0	120	0	175	42	3	11	9	1	0	0	0	0	0	0	241
12:00	0	111	23	3	7	1	1	0	1	0	0	0	0	147	0	119	23	2	7	1	0	0	1	0	0	0	0	153	0	230	46	5	14	2	1	0	2	0	0	0	0	300
13:00	0	115	14	2	7	1	1	0	0	0	0	0	0	140	0	69	25	2	4	2	0	0	0	0	0	0	0	102	0	184	39	4	11	3	1	0	0	0	0	0	0	242
14:00	1	127	23	7	0	2	1	0	0	0	0	0	0	161	1	164	26	6	5	1	1	0	0	0	0	0	0	204	2	291	49	13	5	3	2	0	0	0	0	0	0	365
15:00	1	196	26	2	5	0	0	0	0	0	0	0	0	230	0	139	25	10	8	1	0	0	0	0	0	0	0	183	1	335	51	12	13	1	0	0	0	0	0	0	0	413
16:00	1	183	35	1	3	1	0	0	1	0	0	0	0	225	1	158	32	0	6	0	0	2	0	0	0	0	0	199	2	341	67	1	9	1	0	2	1	0	0	0	0	424
17:00	1	199	22	1	0	0	0	0	0	0	0	0	0	223	1	146	22	0	1	0	0	0	0	0	0	0	0	170	2	345	44	1	1	0	0	0	0	0	0	0	0	393
18:00	2	130	24	0	3	0	0	1	0	0	0	0	0	160	1	124	15	0	4	0	0	0	0	0	0	0	0	144	3	254	39	0	7	0	0	1	0	0	0	0	0	304
19:00	1	133	25	0	2	0	0	0	0	0	0	0	0	161	0	149	16	0	3	0	0	0	0	0	0	0	0	168	1	282	41	0	5	0	0	0	0	0	0	0	0	329
20:00	0	57	6	0	0	0	0	0	0	0	0	0	0	63	0	78	9	0	0	0	0	0	0	0	0	0	0	87	0	135	15	0	0	0	0	0	0	0	0	0	0	150
21:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23	1	36	6	0	0	0	0	0	0	0	0	0	0	43	1	57	8	0	0	0	0	0	0	0	0	0	0	66
22:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	30	6	0	0	0	0	0	0	0	0	0	0	36
23:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	17	8	0	0	0	0	0	0	0	0	0	0	25
Totals	**7**	**2,058**	**358**	**32**	**47**	**14**	**4**	**4**	**3**	**0**	**0**	**0**	**0**	**2,527**	**6**	**1,736**	**312**	**43**	**66**	**18**	**1**	**3**	**4**	**0**	**0**	**0**	**0**	**2,189**	**13**	**3,794**	**670**	**75**	**113**	**32**	**5**	**7**	**7**	**0**	**0**	**0**	**0**	**4,716**
% of Totals	0%	81%	14%	1%	2%	1%	0%	0%	0%					100%	0%	79%	14%	2%	3%	1%	0%	0%	0%					100%	0%	80%	14%	2%	2%	1%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



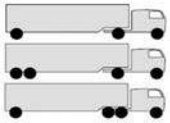
#5 2-Axle, 6-Tire Single Units



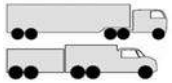
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	764	148	16	20	9	1	3	1	0	0	0	0	962	1	529	109	23	28	13	0	1	3	0	0	0	0	707	1	1293	257	39	48	22	1	4	4	0	0	0	0	1669
%	0%	30%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	38%	0%	24%	5%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	32%	0%	27%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	35%
Peak Hour	0:00	7:00	8:00	8:15	11:45	8:15	10:15	7:45	7:45	0:00	0:00	0:00	0:00	7:00	7:30	8:15	8:15	8:00	7:45	11:00	0:00	7:45	6:45	0:00	0:00	0:00	0:00	8:15	7:30	8:15	8:15	8:15	11:45	11:00	10:15	7:45	6:45	0:00	0:00	0:00	0:00	8:15
Peak Volume	0	201	31	9	11	3	1	2	1	0	0	0	0	234	1	136	31	13	8	7	0	1	2	0	0	0	0	191	1	321	60	21	17	9	1	3	2	0	0	0	0	423
12:00 - 24:00	7	1294	210	16	27	5	3	1	2	0	0	0	0	1565	5	1207	203	20	38	5	1	2	1	0	0	0	0	1482	12	2501	413	36	65	10	4	3	3	0	0	0	0	3047
%	0%	51%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	62%	0%	55%	9%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	68%	0%	53%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	65%
Peak Hour	16:15	15:30	15:30	14:00	12:45	13:45	12:00	17:30	12:00	12:00	12:00	12:00	12:00	15:30	13:30	14:00	16:00	14:45	12:15	12:45	14:00	16:00	12:00	12:00	12:00	12:00	12:00	14:30	16:15	15:30	16:00	14:45	12:15	13:15	14:00	16:00	12:00	12:00	12:00	12:00	12:00	15:30
Peak Volume	2	233	39	7	8	3	1	1	1	0	0	0	0	279	1	164	32	11	8	2	1	2	1	0	0	0	0	208	3	376	67	15	15	4	2	2	2	0	0	0	0	460
07:00 - 09:00	0	366	57	9	7	3	0	2	1	0	0	0	0	445	1	239	47	19	10	2	0	1	3	0	0	0	0	322	1	605	104	28	17	5	0	3	4	0	0	0	0	767
%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	11%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	13%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
Peak Hour	7:00	7:00	8:00	8:00	7:45	8:00	7:00	7:45	7:45	7:00	7:00	7:00	7:00	7:00	7:30	8:00	8:00	8:00	7:45	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	8:00	7:30	7:00	8:00	8:00	7:45	8:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	8:00
Peak Volume	0	201	31	6	5	2	0	2	1	0	0	0	0	234	1	130	27	13	8	1	0	1	2	0	0	0	0	181	1	310	58	19	13	3	0	3	2	0	0	0	0	392
16:00 - 18:00	2	382	57	2	3	1	0	0	1	0	0	0	0	448	2	304	54	0	7	0	0	2	0	0	0	0	0	369	4	686	111	2	10	1	0	2	1	0	0	0	0	817
%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	16:15	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	2	199	35	1	3	1	0	0	1	0	0	0	0	226	1	163	32	0	6	0	0	2	0	0	0	0	0	199	3	350	67	1	9	1	0	2	1	0	0	0	0	424

Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	6	2	0	0	0	0	0	0	0	0	0	0	8
5:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	3	0	0	0	0	0	0	0	0	0	0	7
5:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	1	1	0	1	0	0	0	0	0	0	0	0	3	0	12	2	0	1	0	0	0	0	0	0	0	0	15
5:45	0	7	4	0	0	1	0	0	0	0	0	0	0	12	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	12	6	0	0	1	0	0	0	0	0	0	0	19
6:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	11	5	0	0	0	0	0	0	0	0	0	0	16
6:15	0	9	6	0	0	0	0	0	0	0	0	0	0	15	0	8	2	2	0	0	0	0	0	0	0	0	0	12	0	17	8	2	0	0	0	0	0	0	0	0	0	27
6:30	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	20	4	0	0	0	0	0	0	0	0	0	0	24	0	37	6	0	0	0	0	0	0	0	0	0	0	43
6:45	0	25	7	3	0	0	0	0	0	0	0	0	0	35	0	14	1	0	1	0	0	0	0	0	0	0	0	16	0	39	8	3	1	0	0	0	0	0	0	0	0	51
7:00	0	52	7	1	1	0	0	0	0	0	0	0	0	61	0	19	7	2	0	0	0	0	0	0	0	0	0	28	0	71	14	3	1	0	0	0	0	0	0	0	0	89
7:15	0	67	8	1	0	1	0	0	0	0	0	0	0	77	0	32	3	1	0	0	0	0	0	0	0	0	0	36	0	99	11	2	0	1	0	0	0	0	0	0	0	113
7:30	0	42	6	1	0	0	0	0	0	0	0	0	0	49	0	26	2	0	2	1	0	0	2	0	0	0	0	33	0	68	8	1	2	1	0	0	2	0	0	0	0	82
7:45	0	40	5	0	1	0	0	1	0	0	0	0	0	47	0	32	8	3	1	0	0	0	0	0	0	0	0	44	0	72	13	3	2	0	0	1	0	0	0	0	0	91
8:00	0	24	8	0	2	0	0	0	0	0	0	0	0	34	0	19	5	1	2	0	0	0	0	0	0	0	0	27	0	43	13	1	4	0	0	0	0	0	0	0	0	61
8:15	0	46	6	1	1	1	0	0	0	0	0	0	0	55	1	16	4	1	2	0	0	0	0	0	0	0	0	24	1	62	10	2	3	1	0	0	0	0	0	0	0	79
8:30	0	50	8	1	1	0	0	1	1	0	0	0	0	62	0	36	7	3	3	1	0	1	1	0	0	0	0	52	0	86	15	4	4	1	0	2	2	0	0	0	0	114
8:45	0	45	9	4	1	1	0	0	0	0	0	0	0	60	0	59	11	8	0	0	0	0	0	0	0	0	0	78	0	104	20	12	1	1	0	0	0	0	0	0	0	138
9:00	0	44	6	3	1	1	0	0	0	0	0	0	0	55	0	25	9	0	3	0	0	0	0	0	0	0	0	37	0	69	15	3	4	1	0	0	0	0	0	0	0	92
9:15	0	35	2	0	1	0	0	0	0	0	0	0	0	38	0	12	2	0	2	2	0	0	0	0	0	0	0	18	0	47	4	0	3	2	0	0	0	0	0	0	0	56
9:30	0	27	1	0	0	0	0	0	0	0	0	0	0	28	0	21	1	0	2	1	0	0	0	0	0	0	0	25	0	48	2	0	2	1	0	0	0	0	0	0	0	53
9:45	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	14	4	0	1	0	0	0	0	0	0	0	0	19	0	32	6	0	1	0	0	0	0	0	0	0	0	39
10:00	0	14	1	0	0	1	0	1	0	0	0	0	0	17	0	18	3	0	2	0	0	0	0	0	0	0	0	23	0	32	4	0	2	1	0	1	0	0	0	0	0	40
10:15	0	18	3	0	2	0	0	0	0	0	0	0	0	23	0	16	4	0	1	0	0	0	0	0	0	0	0	21	0	34	7	0	3	0	0	0	0	0	0	0	0	44
10:30	0	31	6	0	0	1	0	0	0	0	0	0	0	38	0	9	5	0	0	1	0	0	0	0	0	0	0	15	0	40	11	0	0	2	0	0	0	0	0	0	0	53
10:45	0	29	9	0	1	0	0	0	0	0	0	0	0	39	0	16	6	0	2	0	0	0	0	0	0	0	0	24	0	45	15	0	3	0	0	0	0	0	0	0	0	63
11:00	0	15	6	0	1	1	1	0	0	0	0	0	0	24	0	24	3	0	0	1	0	0	0	0	0	0	0	28	0	39	9	0	1	2	1	0	0	0	0	0	0	52
11:15	0	16	5	0	1	0	0	0	0	0	0	0	0	22	0	18	6	0	1	1	0	0	0	0	0	0	0	26	0	34	11	0	2	1	0	0	0	0	0	0	0	48
11:30	0	18	4	0	1	1	0	0	0	0	0	0	0	24	0	30	3	2	1	1	0	0	0	0	0	0	0	37	0	48	7	2	2	2	0	0	0	0	0	0	0	61
11:45	0	32	13	1	5	0	0	0	0	0	0	0	0	51	0	22	2	0	1	4	0	0	0	0	0	0	0	29	0	54	15	1	6	4	0	0	0	0	0	0	0	80

Prepared by National Data & Surveying Services

CLASSIFICATION

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	34	3	0	2	0	1	0	0	0	0	0	0	40	0	29	10	1	1	0	0	0	0	0	0	0	0	41	0	63	13	1	3	0	1	0	0	0	0	0	0	81
12:15	0	28	7	0	2	0	0	0	0	0	0	0	0	37	0	24	4	1	2	0	0	0	1	0	0	0	0	32	0	52	11	1	4	0	0	0	1	0	0	0	0	69
12:30	0	22	5	0	2	0	0	0	0	0	0	0	0	29	0	38	4	0	2	1	0	0	0	0	0	0	0	45	0	60	9	0	4	1	0	0	0	0	0	0	0	74
12:45	0	27	8	3	1	1	0	0	1	0	0	0	0	41	0	28	5	0	2	0	0	0	0	0	0	0	0	35	0	55	13	3	3	1	0	0	1	0	0	0	0	76
13:00	0	16	4	1	2	0	1	0	0	0	0	0	0	24	0	25	9	1	2	0	0	0	0	0	0	0	0	37	0	41	13	2	4	0	1	0	0	0	0	0	0	61
13:15	0	28	0	0	2	0	0	0	0	0	0	0	0	30	0	14	8	1	0	0	0	0	0	0	0	0	0	23	0	42	8	1	2	0	0	0	0	0	0	0	0	53
13:30	0	27	5	0	3	0	0	0	0	0	0	0	0	35	0	13	3	0	1	2	0	0	0	0	0	0	0	19	0	40	8	0	4	2	0	0	0	0	0	0	0	54
13:45	0	44	5	1	0	1	0	0	0	0	0	0	0	51	0	17	5	0	1	0	0	0	0	0	0	0	0	23	0	61	10	1	1	1	0	0	0	0	0	0	0	74
14:00	0	26	7	0	0	1	1	0	0	0	0	0	0	35	0	49	7	3	3	0	0	0	0	0	0	0	0	62	0	75	14	3	3	1	1	0	0	0	0	0	0	97
14:15	1	43	4	3	0	0	0	0	0	0	0	0	0	51	1	24	5	0	0	0	0	0	0	0	0	0	0	30	2	67	9	3	0	0	0	0	0	0	0	0	0	81
14:30	0	24	4	1	0	1	0	0	0	0	0	0	0	30	0	43	8	2	1	0	0	0	0	0	0	0	0	54	0	67	12	3	1	1	0	0	0	0	0	0	0	84
14:45	0	34	8	3	0	0	0	0	0	0	0	0	0	45	0	48	6	1	1	1	1	0	0	0	0	0	0	58	0	82	14	4	1	1	1	0	0	0	0	0	0	103
15:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33	0	28	7	0	3	1	0	0	0	0	0	0	0	39	0	58	10	0	3	1	0	0	0	0	0	0	0	72
15:15	0	42	5	0	3	0	0	0	0	0	0	0	0	50	0	42	9	5	1	0	0	0	0	0	0	0	0	57	0	84	14	5	4	0	0	0	0	0	0	0	0	107
15:30	1	84	9	1	1	0	0	0	0	0	0	0	0	96	0	36	4	5	3	0	0	0	0	0	0	0	0	48	1	120	13	6	4	0	0	0	0	0	0	0	0	144
15:45	0	40	9	1	1	0	0	0	0	0	0	0	0	51	0	33	5	0	1	0	0	0	0	0	0	0	0	39	0	73	14	1	2	0	0	0	0	0	0	0	0	90
16:00	0	49	10	1	0	0	0	0	0	0	0	0	0	60	0	43	10	0	2	0	0	1	0	0	0	0	0	56	0	92	20	1	2	0	0	1	0	0	0	0	0	116
16:15	0	60	11	0	0	1	0	0	0	0	0	0	0	72	0	31	6	0	1	0	0	0	0	0	0	0	0	38	0	91	17	0	1	1	0	0	0	0	0	0	0	110
16:30	1	31	6	0	2	0	0	0	1	0	0	0	0	41	1	45	7	0	2	0	0	0	0	0	0	0	0	55	2	76	13	0	4	0	0	0	1	0	0	0	0	96
16:45	0	43	8	0	1	0	0	0	0	0	0	0	0	52	0	39	9	0	1	0	0	1	0	0	0	0	0	50	0	82	17	0	2	0	0	1	0	0	0	0	0	102
17:00	1	54	6	0	0	0	0	0	0	0	0	0	0	61	0	41	7	0	1	0	0	0	0	0	0	0	0	49	1	95	13	0	1	0	0	0	0	0	0	0	0	110
17:15	0	57	4	0	0	0	0	0	0	0	0	0	0	61	0	38	7	0	0	0	0	0	0	0	0	0	0	45	0	95	11	0	0	0	0	0	0	0	0	0	0	106
17:30	0	42	10	0	0	0	0	0	0	0	0	0	0	52	1	36	3	0	0	0	0	0	0	0	0	0	0	40	1	78	13	0	0	0	0	0	0	0	0	0	0	92
17:45	0	46	2	1	0	0	0	0	0	0	0	0	0	49	0	31	5	0	0	0	0	0	0	0	0	0	0	36	0	77	7	1	0	0	0	0	0	0	0	0	0	85
18:00	1	39	11	0	0	0	0	0	0	0	0	0	0	51	0	37	4	0	1	0	0	0	0	0	0	0	0	42	1	76	15	0	1	0	0	0	0	0	0	0	0	93
18:15	0	34	5	0	2	0	0	1	0	0	0	0	0	42	0	28	4	0	2	0	0	0	0	0	0	0	0	34	0	62	9	0	4	0	0	1	0	0	0	0	0	76
18:30	0	28	5	0	0	0	0	0	0	0	0	0	0	33	0	22	4	0	1	0	0	0	0	0	0	0	0	27	0	50	9	0	1	0	0	0	0	0	0	0	0	60
18:45	1	29	3	0	1	0	0	0	0	0	0	0	0	34	1	37	3	0	0	0	0	0	0	0	0	0	0	41	2	66	6	0	1	0	0	0	0	0	0	0	0	75
19:00	1	30	7	0	0	0	0	0	0	0	0	0	0	38	0	35	4	0	0	0	0	0	0	0	0	0	0	39	1	65	11	0	0	0	0	0	0	0	0	0	0	77
19:15	0	32	7	0	0	0	0	0	0	0	0	0	0	39	0	35	4	0	2	0	0	0	0	0	0	0	0	41	0	67	11	0	2	0	0	0	0	0	0	0	0	80
19:30	0	48	8	0	2	0	0	0	0	0	0	0	0	58	0	40	5	0	1	0	0	0	0	0	0	0	0	46	0	88	13	0	3	0	0	0	0	0	0	0	0	104
19:45	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	39	3	0	0	0	0	0	0	0	0	0	0	42	0	62	6	0	0	0	0	0	0	0	0	0	0	68
20:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	40	3	0	0	0	0	0	0	0	0	0	0	43
20:15	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	17	3	0	0	0	0	0	0	0	0	0	0	20	0	29	6	0	0	0	0	0	0	0	0	0	0	35
20:30	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	30	3	0	0	0	0	0	0	0	0	0	0	33
20:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	36	3	0	0	0	0	0	0	0	0	0	0	39
21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	1	12	1	0	0	0	0	0	0	0	0	0	0	14	1	16	2	0	0	0	0	0	0	0	0	0	0	19
21:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0	13	4	0	0	0	0	0	0	0	0	0	0	17
21:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	20	1	0	0	0	0	0	0	0	0	0	0	21
21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	8	1	0	0	0	0	0	0	0	0	0	0	9
22:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	11	4	0	0	0	0	0	0	0	0	0	0	15
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	1	0	0	0	0	0	0	0	0	0	0	7
22:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	0	0	0	0	0	6
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	4	3	0	0	0	0	0	0	0	0	0	0	7
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	5	3	0	0	0	0	0	0	0	0	0	0	8
23:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	2	0	0	0	0	0	0	0	0	0	0	5
Totals	**7**	**2,058**	**358**	**32**	**47**	**14**	**4**	**4**	**3**	**0**	**0**	**0**	**0**	**2,527**	**6**	**1,736**	**312**	**43**	**66**	**18**	**1**	**3**	**4**	**0**	**0**	**0**	**0**	**2,189**	**13**	**3,794**	**670**	**75**	**113**	**32**	**5**	**7**	**7**	**0**	**0**	**0**	**0**	**4,716**
% of Totals	0%	81%	14%	1%	2%	1%	0%	0%	0%					100%	0%	79%	14%	2%	3%	1%	0%	0%	0%					100%	0%	80%	14%	2%	2%	1%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_003

HOURLY BREAKDOWN

Time	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	0	0	0	1	1	1	1	0	0	0	0	0	0	4	0	1	1	0	1	0	0	0	0	0	0	0	0	3	0	1	1	1	2	1	1	0	0	0	0	0	0	7
1:00	0	0	0	1	2	0	0	0	0	0	0	0	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0	4	0	0	1	4	2	0	0	0	0	0	0	0	0	7
2:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
3:00	0	0	1	3	1	0	0	0	0	0	0	0	0	5	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	1	4	2	0	0	0	0	0	0	0	0	7
4:00	0	1	0	4	4	0	0	1	0	0	0	0	0	10	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	1	0	6	5	0	0	1	0	0	0	0	0	13
5:00	0	1	6	11	12	3	1	0	0	0	0	0	0	34	0	1	3	5	4	0	0	0	0	0	0	0	0	13	0	2	9	16	16	3	1	0	0	0	0	0	0	47
6:00	1	4	2	33	30	9	0	0	0	0	0	0	0	79	0	1	6	26	20	5	0	0	0	0	0	0	0	58	1	5	8	59	50	14	0	0	0	0	0	0	0	137
7:00	2	7	9	60	102	48	6	0	0	0	0	0	0	234	2	7	20	65	37	9	1	0	0	0	0	0	0	141	4	14	29	125	139	57	7	0	0	0	0	0	0	375
8:00	1	14	18	44	94	35	5	0	0	0	0	0	0	211	0	5	22	96	42	14	1	1	0	0	0	0	0	181	1	19	40	140	136	49	6	1	0	0	0	0	0	392
9:00	0	4	7	41	60	25	4	0	0	0	0	0	0	141	2	5	22	46	20	4	0	0	0	0	0	0	0	99	2	9	29	87	80	29	4	0	0	0	0	0	0	240
10:00	0	2	8	40	51	14	2	0	0	0	0	0	0	117	1	4	16	31	29	2	0	0	0	0	0	0	0	83	1	6	24	71	80	16	2	0	0	0	0	0	0	200
11:00	2	10	12	33	46	14	4	0	0	0	0	0	0	121	1	2	21	54	28	13	0	1	0	0	0	0	0	120	3	12	33	87	74	27	4	1	0	0	0	0	0	241
12:00	3	3	14	45	58	17	6	1	0	0	0	0	0	147	2	1	21	76	43	8	2	0	0	0	0	0	0	153	5	4	35	121	101	25	8	1	0	0	0	0	0	300
13:00	1	5	12	34	67	19	2	0	0	0	0	0	0	140	1	4	15	44	31	6	1	0	0	0	0	0	0	102	2	9	27	78	98	25	3	0	0	0	0	0	0	242
14:00	4	8	14	43	60	28	4	0	0	0	0	0	0	161	1	2	22	84	82	12	0	1	0	0	0	0	0	204	5	10	36	127	142	40	4	1	0	0	0	0	0	365
15:00	1	9	25	53	93	47	2	0	0	0	0	0	0	230	0	10	13	86	59	14	0	1	0	0	0	0	0	183	1	19	38	139	152	61	2	1	0	0	0	0	0	413
16:00	3	5	11	47	109	44	6	0	0	0	0	0	0	225	0	9	29	82	65	14	0	0	0	0	0	0	0	199	3	14	40	129	174	58	6	0	0	0	0	0	0	424
17:00	2	6	17	47	99	48	4	0	0	0	0	0	0	223	0	6	19	70	61	11	3	0	0	0	0	0	0	170	2	12	36	117	160	59	7	0	0	0	0	0	0	393
18:00	1	7	5	48	73	24	2	0	0	0	0	0	0	160	1	4	18	78	36	7	0	0	0	0	0	0	0	144	2	11	23	126	109	31	2	0	0	0	0	0	0	304
19:00	3	3	17	68	54	14	1	1	0	0	0	0	0	161	0	3	30	90	36	7	1	1	0	0	0	0	0	168	3	6	47	158	90	21	2	2	0	0	0	0	0	329
20:00	0	0	13	29	14	7	0	0	0	0	0	0	0	63	0	1	18	42	20	5	1	0	0	0	0	0	0	87	0	1	31	71	34	12	1	0	0	0	0	0	0	150
21:00	0	1	4	9	6	2	0	1	0	0	0	0	0	23	1	3	10	18	9	2	0	0	0	0	0	0	0	43	1	4	14	27	15	4	0	1	0	0	0	0	0	66
22:00	0	0	3	4	4	4	0	1	0	0	0	0	0	16	0	1	2	11	3	2	0	1	0	0	0	0	0	20	0	1	5	15	7	6	0	2	0	0	0	0	0	36
23:00	0	2	2	2	6	2	1	1	0	0	0	0	0	16	0	2	3	2	1	1	0	0	0	0	0	0	0	9	0	4	5	4	7	3	1	1	0	0	0	0	0	25
Totals	**24**	**92**	**201**	**701**	**1,047**	**405**	**51**	**6**	**0**	**0**	**0**	**0**	**0**	**2,527**	**12**	**72**	**312**	**1,012**	**629**	**136**	**10**	**6**	**0**	**0**	**0**	**0**	**0**	**2,189**	**36**	**164**	**513**	**1,713**	**1,676**	**541**	**61**	**12**	**0**	**0**	**0**	**0**	**0**	**4,716**
% of Totals	1%	4%	8%	28%	41%	16%	2%	0%						100%	1%	3%	14%	46%	29%	6%	0%	0%						100%	1%	3%	11%	36%	36%	11%	1%	0%						100%

STATISTICS

00:00 - 12:00	6	43	64	272	404	149	23	1	0	0	0	0	0	962	6	26	112	329	183	47	2	2	0	0	0	0	0	707	12	69	176	601	587	196	25	3	0	0	0	0	0	1669
%	0%	2%	3%	11%	16%	6%	1%	0%	0%	0%	0%	0%	0%	38%	0%	1%	4%	13%	7%	2%	0%	0%	0%	0%	0%	0%	0%	28%	0%	3%	7%	24%	23%	8%	1%	0%	0%	0%	0%	0%	0%	66%
Peak Hour	11:45	8:15	7:45	6:45	7:00	7:00	8:30	4:00	0:00	0:00	0:00	0:00	0:00	7:00	6:45	8:30	8:15	8:00	8:15	8:00	11:45	7:30	0:00	0:00	0:00	0:00	0:00	8:15	11:45	8:15	11:45	8:15	8:15	7:00	11:45	11:30	0:00	0:00	0:00	0:00	0:00	8:15
Peak Volume	3	16	19	62	102	48	8	1	0	0	0	0	0	234	2	8	28	96	44	14	2	1	0	0	0	0	0	191	5	22	44	154	146	57	10	2	0	0	0	0	0	423
12:00 - 24:00	18	49	137	429	643	256	28	5	0	0	0	0	0	1565	6	46	200	683	446	89	8	4	0	0	0	0	0	1482	24	95	337	1112	1089	345	36	9	0	0	0	0	0	3047
%	1%	2%	5%	17%	25%	10%	1%	0%	0%	0%	0%	0%	0%	62%	0%	2%	8%	27%	18%	4%	0%	0%	0%	0%	0%	0%	0%	59%	1%	4%	13%	44%	43%	14%	1%	0%	0%	0%	0%	0%	0%	121%
Peak Hour	13:30	17:45	14:45	19:00	15:30	15:30	16:15	22:15	12:00	12:00	12:00	12:00	12:00	15:30	12:15	15:15	18:45	14:30	14:00	15:30	16:45	14:15	12:00	12:00	12:00	12:00	12:00	14:30	12:15	15:15	15:15	19:00	16:30	15:30	12:00	14:15	12:00	12:00	12:00	12:00	12:00	15:30
Peak Volume	5	11	28	68	124	55	7	2	0	0	0	0	0	279	3	12	31	97	82	20	3	2	0	0	0	0	0	208	6	22	48	158	175	75	8	2	0	0	0	0	0	460
07:00 - 09:00	3	21	27	104	196	83	11	0	0	0	0	0	0	445	2	12	42	161	79	23	2	1	0	0	0	0	0	322	5	33	69	265	275	106	13	1	0	0	0	0	0	767
%	0%	1%	1%	4%	8%	3%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	2%	6%	3%	1%	0%	0%	0%	0%	0%	0%	0%	13%	0%	1%	3%	10%	11%	4%	1%	0%	0%	0%	0%	0%	0%	30%
Peak Hour	7:00	8:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	8:00	8:00	8:00	7:00	7:30	7:00	7:00	7:00	7:00	7:00	8:00	7:00	8:00	7:45	8:00	7:00	7:00	7:00	7:30	7:00	7:00	7:00	7:00	7:00	8:00
Peak Volume	2	14	19	60	102	48	6	0	0	0	0	0	0	234	2	7	22	96	42	14	1	1	0	0	0	0	0	181	4	19	40	140	139	57	7	1	0	0	0	0	0	392
16:00 - 18:00	5	11	28	94	208	92	10	0	0	0	0	0	0	448	0	15	48	152	126	25	3	0	0	0	0	0	0	369	5	26	76	246	334	117	13	0	0	0	0	0	0	817
%	0%	0%	1%	4%	8%	4%	0%	0%	0%	0%	0%	0%	0%	18%	0%	1%	2%	6%	5%	1%	0%	0%	0%	0%	0%	0%	0%	15%	0%	1%	3%	10%	13%	5%	1%	0%	0%	0%	0%	0%	0%	32%
Peak Hour	16:00	17:00	17:00	16:45	16:00	16:15	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:30	16:00	16:00	16:30	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:30	16:45	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	3	6	17	55	109	49	7	0	0	0	0	0	0	226	0	10	29	82	78	14	3	0	0	0	0	0	0	199	3	14	40	132	175	61	8	0	0	0	0	0	0	424

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	25	31	31	36	39	2527
SOUTHBOUND	24	28	29	34	37	2189
TOTALS	25	30	30	35	38	4716

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	2
0:15	0	0	0	1	1	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	2
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	2
1:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	2
2:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	2
3:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:45	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:30	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	1	0	0	0	0	0	0	0	4
4:45	0	1	0	1	3	0	0	1	0	0	0	0	0	6	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	1	0	2	4	0	0	1	0	0	0	0	0	8
5:00	0	0	0	2	1	1	1	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4	1	1	1	0	0	0	0	0	0	7
5:15	0	1	1	1	1	1	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	1	1	2	1	0	0	0	0	0	0	0	6
5:30	0	0	4	6	2	0	0	0	0	0	0	0	0	12	0	1	0	1	1	0	0	0	0	0	0	0	0	3	0	1	4	7	3	0	0	0	0	0	0	0	0	15
5:45	0	0	1	2	8	1	0	0	0	0	0	0	0	12	0	0	3	2	2	0	0	0	0	0	0	0	0	7	0	0	4	4	10	1	0	0	0	0	0	0	0	19
6:00	0	0	0	2	4	4	0	0	0	0	0	0	0	10	0	0	1	2	2	1	0	0	0	0	0	0	0	6	0	0	1	4	6	5	0	0	0	0	0	0	0	16
6:15	1	0	1	8	4	1	0	0	0	0	0	0	0	15	0	1	2	3	6	0	0	0	0	0	0	0	0	12	1	1	3	11	10	1	0	0	0	0	0	0	0	27
6:30	0	0	0	10	8	1	0	0	0	0	0	0	0	19	0	0	3	12	7	2	0	0	0	0	0	0	0	24	0	0	3	22	15	3	0	0	0	0	0	0	0	43
6:45	0	4	1	13	14	3	0	0	0	0	0	0	0	35	0	0	0	9	5	2	0	0	0	0	0	0	0	16	0	4	1	22	19	5	0	0	0	0	0	0	0	51
7:00	0	1	1	16	29	13	1	0	0	0	0	0	0	61	1	2	4	13	6	2	0	0	0	0	0	0	0	28	1	3	5	29	35	15	1	0	0	0	0	0	0	89
7:15	0	3	1	17	41	14	1	0	0	0	0	0	0	77	0	0	4	19	10	2	1	0	0	0	0	0	0	36	0	3	5	36	51	16	2	0	0	0	0	0	0	113
7:30	1	1	3	16	15	10	3	0	0	0	0	0	0	49	1	4	4	15	7	2	0	0	0	0	0	0	0	33	2	5	7	31	22	12	3	0	0	0	0	0	0	82
7:45	1	2	4	11	17	11	1	0	0	0	0	0	0	47	0	1	8	18	14	3	0	0	0	0	0	0	0	44	1	3	12	29	31	14	1	0	0	0	0	0	0	91
8:00	0	1	7	4	16	6	0	0	0	0	0	0	0	34	0	1	3	16	5	2	0	0	0	0	0	0	0	27	0	2	10	20	21	8	0	0	0	0	0	0	0	61
8:15	0	2	3	15	27	8	0	0	0	0	0	0	0	55	0	0	2	15	4	2	0	1	0	0	0	0	0	24	0	2	5	30	31	10	0	1	0	0	0	0	0	79
8:30	1	4	5	14	24	14	0	0	0	0	0	0	0	62	0	2	8	26	13	3	0	0	0	0	0	0	0	52	1	6	13	40	37	17	0	0	0	0	0	0	0	114
8:45	0	7	3	11	27	7	5	0	0	0	0	0	0	60	0	2	9	39	20	7	1	0	0	0	0	0	0	78	0	9	12	50	47	14	6	0	0	0	0	0	0	138
9:00	0	3	3	18	24	7	0	0	0	0	0	0	0	55	1	2	9	16	7	2	0	0	0	0	0	0	0	37	1	5	12	34	31	9	0	0	0	0	0	0	0	92
9:15	0	0	3	13	11	8	3	0	0	0	0	0	0	38	1	2	2	11	2	0	0	0	0	0	0	0	0	18	1	2	5	24	13	8	3	0	0	0	0	0	0	56
9:30	0	1	0	4	16	7	0	0	0	0	0	0	0	28	0	1	6	11	5	2	0	0	0	0	0	0	0	25	0	2	6	15	21	9	0	0	0	0	0	0	0	53
9:45	0	0	1	6	9	3	1	0	0	0	0	0	0	20	0	0	5	8	6	0	0	0	0	0	0	0	0	19	0	0	6	14	15	3	1	0	0	0	0	0	0	39
10:00	0	0	4	4	7	2	0	0	0	0	0	0	0	17	0	1	2	10	8	2	0	0	0	0	0	0	0	23	0	1	6	14	15	4	0	0	0	0	0	0	0	40
10:15	0	1	1	6	10	5	0	0	0	0	0	0	0	23	1	0	6	8	6	0	0	0	0	0	0	0	0	21	1	1	7	14	16	5	0	0	0	0	0	0	0	44
10:30	0	1	1	14	19	1	2	0	0	0	0	0	0	38	0	1	2	7	5	0	0	0	0	0	0	0	0	15	0	2	3	21	24	1	2	0	0	0	0	0	0	53
10:45	0	0	2	16	15	6	0	0	0	0	0	0	0	39	0	2	6	6	10	0	0	0	0	0	0	0	0	24	0	2	8	22	25	6	0	0	0	0	0	0	0	63
11:00	1	3	4	3	12	1	0	0	0	0	0	0	0	24	0	0	4	18	6	0	0	0	0	0	0	0	0	28	1	3	8	21	18	1	0	0	0	0	0	0	0	52
11:15	0	0	0	5	10	6	1	0	0	0	0	0	0	22	0	1	4	8	7	6	0	0	0	0	0	0	0	26	0	1	4	13	17	12	1	0	0	0	0	0	0	48
11:30	0	2	3	6	8	5	0	0	0	0	0	0	0	24	0	1	3	14	12	6	0	1	0	0	0	0	0	37	0	3	6	20	20	11	0	1	0	0	0	0	0	61
11:45	1	5	5	19	16	2	3	0	0	0	0	0	0	51	1	0	10	14	3	1	0	0	0	0	0	0	0	29	2	5	15	33	19	3	3	0	0	0	0	0	0	80

Prepared by National Data & Surveying Services

SPEED

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_003

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	0	3	20	16	1	0	0	0	0	0	0	0	40	0	1	8	22	8	1	1	0	0	0	0	0	0	41	0	1	11	42	24	2	1	0	0	0	0	0	0	81
12:15	0	0	5	10	11	8	2	1	0	0	0	0	0	37	1	0	5	13	11	2	0	0	0	0	0	0	0	32	1	0	10	23	22	10	2	1	0	0	0	0	0	69
12:30	2	0	4	4	13	3	3	0	0	0	0	0	0	29	0	0	4	25	12	3	1	0	0	0	0	0	0	45	2	0	8	29	25	6	4	0	0	0	0	0	0	74
12:45	1	3	2	11	18	5	1	0	0	0	0	0	0	41	1	0	4	16	12	2	0	0	0	0	0	0	0	35	2	3	6	27	30	7	1	0	0	0	0	0	0	76
13:00	0	1	5	7	6	5	0	0	0	0	0	0	0	24	1	3	5	12	14	2	0	0	0	0	0	0	0	37	1	4	10	19	20	7	0	0	0	0	0	0	0	61
13:15	0	0	2	9	14	5	0	0	0	0	0	0	0	30	0	0	4	12	5	1	1	0	0	0	0	0	0	23	0	0	6	21	19	6	1	0	0	0	0	0	0	53
13:30	1	2	2	7	18	5	0	0	0	0	0	0	0	35	0	1	4	7	5	2	0	0	0	0	0	0	0	19	1	3	6	14	23	7	0	0	0	0	0	0	0	54
13:45	0	2	3	11	29	4	2	0	0	0	0	0	0	51	0	0	2	13	7	1	0	0	0	0	0	0	0	23	0	2	5	24	36	5	2	0	0	0	0	0	0	74
14:00	0	0	5	5	9	13	3	0	0	0	0	0	0	35	1	0	10	19	26	6	0	0	0	0	0	0	0	62	1	0	15	24	35	19	3	0	0	0	0	0	0	97
14:15	4	2	1	14	23	6	1	0	0	0	0	0	0	51	0	0	2	14	14	0	0	0	0	0	0	0	0	30	4	2	3	28	37	6	1	0	0	0	0	0	0	81
14:30	0	2	1	11	12	4	0	0	0	0	0	0	0	30	0	1	3	20	24	5	0	1	0	0	0	0	0	54	0	3	4	31	36	9	0	1	0	0	0	0	0	84
14:45	0	4	7	13	16	5	0	0	0	0	0	0	0	45	0	1	7	31	18	1	0	0	0	0	0	0	0	58	0	5	14	44	34	6	0	0	0	0	0	0	0	103
15:00	1	1	3	8	12	8	0	0	0	0	0	0	0	33	0	1	3	15	16	3	0	1	0	0	0	0	0	39	1	2	6	23	28	11	0	1	0	0	0	0	0	72
15:15	0	2	6	7	23	11	1	0	0	0	0	0	0	50	0	2	3	31	20	1	0	0	0	0	0	0	0	57	0	4	9	38	43	12	1	0	0	0	0	0	0	107
15:30	0	3	12	24	39	17	1	0	0	0	0	0	0	96	0	6	3	20	13	6	0	0	0	0	0	0	0	48	0	9	15	44	52	23	1	0	0	0	0	0	0	144
15:45	0	3	4	14	19	11	0	0	0	0	0	0	0	51	0	1	4	20	10	4	0	0	0	0	0	0	0	39	0	4	8	34	29	15	0	0	0	0	0	0	0	90
16:00	2	2	3	10	34	8	1	0	0	0	0	0	0	60	0	3	13	21	12	7	0	0	0	0	0	0	0	56	2	5	16	31	46	15	1	0	0	0	0	0	0	116
16:15	0	2	3	15	32	19	1	0	0	0	0	0	0	72	0	1	5	16	13	3	0	0	0	0	0	0	0	38	0	3	8	31	45	22	1	0	0	0	0	0	0	110
16:30	1	1	2	9	18	8	2	0	0	0	0	0	0	41	0	2	5	21	26	1	0	0	0	0	0	0	0	55	1	3	7	30	44	9	2	0	0	0	0	0	0	96
16:45	0	0	3	13	25	9	2	0	0	0	0	0	0	52	0	3	6	24	14	3	0	0	0	0	0	0	0	50	0	3	9	37	39	12	2	0	0	0	0	0	0	102
17:00	2	1	2	16	25	13	2	0	0	0	0	0	0	61	0	3	11	16	19	0	0	0	0	0	0	0	0	49	2	4	13	32	44	13	2	0	0	0	0	0	0	110
17:15	0	0	2	13	29	16	1	0	0	0	0	0	0	61	0	2	2	19	19	2	1	0	0	0	0	0	0	45	0	2	4	32	48	18	2	0	0	0	0	0	0	106
17:30	0	0	2	13	26	11	0	0	0	0	0	0	0	52	0	1	3	18	9	7	2	0	0	0	0	0	0	40	0	1	5	31	35	18	2	0	0	0	0	0	0	92
17:45	0	5	11	5	19	8	1	0	0	0	0	0	0	49	0	0	3	17	14	2	0	0	0	0	0	0	0	36	0	5	14	22	33	10	1	0	0	0	0	0	0	85
18:00	0	1	1	17	21	11	0	0	0	0	0	0	0	51	0	1	3	21	16	1	0	0	0	0	0	0	0	42	0	2	4	38	37	12	0	0	0	0	0	0	0	93
18:15	0	3	4	10	18	6	1	0	0	0	0	0	0	42	0	0	7	14	11	2	0	0	0	0	0	0	0	34	0	3	11	24	29	8	1	0	0	0	0	0	0	76
18:30	0	2	0	10	19	2	0	0	0	0	0	0	0	33	0	0	3	20	2	2	0	0	0	0	0	0	0	27	0	2	3	30	21	4	0	0	0	0	0	0	0	60
18:45	1	1	0	11	15	5	1	0	0	0	0	0	0	34	1	3	5	23	7	2	0	0	0	0	0	0	0	41	2	4	5	34	22	7	1	0	0	0	0	0	0	75
19:00	2	0	3	12	16	4	0	1	0	0	0	0	0	38	0	1	4	19	15	0	0	0	0	0	0	0	0	39	2	1	7	31	31	4	0	1	0	0	0	0	0	77
19:15	0	2	7	13	13	3	1	0	0	0	0	0	0	39	0	1	14	22	3	1	0	0	0	0	0	0	0	41	0	3	21	35	16	4	1	0	0	0	0	0	0	80
19:30	1	0	6	31	16	4	0	0	0	0	0	0	0	58	0	0	8	21	11	6	0	0	0	0	0	0	0	46	1	0	14	52	27	10	0	0	0	0	0	0	0	104
19:45	0	1	1	12	9	3	0	0	0	0	0	0	0	26	0	1	4	28	7	0	1	1	0	0	0	0	0	42	0	2	5	40	16	3	1	1	0	0	0	0	0	68
20:00	0	0	1	9	5	0	0	0	0	0	0	0	0	15	0	0	3	18	4	2	1	0	0	0	0	0	0	28	0	0	4	27	9	2	1	0	0	0	0	0	0	43
20:15	0	0	4	5	3	3	0	0	0	0	0	0	0	15	0	0	5	7	7	1	0	0	0	0	0	0	0	20	0	0	9	12	10	4	0	0	0	0	0	0	0	35
20:30	0	0	6	9	3	0	0	0	0	0	0	0	0	18	0	1	3	7	3	1	0	0	0	0	0	0	0	15	0	1	9	16	6	1	0	0	0	0	0	0	0	33
20:45	0	0	2	6	3	4	0	0	0	0	0	0	0	15	0	0	7	10	6	1	0	0	0	0	0	0	0	24	0	0	9	16	9	5	0	0	0	0	0	0	0	39
21:00	0	1	0	1	2	0	0	1	0	0	0	0	0	5	1	0	1	5	6	1	0	0	0	0	0	0	0	14	1	1	1	6	8	1	0	1	0	0	0	0	0	19
21:15	0	0	2	3	0	0	0	0	0	0	0	0	0	5	0	2	5	5	0	0	0	0	0	0	0	0	0	12	0	2	7	8	0	0	0	0	0	0	0	0	0	17
21:30	0	0	2	4	3	1	0	0	0	0	0	0	0	10	0	1	2	6	1	1	0	0	0	0	0	0	0	11	0	1	4	10	4	2	0	0	0	0	0	0	0	21
21:45	0	0	0	1	1	1	0	0	0	0	0	0	0	3	0	0	2	2	2	0	0	0	0	0	0	0	0	6	0	0	2	3	3	1	0	0	0	0	0	0	0	9
22:00	0	0	0	3	2	3	0	0	0	0	0	0	0	8	0	0	0	5	1	0	0	1	0	0	0	0	0	7	0	0	0	8	3	3	0	1	0	0	0	0	0	15
22:15	0	0	2	1	1	0	0	0	0	0	0	0	0	4	0	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	4	1	2	0	0	0	0	0	0	0	0	7
22:30	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	1	1	0	0	0	0	0	0	0	4	0	0	0	2	2	1	0	1	0	0	0	0	0	6
22:45	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	1	0	4	0	1	0	0	0	0	0	0	0	6	0	1	1	4	0	2	0	0	0	0	0	0	0	8
23:00	0	0	2	0	1	0	0	1	0	0	0	0	0	4	0	0	0	1	1	1	0	0	0	0	0	0	0	3	0	0	2	1	2	1	0	1	0	0	0	0	0	7
23:15	0	0	0	0	1	1	1	0	0	0	0	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	1	1	1	1	1	0	0	0	0	0	0	5
23:30	0	0	0	1	4	1	0	0	0	0	0	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	4	1	0	0	0	0	0	0	0	8
23:45	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	2	2	1	0	0	0	0	0	0	0	0	0	5
Totals	**24**	**92**	**201**	**701**	**1,047**	**405**	**51**	**6**	**0**	**0**	**0**	**0**	**0**	**2,527**	**12**	**72**	**312**	**1,012**	**629**	**136**	**10**	**6**	**0**	**0**	**0**	**0**	**0**	**2,189**	**36**	**164**	**513**	**1,713**	**1,676**	**541**	**61**	**12**	**0**	**0**	**0**	**0**	**0**	**4,716**
% of Totals	1%	4%	8%	28%	41%	16%	2%	0%	0%	0%	0%	0%	0%	100%	1%	3%	14%	46%	29%	6%	0%	0%	0%	0%	0%	0%	0%	100%	1%	3%	11%	36%	36%	11%	1%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Parker Farms Rd S/O Highland Ave/Parker Farms Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_003

DAILY TOTALS	NB	SB	EB	WB	Total
	2,527	2,189	0	0	4,716

DAILY TOTALS

15-Minutes Interval

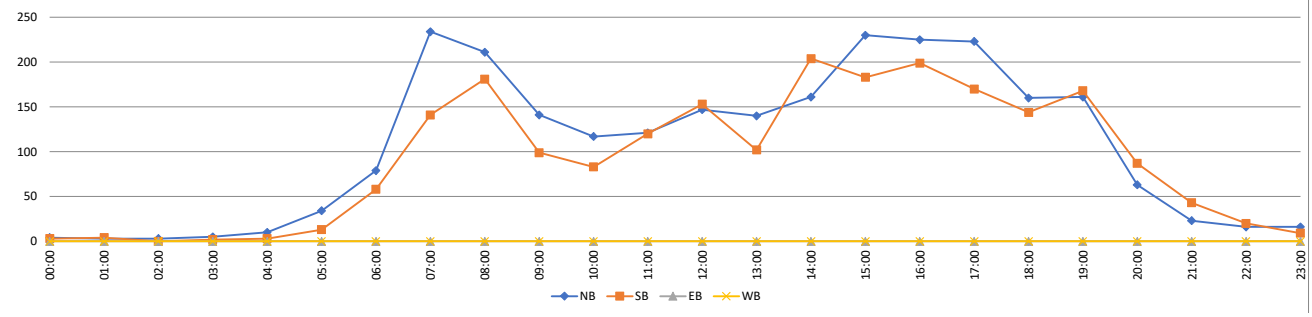
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	1	1			2	12:00	40	41			81
0:15	3	0			3	12:15	37	32			69
0:30	0	1			1	12:30	29	45			74
0:45	0	1			1	12:45	41	35			76
1:00	1	1			2	13:00	24	37			61
1:15	0	1			1	13:15	30	23			53
1:30	1	1			2	13:30	35	19			54
1:45	1	1			2	13:45	51	23			74
2:00	2	0			2	14:00	35	62			97
2:15	0	0			0	14:15	51	30			81
2:30	1	0			1	14:30	30	54			84
2:45	0	0			0	14:45	45	58			103
3:00	1	1			2	15:00	33	39			72
3:15	1	0			1	15:15	50	57			107
3:30	0	1			1	15:30	96	48			144
3:45	3	0			3	15:45	51	39			90
4:00	0	0			0	16:00	60	56			116
4:15	1	0			1	16:15	72	38			110
4:30	3	1			4	16:30	41	55			96
4:45	6	2			8	16:45	52	50			102
5:00	5	2			7	17:00	61	49			110
5:15	5	1			6	17:15	61	45			106
5:30	12	3			15	17:30	52	40			92
5:45	12	7			19	17:45	49	36			85
6:00	10	6			16	18:00	51	42			93
6:15	15	12			27	18:15	42	34			76
6:30	19	24			43	18:30	33	27			60
6:45	35	16			51	18:45	34	41			75
7:00	61	28			89	19:00	38	39			77
7:15	77	36			113	19:15	39	41			80
7:30	49	33			82	19:30	58	46			104
7:45	47	44			91	19:45	26	42			68
8:00	34	27			61	20:00	15	28			43
8:15	55	24			79	20:15	15	20			35
8:30	62	52			114	20:30	18	15			33
8:45	60	78			138	20:45	15	24			39
9:00	55	37			92	21:00	5	14			19
9:15	38	18			56	21:15	5	12			17
9:30	28	25			53	21:30	10	11			21
9:45	20	19			39	21:45	3	6			9
10:00	17	23			40	22:00	8	7			15
10:15	23	21			44	22:15	4	3			7
10:30	38	15			53	22:30	2	4			6
10:45	39	24			63	22:45	2	6			8
11:00	24	28			52	23:00	4	3			7
11:15	22	26			48	23:15	3	2			5
11:30	24	37			61	23:30	6	2			8
11:45	51	29			80	23:45	3	2			5
TOTALS	962	707	0	0	1669	TOTALS	1565	1482	0	0	3047
SPLIT %	58%	42%	0%	0%	35%	SPLIT %	51%	49%	0%	0%	65%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	4	3			7
01:00	02:00	3	4			7
02:00	03:00	3	0			3
03:00	04:00	5	2			7
04:00	05:00	10	3			13
05:00	06:00	34	13			47
06:00	07:00	79	58			137
07:00	08:00	234	141			375
08:00	09:00	211	181			392
09:00	10:00	141	99			240
10:00	11:00	117	83			200
11:00	12:00	121	120			241
12:00	13:00	147	153			300
13:00	14:00	140	102			242
14:00	15:00	161	204			365
15:00	16:00	230	183			413
16:00	17:00	225	199			424
17:00	18:00	223	170			393
18:00	19:00	160	144			304
19:00	20:00	161	168			329
20:00	21:00	63	87			150
21:00	22:00	23	43			66
22:00	23:00	16	20			36
23:00	00:00	16	9			25

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	962	707			1669
Peak Hour	7:00	8:15			8:15
Peak Volume	234	191			423
Peak Hour Factor	0.760	0.612			0.766
Peak Period	12:00	to	00:00		
Volume	1565	1482			3047
Peak Hour	15:30	14:30			15:30
Peak Volume	279	208			460
Peak Hour Factor	0.727	0.897			0.799
Peak Period	07:00	to	09:00		
Volume	445	322			767
Peak Hour	7:00	8:00			8:00
Peak Volume	234	181			392
Peak Hour Factor	0.760	0.580			0.710
Peak Period	16:00	to	18:00		
Volume	448	369			817
Peak Hour	16:15	16:00			16:00
Peak Volume	226	199			424
Peak Hour Factor	0.785	0.888			0.914



Prepared by National Data & Surveying Services

CLASSIFICATION

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_004

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	18	2	0	1	0	0	0	0	0	0	0	0	21
1:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	12	2	0	0	0	0	0	0	0	0	0	0	14
4:00	0	21	6	1	1	0	0	0	0	0	0	0	0	29	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	27	7	1	1	0	0	0	0	0	0	0	0	36
5:00	0	63	12	0	0	1	0	0	0	0	0	0	0	76	0	16	6	1	1	0	0	0	0	0	0	0	0	24	0	79	18	1	1	1	0	0	0	0	0	0	0	100
6:00	0	150	41	3	3	1	0	0	0	0	0	0	0	198	0	56	19	2	1	0	0	0	0	0	0	0	0	78	0	206	60	5	4	1	0	0	0	0	0	0	0	276
7:00	0	270	54	0	10	1	0	0	0	0	0	0	0	335	0	88	34	1	4	0	0	1	0	0	0	0	0	128	0	358	88	1	14	1	0	1	0	0	0	0	0	463
8:00	0	241	39	4	8	1	0	0	0	0	0	0	0	293	0	111	40	4	7	0	0	0	0	0	0	0	0	162	0	352	79	8	15	1	0	0	0	0	0	0	0	455
9:00	0	154	33	0	2	1	0	0	0	0	0	0	0	190	0	76	27	0	4	1	0	1	0	0	0	0	0	109	0	230	60	0	6	2	0	1	0	0	0	0	0	299
10:00	0	112	26	0	3	0	0	1	1	0	0	0	0	143	0	71	34	0	4	1	0	0	0	0	0	0	0	110	0	183	60	0	7	1	0	1	1	0	0	0	0	253
11:00	0	92	31	0	3	0	0	3	0	0	0	0	0	129	0	82	31	0	3	0	0	0	0	0	0	0	0	116	0	174	62	0	6	0	0	3	0	0	0	0	0	245
12:00	0	111	27	0	5	2	0	0	1	0	0	0	0	146	0	103	34	1	2	0	0	1	1	0	0	0	0	142	0	214	61	1	7	2	0	1	2	0	0	0	0	288
13:00	0	107	44	0	6	0	0	0	2	0	0	0	0	159	0	115	29	0	5	0	0	1	0	0	0	0	0	150	0	222	73	0	11	0	0	1	2	0	0	0	0	309
14:00	0	171	41	2	2	3	0	1	0	0	0	0	0	220	0	139	28	4	3	0	0	0	0	0	0	0	0	174	0	310	69	6	5	3	0	1	0	0	0	0	0	394
15:00	1	172	48	2	2	2	0	0	0	0	0	0	0	227	0	222	47	3	2	0	0	0	0	0	0	0	0	274	1	394	95	5	4	2	0	0	0	0	0	0	0	501
16:00	0	151	29	2	2	1	0	1	0	0	0	0	0	186	1	224	53	1	3	0	0	0	0	0	0	0	0	282	1	375	82	3	5	1	0	1	0	0	0	0	0	468
17:00	1	181	25	0	3	2	0	2	0	0	0	0	0	214	1	222	44	0	1	0	0	0	0	0	0	0	0	268	2	403	69	0	4	2	0	2	0	0	0	0	0	482
18:00	0	129	19	0	1	1	0	1	0	0	0	0	0	151	0	153	26	0	0	1	0	0	0	0	0	0	0	180	0	282	45	0	1	2	0	1	0	0	0	0	0	331
19:00	0	77	12	0	7	0	0	0	1	0	0	0	0	97	0	110	20	0	1	0	0	0	0	0	0	0	0	131	0	187	32	0	8	0	0	0	1	0	0	0	0	228
20:00	0	41	3	0	1	0	0	0	0	0	0	0	0	45	0	84	10	0	0	0	0	0	0	0	0	0	0	94	0	125	13	0	1	0	0	0	0	0	0	0	0	139
21:00	0	25	5	0	0	0	0	0	0	0	0	0	0	30	0	60	9	0	1	0	0	0	0	0	0	0	0	70	0	85	14	0	1	0	0	0	0	0	0	0	0	100
22:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	31	5	0	1	0	0	0	0	0	0	0	0	37	0	49	6	0	1	0	0	0	0	0	0	0	0	56
23:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	28	3	0	0	0	0	0	0	0	0	0	0	31
Totals	**2**	**2,303**	**503**	**14**	**60**	**16**	**0**	**9**	**5**	**0**	**0**	**0**	**0**	**2,912**	**2**	**2,018**	**498**	**17**	**43**	**3**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**2,586**	**4**	**4,321**	**1,001**	**31**	**103**	**19**	**0**	**13**	**6**	**0**	**0**	**0**	**0**	**5,498**
% of Totals	0%	79%	17%	0%	2%	1%		0%	0%					100%	0%	78%	19%	1%	2%	0%		0%	0%					100%	0%	79%	18%	1%	2%	0%		0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



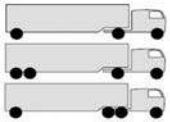
#5 2-Axle, 6-Tire Single Units



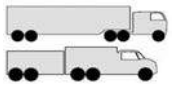
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	1114	247	8	31	5	0	4	1	0	0	0	0	1410	0	533	192	8	24	2	0	2	0	0	0	0	0	761	0	1647	439	16	55	7	0	6	1	0	0	0	0	2171
%	0%	38%	8%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	48%	0%	21%	7%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	29%	0%	30%	8%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	39%
Peak Hour	0:00	7:00	7:15	8:00	7:30	5:45	0:00	11:00	10:00	0:00	0:00	0:00	0:00	7:00	0:00	8:15	7:30	7:45	8:15	8:45	0:00	6:30	0:00	0:00	0:00	0:00	0:00	8:00	0:00	7:45	7:15	8:00	7:45	5:45	0:00	11:00	10:00	0:00	0:00	0:00	0:00	7:45
Peak Volume	0	270	57	4	11	2	0	3	1	0	0	0	0	335	0	112	40	4	8	1	0	1	0	0	0	0	0	162	0	360	96	8	18	2	0	3	1	0	0	0	0	468
12:00 - 24:00	2	1189	256	6	29	11	0	5	4	0	0	0	0	1502	2	1485	306	9	19	1	0	2	1	0	0	0	0	1825	4	2674	562	15	48	12	0	7	5	0	0	0	0	3327
%	0%	41%	9%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	52%	0%	57%	12%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	71%	0%	49%	10%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	61%
Peak Hour	15:00	16:45	14:30	14:15	18:45	13:45	12:00	16:30	12:15	12:00	12:00	12:00	12:00	15:00	15:30	16:30	15:30	14:00	12:45	18:00	12:00	12:15	12:00	12:00	12:00	12:00	12:00	15:30	15:30	16:45	15:00	15:15	13:00	13:45	12:00	12:15	12:15	12:00	12:00	12:00	12:00	16:45
Peak Volume	1	185	49	3	7	3	0	2	2	0	0	0	0	227	1	235	57	4	5	1	0	2	1	0	0	0	0	287	2	419	95	7	11	3	0	2	3	0	0	0	0	503
07:00 - 09:00	0	511	93	4	18	2	0	0	0	0	0	0	0	628	0	199	74	5	11	0	0	1	0	0	0	0	0	290	0	710	167	9	29	2	0	1	0	0	0	0	0	918
%	0%	18%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	8%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	13%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	7:00	7:00	7:15	8:00	7:30	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:30	7:45	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:00	7:45	7:15	8:00	7:45	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45
Peak Volume	0	270	57	4	11	2	0	0	0	0	0	0	0	335	0	111	40	4	7	0	0	1	0	0	0	0	0	162	0	360	96	8	18	2	0	1	0	0	0	0	0	468
16:00 - 18:00	1	332	54	2	5	3	0	3	0	0	0	0	0	400	2	446	97	1	4	0	0	0	0	0	0	0	0	550	3	778	151	3	9	3	0	3	0	0	0	0	0	950
%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	17%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	21%	0%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	16:15	16:45	16:00	16:00	16:45	16:45	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:30	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	16:45	16:00	16:00	16:45	16:45	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:45
Peak Volume	1	185	29	2	4	3	0	2	0	0	0	0	0	219	1	235	55	1	3	0	0	0	0	0	0	0	0	287	2	419	82	3	7	3	0	2	0	0	0	0	0	503

Prepared by National Data & Surveying Services

CLASSIFICATION

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_004

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
0:15	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
0:30	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:30	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:15	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:30	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
4:45	0	7	4	1	1	0	0	0	0	0	0	0	0	**13**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	10	5	1	1	0	0	0	0	0	0	0	0	**17**
5:00	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
5:15	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**	0	16	6	0	0	0	0	0	0	0	0	0	0	**22**
5:30	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	18	3	0	0	0	0	0	0	0	0	0	0	**21**
5:45	0	22	6	0	0	1	0	0	0	0	0	0	0	**29**	0	9	3	1	1	0	0	0	0	0	0	0	0	**14**	0	31	9	1	1	1	0	0	0	0	0	0	0	**43**
6:00	0	21	5	1	1	0	0	0	0	0	0	0	0	**28**	0	7	4	1	0	0	0	0	0	0	0	0	0	**12**	0	28	9	2	1	0	0	0	0	0	0	0	0	**40**
6:15	0	41	9	1	2	0	0	0	0	0	0	0	0	**53**	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**	0	50	12	1	2	0	0	0	0	0	0	0	0	**65**
6:30	0	46	12	0	0	1	0	0	0	0	0	0	0	**59**	0	18	3	1	0	0	0	0	0	0	0	0	0	**22**	0	64	15	1	0	1	0	0	0	0	0	0	0	**81**
6:45	0	42	15	1	0	0	0	0	0	0	0	0	0	**58**	0	22	9	0	1	0	0	0	0	0	0	0	0	**32**	0	64	24	1	1	0	0	0	0	0	0	0	0	**90**
7:00	0	65	11	0	1	0	0	0	0	0	0	0	0	**77**	0	22	5	0	0	0	0	0	0	0	0	0	0	**27**	0	87	16	0	1	0	0	0	0	0	0	0	0	**104**
7:15	0	68	14	0	1	0	0	0	0	0	0	0	0	**83**	0	32	6	0	1	0	0	1	0	0	0	0	0	**40**	0	100	20	0	2	0	0	1	0	0	0	0	0	**123**
7:30	0	59	12	0	3	0	0	0	0	0	0	0	0	**74**	0	17	12	1	1	0	0	0	0	0	0	0	0	**31**	0	76	24	1	4	0	0	0	0	0	0	0	0	**105**
7:45	0	78	17	0	5	1	0	0	0	0	0	0	0	**101**	0	17	11	0	2	0	0	0	0	0	0	0	0	**30**	0	95	28	0	7	1	0	0	0	0	0	0	0	**131**
8:00	0	59	14	0	1	0	0	0	0	0	0	0	0	**74**	0	20	10	1	0	0	0	0	0	0	0	0	0	**31**	0	79	24	1	1	0	0	0	0	0	0	0	0	**105**
8:15	0	60	9	0	2	1	0	0	0	0	0	0	0	**72**	0	36	7	1	3	0	0	0	0	0	0	0	0	**47**	0	96	16	1	5	1	0	0	0	0	0	0	0	**119**
8:30	0	59	6	1	3	0	0	0	0	0	0	0	0	**69**	0	31	9	2	2	0	0	0	0	0	0	0	0	**44**	0	90	15	3	5	0	0	0	0	0	0	0	0	**113**
8:45	0	63	10	3	2	0	0	0	0	0	0	0	0	**78**	0	24	14	0	2	0	0	0	0	0	0	0	0	**40**	0	87	24	3	4	0	0	0	0	0	0	0	0	**118**
9:00	0	61	13	0	1	0	0	0	0	0	0	0	0	**75**	0	21	7	0	1	0	0	0	0	0	0	0	0	**29**	0	82	20	0	2	0	0	0	0	0	0	0	0	**104**
9:15	0	38	7	0	0	1	0	0	0	0	0	0	0	**46**	0	17	9	0	1	0	0	0	0	0	0	0	0	**27**	0	55	16	0	1	1	0	0	0	0	0	0	0	**73**
9:30	0	31	7	0	0	0	0	0	0	0	0	0	0	**38**	0	24	6	0	1	1	0	1	0	0	0	0	0	**33**	0	55	13	0	1	1	0	1	0	0	0	0	0	**71**
9:45	0	24	6	0	1	0	0	0	0	0	0	0	0	**31**	0	14	5	0	1	0	0	0	0	0	0	0	0	**20**	0	38	11	0	2	0	0	0	0	0	0	0	0	**51**
10:00	0	29	7	0	0	0	0	0	0	0	0	0	0	**36**	0	13	6	0	0	0	0	0	0	0	0	0	0	**19**	0	42	13	0	0	0	0	0	0	0	0	0	0	**55**
10:15	0	31	5	0	1	0	0	1	0	0	0	0	0	**38**	0	18	5	0	1	0	0	0	0	0	0	0	0	**24**	0	49	10	0	2	0	0	1	0	0	0	0	0	**62**
10:30	0	27	6	0	0	0	0	0	0	0	0	0	0	**33**	0	18	9	0	1	1	0	0	0	0	0	0	0	**29**	0	45	15	0	1	1	0	0	0	0	0	0	0	**62**
10:45	0	25	8	0	2	0	0	0	1	0	0	0	0	**36**	0	22	14	0	2	0	0	0	0	0	0	0	0	**38**	0	47	22	0	4	0	0	0	1	0	0	0	0	**74**
11:00	0	20	7	0	2	0	0	1	0	0	0	0	0	**30**	0	19	6	0	1	0	0	0	0	0	0	0	0	**26**	0	39	13	0	3	0	0	1	0	0	0	0	0	**56**
11:15	0	25	9	0	0	0	0	0	0	0	0	0	0	**34**	0	20	10	0	2	0	0	0	0	0	0	0	0	**32**	0	45	19	0	2	0	0	0	0	0	0	0	0	**66**
11:30	0	26	12	0	0	0	0	1	0	0	0	0	0	**39**	0	20	6	0	0	0	0	0	0	0	0	0	0	**26**	0	46	18	0	0	0	0	1	0	0	0	0	0	**65**
11:45	0	21	3	0	1	0	0	1	0	0	0	0	0	**26**	0	23	9	0	0	0	0	0	0	0	0	0	0	**32**	0	44	12	0	1	0	0	1	0	0	0	0	0	**58**

Prepared by National Data & Surveying Services

CLASSIFICATION

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_004

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	28	5	0	3	2	0	0	0	0	0	0	0	38	0	25	9	0	0	0	0	0	0	0	0	0	0	34	0	53	14	0	3	2	0	0	0	0	0	0	0	72
12:15	0	30	9	0	0	0	0	0	1	0	0	0	0	40	0	24	6	0	1	0	0	0	0	0	0	0	0	31	0	54	15	0	1	0	0	0	1	0	0	0	0	71
12:30	0	19	6	0	1	0	0	0	0	0	0	0	0	26	0	28	10	0	1	0	0	1	0	0	0	0	0	40	0	47	16	0	2	0	0	1	0	0	0	0	0	66
12:45	0	34	7	0	1	0	0	0	0	0	0	0	0	42	0	26	9	1	0	0	0	0	1	0	0	0	0	37	0	60	16	1	1	0	0	0	1	0	0	0	0	79
13:00	0	27	14	0	1	0	0	0	1	0	0	0	0	43	0	36	7	0	1	0	0	1	0	0	0	0	0	45	0	63	21	0	2	0	0	1	1	0	0	0	0	88
13:15	0	28	10	0	1	0	0	0	0	0	0	0	0	39	0	22	8	0	0	0	0	0	0	0	0	0	0	30	0	50	18	0	1	0	0	0	0	0	0	0	0	69
13:30	0	28	9	0	2	0	0	0	1	0	0	0	0	40	0	30	10	0	4	0	0	0	0	0	0	0	0	44	0	58	19	0	6	0	0	0	1	0	0	0	0	84
13:45	0	24	11	0	2	0	0	0	0	0	0	0	0	37	0	27	4	0	0	0	0	0	0	0	0	0	0	31	0	51	15	0	2	0	0	0	0	0	0	0	0	68
14:00	0	69	17	0	0	1	0	0	0	0	0	0	0	87	0	24	10	1	0	0	0	0	0	0	0	0	0	35	0	93	27	1	0	1	0	0	0	0	0	0	0	122
14:15	0	27	4	1	0	1	0	0	0	0	0	0	0	33	0	30	6	1	0	0	0	0	0	0	0	0	0	37	0	57	10	2	0	1	0	0	0	0	0	0	0	70
14:30	0	39	13	1	0	1	0	1	0	0	0	0	0	55	0	48	5	1	2	0	0	0	0	0	0	0	0	56	0	87	18	2	2	1	0	1	0	0	0	0	0	111
14:45	0	36	7	0	2	0	0	0	0	0	0	0	0	45	0	37	7	1	1	0	0	0	0	0	0	0	0	46	0	73	14	1	3	0	0	0	0	0	0	0	0	91
15:00	0	42	15	1	2	0	0	0	0	0	0	0	0	60	0	48	11	0	0	0	0	0	0	0	0	0	0	59	0	90	26	1	2	0	0	0	0	0	0	0	0	119
15:15	0	38	14	0	0	0	0	0	0	0	0	0	0	52	0	58	13	0	2	0	0	0	0	0	0	0	0	73	0	96	27	0	2	0	0	0	0	0	0	0	0	125
15:30	0	46	11	0	0	1	0	0	0	0	0	0	0	58	0	61	10	2	0	0	0	0	0	0	0	0	0	73	0	107	21	2	0	1	0	0	0	0	0	0	0	131
15:45	1	46	8	1	0	1	0	0	0	0	0	0	0	57	0	55	13	1	0	0	0	0	0	0	0	0	0	69	1	101	21	2	0	1	0	0	0	0	0	0	0	126
16:00	0	38	9	2	0	0	0	0	0	0	0	0	0	49	0	54	14	1	0	0	0	0	0	0	0	0	0	69	0	92	23	3	0	0	0	0	0	0	0	0	0	118
16:15	0	43	8	0	0	0	0	0	0	0	0	0	0	51	1	55	20	0	0	0	0	0	0	0	0	0	0	76	1	98	28	0	0	0	0	0	0	0	0	0	0	127
16:30	0	28	5	0	1	0	0	1	0	0	0	0	0	35	0	57	9	0	0	0	0	0	0	0	0	0	0	66	0	85	14	0	1	0	0	1	0	0	0	0	0	101
16:45	0	42	7	0	1	1	0	0	0	0	0	0	0	51	0	58	10	0	3	0	0	0	0	0	0	0	0	71	0	100	17	0	4	1	0	0	0	0	0	0	0	122
17:00	1	64	3	0	0	1	0	0	0	0	0	0	0	69	0	53	16	0	0	0	0	0	0	0	0	0	0	69	1	117	19	0	0	1	0	0	0	0	0	0	0	138
17:15	0	37	5	0	1	0	0	1	0	0	0	0	0	44	1	67	13	0	0	0	0	0	0	0	0	0	0	81	1	104	18	0	1	0	0	1	0	0	0	0	0	125
17:30	0	42	9	0	2	1	0	1	0	0	0	0	0	55	0	56	7	0	0	0	0	0	0	0	0	0	0	63	0	98	16	0	2	1	0	1	0	0	0	0	0	118
17:45	0	38	8	0	0	0	0	0	0	0	0	0	0	46	0	46	8	0	1	0	0	0	0	0	0	0	0	55	0	84	16	0	1	0	0	0	0	0	0	0	0	101
18:00	0	44	6	0	1	0	0	0	0	0	0	0	0	51	0	38	7	0	0	0	0	0	0	0	0	0	0	45	0	82	13	0	1	0	0	0	0	0	0	0	0	96
18:15	0	30	6	0	0	0	0	0	0	0	0	0	0	36	0	46	3	0	0	0	0	0	0	0	0	0	0	49	0	76	9	0	0	0	0	0	0	0	0	0	0	85
18:30	0	25	2	0	0	1	0	1	0	0	0	0	0	29	0	34	8	0	0	0	0	0	0	0	0	0	0	42	0	59	10	0	0	1	0	1	0	0	0	0	0	71
18:45	0	30	5	0	0	0	0	0	0	0	0	0	0	35	0	35	8	0	0	1	0	0	0	0	0	0	0	44	0	65	13	0	0	1	0	0	0	0	0	0	0	79
19:00	0	21	3	0	3	0	0	0	0	0	0	0	0	27	0	36	3	0	0	0	0	0	0	0	0	0	0	39	0	57	6	0	3	0	0	0	0	0	0	0	0	66
19:15	0	18	2	0	1	0	0	0	1	0	0	0	0	22	0	30	5	0	1	0	0	0	0	0	0	0	0	36	0	48	7	0	2	0	0	0	1	0	0	0	0	58
19:30	0	21	4	0	3	0	0	0	0	0	0	0	0	28	0	26	6	0	0	0	0	0	0	0	0	0	0	32	0	47	10	0	3	0	0	0	0	0	0	0	0	60
19:45	0	17	3	0	0	0	0	0	0	0	0	0	0	20	0	18	6	0	0	0	0	0	0	0	0	0	0	24	0	35	9	0	0	0	0	0	0	0	0	0	0	44
20:00	0	19	0	0	1	0	0	0	0	0	0	0	0	20	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	34	2	0	1	0	0	0	0	0	0	0	0	37
20:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	25	4	0	0	0	0	0	0	0	0	0	0	29	0	31	5	0	0	0	0	0	0	0	0	0	0	36
20:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	28	2	0	0	0	0	0	0	0	0	0	0	30
20:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	26	3	0	0	0	0	0	0	0	0	0	0	29	0	32	4	0	0	0	0	0	0	0	0	0	0	36
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	20	4	0	0	0	0	0	0	0	0	0	0	24
21:15	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	24	6	0	0	0	0	0	0	0	0	0	0	30
21:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	21	2	0	0	0	0	0	0	0	0	0	0	23
21:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	15	2	0	1	0	0	0	0	0	0	0	0	18	0	20	2	0	1	0	0	0	0	0	0	0	0	23
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	11	2	0	1	0	0	0	0	0	0	0	0	14	0	17	3	0	1	0	0	0	0	0	0	0	0	21
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	10	1	0	0	0	0	0	0	0	0	0	0	11
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22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	12	1	0	0	0	0	0	0	0	0	0	0	13
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	7	1	0	0	0	0	0	0	0	0	0	0	8
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Totals	**2**	**2,303**	**503**	**14**	**60**	**16**	**0**	**9**	**5**	**0**	**0**	**0**	**0**	**2,912**	**2**	**2,018**	**498**	**17**	**43**	**3**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**2,586**	**4**	**4,321**	**1,001**	**31**	**103**	**19**	**0**	**13**	**6**	**0**	**0**	**0**	**0**	**5,498**
% of Totals	0%	79%	17%	0%	2%	1%		0%	0%					**100%**	0%	78%	19%	1%	2%	0%		0%	0%					**100%**	0%	79%	18%	1%	2%	0%		0%	0%					**100%**

Prepared by National Data & Surveying Services

SPEED

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_004

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	5	15	20	25	30	35	40	45	50	55	60	65	70		5	15	20	25	30	35	40	45	50	55	60	65	70		5	15	20	25	30	35	40	45	50	55	60	65	70	
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	4	2	0	0	0	0	0	0	0	0	6	0	0	0	3	6	5	1	0	0	0	0	0	0	15	0	0	0	7	8	5	1	0	0	0	0	0	0	21
1:00	0	0	0	1	1	1	0	0	0	0	0	0	0	3	0	0	1	1	1	0	0	0	0	0	0	0	0	3	0	0	1	2	2	1	0	0	0	0	0	0	0	6
2:00	0	0	0	2	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
3:00	0	0	0	2	2	1	0	0	0	0	0	0	0	5	0	0	1	2	4	1	1	0	0	0	0	0	0	9	0	0	1	4	6	2	1	0	0	0	0	0	0	14
4:00	0	0	2	11	12	4	0	0	0	0	0	0	0	29	0	0	1	2	3	0	0	1	0	0	0	0	0	7	0	0	3	13	15	4	0	1	0	0	0	0	0	36
5:00	0	0	6	9	36	19	5	1	0	0	0	0	0	76	0	0	2	3	10	5	4	0	0	0	0	0	0	24	0	0	8	12	46	24	9	1	0	0	0	0	0	100
6:00	0	1	4	35	108	41	6	2	1	0	0	0	0	198	0	0	0	30	34	14	0	0	0	0	0	0	0	78	0	1	4	65	142	55	6	2	1	0	0	0	0	276
7:00	1	2	10	104	163	50	5	0	0	0	0	0	0	335	0	0	4	32	65	23	4	0	0	0	0	0	0	128	1	2	14	136	228	73	9	0	0	0	0	0	0	463
8:00	0	0	3	74	151	58	6	1	0	0	0	0	0	293	1	0	3	46	75	34	3	0	0	0	0	0	0	162	1	0	6	120	226	92	9	1	0	0	0	0	0	455
9:00	1	1	3	50	103	28	3	1	0	0	0	0	0	190	1	1	3	35	51	16	2	0	0	0	0	0	0	109	2	2	6	85	154	44	5	1	0	0	0	0	0	299
10:00	0	1	10	37	73	21	1	0	0	0	0	0	0	143	1	0	8	37	49	13	2	0	0	0	0	0	0	110	1	1	18	74	122	34	3	0	0	0	0	0	0	253
11:00	2	0	7	42	58	19	1	0	0	0	0	0	0	129	0	0	7	29	62	18	0	0	0	0	0	0	0	116	2	0	14	71	120	37	1	0	0	0	0	0	0	245
12:00	2	1	4	51	60	25	3	0	0	0	0	0	0	146	0	0	6	50	63	20	3	0	0	0	0	0	0	142	2	1	10	101	123	45	6	0	0	0	0	0	0	288
13:00	0	0	4	53	78	18	6	0	0	0	0	0	0	159	1	0	6	57	61	23	2	0	0	0	0	0	0	150	1	0	10	110	139	41	8	0	0	0	0	0	0	309
14:00	0	0	4	46	108	51	11	0	0	0	0	0	0	220	0	0	4	64	74	27	5	0	0	0	0	0	0	174	0	0	8	110	182	78	16	0	0	0	0	0	0	394
15:00	2	0	10	56	112	40	6	1	0	0	0	0	0	227	1	2	7	63	142	50	6	3	0	0	0	0	0	274	3	2	17	119	254	90	12	4	0	0	0	0	0	501
16:00	0	0	2	47	95	36	6	0	0	0	0	0	0	186	5	1	11	69	144	49	3	0	0	0	0	0	0	282	5	1	13	116	239	85	9	0	0	0	0	0	0	468
17:00	1	0	3	53	116	34	7	0	0	0	0	0	0	214	0	0	3	73	130	53	9	0	0	0	0	0	0	268	1	0	6	126	246	87	16	0	0	0	0	0	0	482
18:00	0	0	5	45	73	25	3	0	0	0	0	0	0	151	0	1	11	49	85	29	4	1	0	0	0	0	0	180	0	1	16	94	158	54	7	1	0	0	0	0	0	331
19:00	0	2	5	36	45	7	2	0	0	0	0	0	0	97	4	3	6	40	54	22	2	0	0	0	0	0	0	131	4	5	11	76	99	29	4	0	0	0	0	0	0	228
20:00	0	0	6	19	15	4	1	0	0	0	0	0	0	45	0	0	4	34	43	11	1	1	0	0	0	0	0	94	0	0	10	53	58	15	2	1	0	0	0	0	0	139
21:00	0	0	1	8	13	7	1	0	0	0	0	0	0	30	0	1	4	24	34	5	1	1	0	0	0	0	0	70	0	1	5	32	47	12	2	1	0	0	0	0	0	100
22:00	0	0	0	7	8	4	0	0	0	0	0	0	0	19	0	2	2	9	16	5	3	0	0	0	0	0	0	37	0	2	2	16	24	9	3	0	0	0	0	0	0	56
23:00	0	0	0	3	3	2	0	0	0	0	0	0	0	8	0	0	0	4	9	7	3	0	0	0	0	0	0	23	0	0	0	7	12	9	3	0	0	0	0	0	0	31
Totals	**9**	**8**	**89**	**795**	**1,435**	**496**	**73**	**6**	**1**	**0**	**0**	**0**	**0**	**2,912**	**14**	**11**	**94**	**756**	**1,215**	**430**	**59**	**7**	**0**	**0**	**0**	**0**	**0**	**2,586**	**23**	**19**	**183**	**1,551**	**2,650**	**926**	**132**	**13**	**1**	**0**	**0**	**0**	**0**	**5,498**
% of Totals	0%	0%	3%	27%	49%	17%	3%	0%	0%					100%	1%	0%	4%	29%	47%	17%	2%	0%						100%	0%	0%	3%	28%	48%	17%	2%	0%	0%					100%

STATISTICS

00:00 - 12:00	4	5	45	371	709	243	27	5	1	0	0	0	0	1410	3	1	30	220	360	129	17	1	0	0	0	0	0	761	7	6	75	591	1069	372	44	6	1	0	0	0	0	2171
%	0%	0%	2%	13%	24%	8%	1%	0%	0%	0%	0%	0%	0%	48%	0%	0%	1%	8%	12%	4%	1%	0%	0%	0%	0%	0%	0%	26%	0%	0%	3%	20%	37%	13%	2%	0%	0%	0%	0%	0%	0%	75%
Peak Hour	10:15	6:45	6:45	7:00	7:15	8:00	6:15	5:30	5:45	0:00	0:00	0:00	0:00	7:00	8:15	8:15	10:45	11:45	8:15	8:00	5:00	4:00	0:00	0:00	0:00	0:00	0:00	8:00	8:30	6:45	10:45	7:15	7:15	8:00	8:15	5:30	5:45	0:00	0:00	0:00	0:00	7:45
Peak Volume	2	2	12	104	166	58	7	3	1	0	0	0	0	335	2	1	12	49	78	34	4	1	0	0	0	0	0	162	3	2	23	137	232	92	11	3	1	0	0	0	0	468
12:00 - 24:00	5	3	44	424	726	253	46	1	0	0	0	0	0	1502	11	10	64	536	855	301	42	6	0	0	0	0	0	1825	16	13	108	960	1581	554	88	7	0	0	0	0	0	3327
%	0%	0%	2%	15%	25%	9%	2%	0%	0%	0%	0%	0%	0%	52%	0%	0%	2%	18%	29%	10%	1%	0%	0%	0%	0%	0%	0%	63%	1%	0%	4%	33%	54%	19%	3%	0%	0%	0%	0%	0%	0%	114%
Peak Hour	12:00	18:45	15:00	15:15	16:45	14:00	14:00	15:00	12:00	12:00	12:00	12:00	12:00	15:00	15:15	15:15	15:30	16:30	16:15	16:15	17:00	15:00	12:00	12:00	12:00	12:00	12:00	15:30	15:15	18:45	15:30	15:30	16:45	15:30	14:30	15:00	12:00	12:00	12:00	12:00	12:00	16:45
Peak Volume	2	2	10	62	127	51	11	1	0	0	0	0	0	227	5	3	11	76	147	55	9	3	0	0	0	0	0	287	7	5	20	134	268	95	18	4	0	0	0	0	0	503
07:00 - 09:00	1	2	13	178	314	108	11	1	0	0	0	0	0	628	1	0	7	78	140	57	7	0	0	0	0	0	0	290	2	2	20	256	454	165	18	1	0	0	0	0	0	918
%	0%	0%	0%	6%	11%	4%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%	0%	3%	5%	2%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	1%	9%	16%	6%	1%	0%	0%	0%	0%	0%	0%	32%
Peak Hour	7:00	7:00	7:00	7:00	7:15	8:00	7:45	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:00	7:45	8:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:45	7:00	7:00	7:15	7:15	8:00	7:45	8:00	7:00	7:00	7:00	7:00	7:00	7:45
Peak Volume	1	2	10	104	166	58	7	1	0	0	0	0	0	335	1	0	4	46	75	34	4	0	0	0	0	0	0	162	2	2	14	137	232	92	10	1	0	0	0	0	0	468
16:00 - 18:00	1	0	5	100	211	70	13	0	0	0	0	0	0	400	5	1	14	142	274	102	12	0	0	0	0	0	0	550	6	1	19	242	485	172	25	0	0	0	0	0	0	950
%	0%	0%	0%	3%	7%	2%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	5%	9%	4%	0%	0%	0%	0%	0%	0%	0%	19%	0%	0%	1%	8%	17%	6%	1%	0%	0%	0%	0%	0%	0%	33%
Peak Hour	16:15	16:00	16:45	17:00	16:45	16:15	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:30	16:15	16:15	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	16:00	17:00	16:45	16:15	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45
Peak Volume	1	0	3	53	127	39	7	0	0	0	0	0	0	219	5	1	11	76	147	55	9	0	0	0	0	0	0	287	5	1	13	126	268	94	16	0	0	0	0	0	0	503

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	27	32	32	36	39	2912
WESTBOUND	27	32	32	36	39	2586
TOTALS	27	32	32	36	39	5498

Prepared by National Data & Surveying Services

SPEED

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_004

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**	0	0	0	1	3	3	1	0	0	0	0	0	0	**8**	0	0	0	3	3	3	1	0	0	0	0	0	0	**10**
0:15	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	1	2	1	0	0	0	0	0	0	0	**4**	0	0	0	2	3	1	0	0	0	0	0	0	0	**6**
0:30	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	1	1	1	0	0	0	0	0	0	0	**3**
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
1:00	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	0	1	0	1	1	0	0	0	0	0	0	0	**3**
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
1:45	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
2:00	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
2:15	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
3:15	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**	0	0	1	0	2	0	0	0	0	0	0	0	0	**3**	0	0	0	1	1	2	1	0	0	0	0	0	0	**5**
3:30	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**	0	0	0	1	1	1	0	0	0	0	0	0	0	**3**	0	0	0	0	1	3	1	0	0	0	0	0	0	**5**
3:45	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	1	0	0	0	0	0	0	**2**	0	0	0	2	0	0	1	0	0	0	0	0	0	**3**
4:00	0	0	0	2	2	0	0	0	0	0	0	0	0	**4**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	2	3	0	0	0	0	0	0	0	0	**5**
4:15	0	0	0	2	1	1	0	0	0	0	0	0	0	**4**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	2	2	1	0	0	0	0	0	0	0	**5**
4:30	0	0	0	3	4	1	0	0	0	0	0	0	0	**8**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	3	5	1	0	0	0	0	0	0	0	**9**
4:45	0	0	2	4	5	2	0	0	0	0	0	0	0	**13**	0	0	1	2	0	0	0	1	0	0	0	0	0	**4**	0	0	3	6	5	2	0	1	0	0	0	0	0	**17**
5:00	0	0	1	1	4	2	2	0	0	0	0	0	0	**10**	0	0	0	0	2	2	0	0	0	0	0	0	0	**4**	0	0	1	1	6	4	2	0	0	0	0	0	0	**14**
5:15	0	0	2	3	9	3	0	0	0	0	0	0	0	**17**	0	0	1	0	1	0	3	0	0	0	0	0	0	**5**	0	0	3	3	10	3	3	0	0	0	0	0	0	**22**
5:30	0	0	0	1	9	7	2	1	0	0	0	0	0	**20**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	1	9	8	2	1	0	0	0	0	0	**21**
5:45	0	0	3	4	14	7	1	0	0	0	0	0	0	**29**	0	0	1	3	7	2	1	0	0	0	0	0	0	**14**	0	0	4	7	21	9	2	0	0	0	0	0	0	**43**
6:00	0	1	0	6	9	10	1	1	0	0	0	0	0	**28**	0	0	0	6	0	6	0	0	0	0	0	0	0	**12**	0	1	0	12	9	16	1	1	0	0	0	0	0	**40**
6:15	0	0	0	11	34	7	0	1	0	0	0	0	0	**53**	0	0	0	2	7	3	0	0	0	0	0	0	0	**12**	0	0	0	13	41	10	0	1	0	0	0	0	0	**65**
6:30	0	0	1	9	31	16	1	0	1	0	0	0	0	**59**	0	0	0	8	11	3	0	0	0	0	0	0	0	**22**	0	0	1	17	42	19	1	0	1	0	0	0	0	**81**
6:45	0	0	3	9	34	8	4	0	0	0	0	0	0	**58**	0	0	0	14	16	2	0	0	0	0	0	0	0	**32**	0	0	3	23	50	10	4	0	0	0	0	0	0	**90**
7:00	0	0	1	20	40	14	2	0	0	0	0	0	0	**77**	0	0	1	9	12	5	0	0	0	0	0	0	0	**27**	0	0	2	29	52	19	2	0	0	0	0	0	0	**104**
7:15	0	1	2	30	40	10	0	0	0	0	0	0	0	**83**	0	0	3	10	16	9	2	0	0	0	0	0	0	**40**	0	1	5	40	56	19	2	0	0	0	0	0	0	**123**
7:30	0	1	6	24	28	14	1	0	0	0	0	0	0	**74**	0	0	0	7	21	2	1	0	0	0	0	0	0	**31**	0	1	6	31	49	16	2	0	0	0	0	0	0	**105**
7:45	1	0	1	30	55	12	2	0	0	0	0	0	0	**101**	0	0	0	6	16	7	1	0	0	0	0	0	0	**30**	1	0	1	36	71	19	3	0	0	0	0	0	0	**131**
8:00	0	0	1	20	43	10	0	0	0	0	0	0	0	**74**	0	0	0	10	13	8	0	0	0	0	0	0	0	**31**	0	0	1	30	56	18	0	0	0	0	0	0	0	**105**
8:15	0	0	0	20	33	17	2	0	0	0	0	0	0	**72**	0	0	1	18	16	11	1	0	0	0	0	0	0	**47**	0	0	1	38	49	28	3	0	0	0	0	0	0	**119**
8:30	0	0	2	18	28	18	3	0	0	0	0	0	0	**69**	1	0	1	12	24	5	1	0	0	0	0	0	0	**44**	1	0	3	30	52	23	4	0	0	0	0	0	0	**113**
8:45	0	0	0	16	47	13	1	1	0	0	0	0	0	**78**	0	0	1	6	22	10	1	0	0	0	0	0	0	**40**	0	0	1	22	69	23	2	1	0	0	0	0	0	**118**
9:00	0	1	1	26	37	9	1	0	0	0	0	0	0	**75**	1	1	0	7	16	3	1	0	0	0	0	0	0	**29**	1	2	1	33	53	12	2	0	0	0	0	0	0	**104**
9:15	1	0	0	9	26	9	0	1	0	0	0	0	0	**46**	0	0	0	12	8	7	0	0	0	0	0	0	0	**27**	1	0	0	21	34	16	0	1	0	0	0	0	0	**73**
9:30	0	0	0	9	23	6	0	0	0	0	0	0	0	**38**	0	0	1	9	17	5	1	0	0	0	0	0	0	**33**	0	0	1	18	40	11	1	0	0	0	0	0	0	**71**
9:45	0	0	2	6	17	4	2	0	0	0	0	0	0	**31**	0	0	2	7	10	1	0	0	0	0	0	0	0	**20**	0	0	4	13	27	5	2	0	0	0	0	0	0	**51**
10:00	0	0	2	12	12	10	0	0	0	0	0	0	0	**36**	0	0	1	6	12	0	0	0	0	0	0	0	0	**19**	0	0	3	18	24	10	0	0	0	0	0	0	0	**55**
10:15	0	1	2	8	22	5	0	0	0	0	0	0	0	**38**	1	0	0	5	10	7	1	0	0	0	0	0	0	**24**	1	1	2	13	32	12	1	0	0	0	0	0	0	**62**
10:30	0	0	1	6	21	4	1	0	0	0	0	0	0	**33**	0	0	0	13	11	4	1	0	0	0	0	0	0	**29**	0	0	1	19	32	8	2	0	0	0	0	0	0	**62**
10:45	0	0	5	11	18	2	0	0	0	0	0	0	0	**36**	0	0	7	13	16	2	0	0	0	0	0	0	0	**38**	0	0	12	24	34	4	0	0	0	0	0	0	0	**74**
11:00	2	0	2	11	14	1	0	0	0	0	0	0	0	**30**	0	0	1	7	14	4	0	0	0	0	0	0	0	**26**	2	0	3	18	28	5	0	0	0	0	0	0	0	**56**
11:15	0	0	2	14	11	7	0	0	0	0	0	0	0	**34**	0	0	3	6	20	3	0	0	0	0	0	0	0	**32**	0	0	5	20	31	10	0	0	0	0	0	0	0	**66**
11:30	0	0	2	7	21	8	1	0	0	0	0	0	0	**39**	0	0	1	6	14	5	0	0	0	0	0	0	0	**26**	0	0	3	13	35	13	1	0	0	0	0	0	0	**65**
11:45	0	0	1	10	12	3	0	0	0	0	0	0	0	**26**	0	0	2	10	14	6	0	0	0	0	0	0	0	**32**	0	0	3	20	26	9	0	0	0	0	0	0	0	**58**

Prepared by National Data & Surveying Services

SPEED

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_004

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	0	1	16	13	6	2	0	0	0	0	0	0	38	0	0	1	11	16	5	1	0	0	0	0	0	0	34	0	0	2	27	29	11	3	0	0	0	0	0	0	72
12:15	1	0	1	13	15	9	1	0	0	0	0	0	0	40	0	0	0	14	11	5	1	0	0	0	0	0	0	31	1	0	1	27	26	14	2	0	0	0	0	0	0	71
12:30	0	0	1	7	11	7	0	0	0	0	0	0	0	26	0	0	2	14	19	5	0	0	0	0	0	0	0	40	0	0	3	21	30	12	0	0	0	0	0	0	0	66
12:45	1	1	1	15	21	3	0	0	0	0	0	0	0	42	0	0	3	11	17	5	1	0	0	0	0	0	0	37	1	1	4	26	38	8	1	0	0	0	0	0	0	79
13:00	0	0	1	15	20	4	3	0	0	0	0	0	0	43	1	0	1	16	21	6	0	0	0	0	0	0	0	45	1	0	2	31	41	10	3	0	0	0	0	0	0	88
13:15	0	0	3	11	17	6	2	0	0	0	0	0	0	39	0	0	1	14	9	5	1	0	0	0	0	0	0	30	0	0	4	25	26	11	3	0	0	0	0	0	0	69
13:30	0	0	0	13	23	4	0	0	0	0	0	0	0	40	0	0	4	16	19	5	0	0	0	0	0	0	0	44	0	0	4	29	42	9	0	0	0	0	0	0	0	84
13:45	0	0	0	14	18	4	1	0	0	0	0	0	0	37	0	0	0	11	12	7	1	0	0	0	0	0	0	31	0	0	0	25	30	11	2	0	0	0	0	0	0	68
14:00	0	0	0	18	47	19	3	0	0	0	0	0	0	87	0	0	0	16	12	5	2	0	0	0	0	0	0	35	0	0	0	34	59	24	5	0	0	0	0	0	0	122
14:15	0	0	2	9	15	6	1	0	0	0	0	0	0	33	0	0	3	9	17	7	1	0	0	0	0	0	0	37	0	0	5	18	32	13	2	0	0	0	0	0	0	70
14:30	0	0	2	10	25	14	4	0	0	0	0	0	0	55	0	0	0	18	29	9	0	0	0	0	0	0	0	56	0	0	2	28	54	23	4	0	0	0	0	0	0	111
14:45	0	0	0	9	21	12	3	0	0	0	0	0	0	45	0	0	1	21	16	6	2	0	0	0	0	0	0	46	0	0	1	30	37	18	5	0	0	0	0	0	0	91
15:00	0	0	2	14	33	10	1	0	0	0	0	0	0	60	0	0	2	15	33	7	1	1	0	0	0	0	0	59	0	0	4	29	66	17	2	1	0	0	0	0	0	119
15:15	1	0	1	9	30	8	3	0	0	0	0	0	0	52	0	0	0	10	43	16	4	0	0	0	0	0	0	73	1	0	1	19	73	24	7	0	0	0	0	0	0	125
15:30	1	0	0	20	26	10	1	0	0	0	0	0	0	58	1	2	5	23	28	14	0	0	0	0	0	0	0	73	2	2	5	43	54	24	1	0	0	0	0	0	0	131
15:45	0	0	7	13	23	12	1	1	0	0	0	0	0	57	0	0	0	15	38	13	1	2	0	0	0	0	0	69	0	0	7	28	61	25	2	3	0	0	0	0	0	126
16:00	0	0	0	20	19	9	1	0	0	0	0	0	0	49	4	1	5	21	27	11	0	0	0	0	0	0	0	69	4	1	5	41	46	20	1	0	0	0	0	0	0	118
16:15	0	0	2	6	28	12	3	0	0	0	0	0	0	51	0	0	1	16	44	14	1	0	0	0	0	0	0	76	0	0	3	22	72	26	4	0	0	0	0	0	0	127
16:30	0	0	0	8	17	9	1	0	0	0	0	0	0	35	1	0	2	13	35	13	2	0	0	0	0	0	0	66	1	0	2	21	52	22	3	0	0	0	0	0	0	101
16:45	0	0	0	13	31	6	1	0	0	0	0	0	0	51	0	0	3	19	38	11	0	0	0	0	0	0	0	71	0	0	3	32	69	17	1	0	0	0	0	0	0	122
17:00	1	0	0	19	36	12	1	0	0	0	0	0	0	69	0	0	1	19	30	17	2	0	0	0	0	0	0	69	1	0	1	38	66	29	3	0	0	0	0	0	0	138
17:15	0	0	1	6	28	6	3	0	0	0	0	0	0	44	0	0	1	25	40	12	3	0	0	0	0	0	0	81	0	0	2	31	68	18	6	0	0	0	0	0	0	125
17:30	0	0	2	12	32	7	2	0	0	0	0	0	0	55	0	0	1	12	33	15	2	0	0	0	0	0	0	63	0	0	3	24	65	22	4	0	0	0	0	0	0	118
17:45	0	0	0	16	20	9	1	0	0	0	0	0	0	46	0	0	0	17	27	9	2	0	0	0	0	0	0	55	0	0	0	33	47	18	3	0	0	0	0	0	0	101
18:00	0	0	1	18	23	7	2	0	0	0	0	0	0	51	0	0	4	13	19	8	1	0	0	0	0	0	0	45	0	0	5	31	42	15	3	0	0	0	0	0	0	96
18:15	0	0	1	11	17	7	0	0	0	0	0	0	0	36	0	0	2	16	23	8	0	0	0	0	0	0	0	49	0	0	3	27	40	15	0	0	0	0	0	0	0	85
18:30	0	0	1	6	17	5	0	0	0	0	0	0	0	29	0	0	2	10	24	5	0	1	0	0	0	0	0	42	0	0	3	16	41	10	0	1	0	0	0	0	0	71
18:45	0	0	2	10	16	6	1	0	0	0	0	0	0	35	0	1	3	10	19	8	3	0	0	0	0	0	0	44	0	1	5	20	35	14	4	0	0	0	0	0	0	79
19:00	0	0	2	4	14	5	2	0	0	0	0	0	0	27	1	0	0	9	18	11	0	0	0	0	0	0	0	39	1	0	2	13	32	16	2	0	0	0	0	0	0	66
19:15	0	0	1	9	12	0	0	0	0	0	0	0	0	22	1	1	1	12	15	6	0	0	0	0	0	0	0	36	1	1	2	21	27	6	0	0	0	0	0	0	0	58
19:30	0	2	2	13	10	1	0	0	0	0	0	0	0	28	2	1	4	12	8	4	1	0	0	0	0	0	0	32	2	3	6	25	18	5	1	0	0	0	0	0	0	60
19:45	0	0	0	10	9	1	0	0	0	0	0	0	0	20	0	1	1	7	13	1	1	0	0	0	0	0	0	24	0	1	1	17	22	2	1	0	0	0	0	0	0	44
20:00	0	0	5	7	5	2	1	0	0	0	0	0	0	20	0	0	4	3	7	2	0	1	0	0	0	0	0	17	0	0	9	10	12	4	1	1	0	0	0	0	0	37
20:15	0	0	0	3	3	1	0	0	0	0	0	0	0	7	0	0	0	12	11	5	1	0	0	0	0	0	0	29	0	0	0	15	14	6	1	0	0	0	0	0	0	36
20:30	0	0	1	4	5	1	0	0	0	0	0	0	0	11	0	0	0	11	6	2	0	0	0	0	0	0	0	19	0	0	1	15	11	3	0	0	0	0	0	0	0	30
20:45	0	0	0	5	2	0	0	0	0	0	0	0	0	7	0	0	0	8	19	2	0	0	0	0	0	0	0	29	0	0	0	13	21	2	0	0	0	0	0	0	0	36
21:00	0	0	0	1	3	2	0	0	0	0	0	0	0	6	0	0	1	5	11	1	0	0	0	0	0	0	0	18	0	0	1	6	14	3	0	0	0	0	0	0	0	24
21:15	0	0	0	5	4	1	1	0	0	0	0	0	0	11	0	1	1	7	7	3	0	0	0	0	0	0	0	19	0	1	1	12	11	4	1	0	0	0	0	0	0	30
21:30	0	0	1	0	4	3	0	0	0	0	0	0	0	8	0	0	0	3	10	1	1	0	0	0	0	0	0	15	0	0	1	3	14	4	1	0	0	0	0	0	0	23
21:45	0	0	0	2	2	1	0	0	0	0	0	0	0	5	0	0	2	9	6	0	0	1	0	0	0	0	0	18	0	0	2	11	8	1	0	1	0	0	0	0	0	23
22:00	0	0	0	1	4	2	0	0	0	0	0	0	0	7	0	0	1	5	6	1	1	0	0	0	0	0	0	14	0	0	1	6	10	3	1	0	0	0	0	0	0	21
22:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	1	1	2	4	0	1	0	0	0	0	0	0	9	0	1	1	3	5	0	1	0	0	0	0	0	0	11
22:30	0	0	0	3	3	0	0	0	0	0	0	0	0	6	0	0	0	1	2	2	0	0	0	0	0	0	0	5	0	0	0	4	5	2	0	0	0	0	0	0	0	11
22:45	0	0	0	2	0	2	0	0	0	0	0	0	0	4	0	1	0	1	4	2	1	0	0	0	0	0	0	9	0	1	0	3	4	4	1	0	0	0	0	0	0	13
23:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	0	0	0	0	0	5	0	0	0	0	4	2	1	0	0	0	0	0	0	7
23:15	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	2	2	1	1	0	0	0	0	0	0	6	0	0	0	3	2	2	1	0	0	0	0	0	0	8
23:30	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	1	2	1	0	0	0	0	0	0	0	4	0	0	0	2	2	2	0	0	0	0	0	0	0	6
23:45	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	1	3	3	1	0	0	0	0	0	0	8	0	0	0	2	4	3	1	0	0	0	0	0	0	10
Totals	**9**	**8**	**89**	**795**	**1,435**	**496**	**73**	**6**	**1**	**0**	**0**	**0**	**0**	**2,912**	**14**	**11**	**94**	**756**	**1,215**	**430**	**59**	**7**	**0**	**0**	**0**	**0**	**0**	**2,586**	**23**	**19**	**183**	**1,551**	**2,650**	**926**	**132**	**13**	**1**	**0**	**0**	**0**	**0**	**5,498**
% of Totals	0%	0%	3%	27%	49%	17%	3%	0%	0%	0%	0%	0%	0%	100%	1%	0%	4%	29%	47%	17%	2%	0%	0%	0%	0%	0%	0%	100%	0%	0%	3%	28%	48%	17%	2%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,912	2,586	5,498

DAILY TOTALS

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	8	10	12:00			38	34	72
0:15			2	4	6	12:15			40	31	71
0:30			2	1	3	12:30			26	40	66
0:45			0	2	2	12:45			42	37	79
1:00			1	2	3	13:00			43	45	88
1:15			0	0	0	13:15			39	30	69
1:30			0	1	1	13:30			40	44	84
1:45			2	0	2	13:45			37	31	68
2:00			1	0	1	14:00			87	35	122
2:15			2	0	2	14:15			33	37	70
2:30			0	0	0	14:30			55	56	111
2:45			0	0	0	14:45			45	46	91
3:00			0	1	1	15:00			60	59	119
3:15			2	3	5	15:15			52	73	125
3:30			2	3	5	15:30			58	73	131
3:45			1	2	3	15:45			57	69	126
4:00			4	1	5	16:00			49	69	118
4:15			4	1	5	16:15			51	76	127
4:30			8	1	9	16:30			35	66	101
4:45			13	4	17	16:45			51	71	122
5:00			10	4	14	17:00			69	69	138
5:15			17	5	22	17:15			44	81	125
5:30			20	1	21	17:30			55	63	118
5:45			29	14	43	17:45			46	55	101
6:00			28	12	40	18:00			51	45	96
6:15			53	12	65	18:15			36	49	85
6:30			59	22	81	18:30			29	42	71
6:45			58	32	90	18:45			35	44	79
7:00			77	27	104	19:00			27	39	66
7:15			83	40	123	19:15			22	36	58
7:30			74	31	105	19:30			28	32	60
7:45			101	30	131	19:45			20	24	44
8:00			74	31	105	20:00			20	17	37
8:15			72	47	119	20:15			7	29	36
8:30			69	44	113	20:30			11	19	30
8:45			78	40	118	20:45			7	29	36
9:00			75	29	104	21:00			6	18	24
9:15			46	27	73	21:15			11	19	30
9:30			38	33	71	21:30			8	15	23
9:45			31	20	51	21:45			5	18	23
10:00			36	19	55	22:00			7	14	21
10:15			38	24	62	22:15			2	9	11
10:30			33	29	62	22:30			6	5	11
10:45			36	38	74	22:45			4	9	13
11:00			30	26	56	23:00			2	5	7
11:15			34	32	66	23:15			2	6	8
11:30			39	26	65	23:30			2	4	6
11:45			26	32	58	23:45			2	8	10
TOTALS	0	0	1410	761	2171	TOTALS	0	0	1502	1825	3327
SPLIT %	0%	0%	65%	35%	39%	SPLIT %	0%	0%	45%	55%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			6	15	21
01:00	02:00			3	3	6
02:00	03:00			3	0	3
03:00	04:00			5	9	14
04:00	05:00			29	7	36
05:00	06:00			76	24	100
06:00	07:00			198	78	276
07:00	08:00			335	128	463
08:00	09:00			293	162	455
09:00	10:00			190	109	299
10:00	11:00			143	110	253
11:00	12:00			129	116	245
12:00	13:00			146	142	288
13:00	14:00			159	150	309
14:00	15:00			220	174	394
15:00	16:00			227	274	501
16:00	17:00			186	282	468
17:00	18:00			214	268	482
18:00	19:00			151	180	331
19:00	20:00			97	131	228
20:00	21:00			45	94	139
21:00	22:00			30	70	100
22:00	23:00			19	37	56
23:00	00:00			8	23	31

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1410	761	2171
Peak Hour			7:00	8:00	7:45
Peak Volume			335	162	468
Peak Hour Factor			0.829	0.862	0.893
Peak Period	12:00	to	00:00		
Volume			1502	1825	3327
Peak Hour			15:00	15:30	16:45
Peak Volume			227	287	503
Peak Hour Factor			0.946	0.944	0.911
Peak Period	07:00	to	09:00		
Volume			628	290	918
Peak Hour			7:00	8:00	7:45
Peak Volume			335	162	468
Peak Hour Factor			0.829	0.862	0.893
Peak Period	16:00	to	18:00		
Volume			400	550	950
Peak Hour			16:45	16:30	16:45
Peak Volume			219	287	503
Peak Hour Factor			0.793	0.886	0.911



Prepared by National Data & Surveying Services

CLASSIFICATION

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_004

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	15	2	0	0	0	0	0	0	0	0	0	0	17
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	10	0	0	0	0	0	0	0	0	0	0	0	10
3:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	21	1	0	0	0	0	0	0	0	0	0	0	22
4:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	24	5	0	0	0	0	0	0	0	0	0	0	29
5:00	0	59	16	1	0	0	0	0	0	0	0	0	0	76	0	17	4	1	0	0	0	0	0	0	0	0	0	22	0	76	20	2	0	0	0	0	0	0	0	0	0	98
6:00	1	161	37	2	0	0	0	0	0	0	0	0	0	201	0	55	17	1	1	0	0	0	0	0	0	0	0	74	1	216	54	3	1	0	0	0	0	0	0	0	0	275
7:00	0	321	58	1	1	3	0	0	0	0	0	0	0	384	0	90	33	1	4	1	0	0	0	0	0	0	0	129	0	411	91	2	5	4	0	0	0	0	0	0	0	513
8:00	0	287	26	4	4	3	0	0	0	0	0	0	0	324	0	130	20	5	6	2	0	3	0	0	0	0	0	166	0	417	46	9	10	5	0	3	0	0	0	0	0	490
9:00	0	153	22	0	7	1	1	0	0	0	0	0	0	184	0	84	22	0	5	1	0	0	0	0	0	0	0	112	0	237	44	0	12	2	1	0	0	0	0	0	0	296
10:00	0	130	24	0	8	5	0	0	0	0	0	0	0	167	0	80	35	0	7	0	0	0	0	0	0	0	0	122	0	210	59	0	15	5	0	0	0	0	0	0	0	289
11:00	1	101	30	0	5	0	0	0	0	0	0	0	0	137	2	103	31	0	7	1	0	0	0	0	0	0	0	144	3	204	61	0	12	1	0	0	0	0	0	0	0	281
12:00	0	100	20	1	4	2	0	0	0	0	0	0	0	127	1	114	41	2	5	0	0	1	1	0	0	0	0	165	1	214	61	3	9	2	0	1	1	0	0	0	0	292
13:00	1	127	17	0	3	1	0	0	1	0	0	0	0	150	0	81	30	0	3	0	0	0	0	0	0	0	0	114	1	208	47	0	6	1	0	0	1	0	0	0	0	264
14:00	3	212	29	1	4	1	0	0	0	0	0	0	0	250	2	171	23	3	7	0	0	1	0	0	0	0	0	207	5	383	52	4	11	1	0	1	0	0	0	0	0	457
15:00	0	179	24	2	3	1	0	0	0	0	0	0	0	209	0	228	44	2	0	1	0	0	0	0	0	0	0	275	0	407	68	4	3	2	0	0	0	0	0	0	0	484
16:00	0	172	24	3	2	1	0	0	0	0	0	0	0	202	1	239	58	1	2	0	0	0	0	0	0	0	0	301	1	411	82	4	4	1	0	0	0	0	0	0	0	503
17:00	0	180	22	0	0	0	0	0	0	0	0	0	0	202	0	212	42	0	1	0	0	0	0	0	0	0	0	255	0	392	64	0	1	0	0	0	0	0	0	0	0	457
18:00	0	125	18	0	0	0	0	1	0	0	0	0	0	144	1	142	27	0	0	0	0	0	0	0	0	0	0	170	1	267	45	0	0	0	0	1	0	0	0	0	0	314
19:00	1	70	21	0	5	0	0	1	0	0	0	0	0	98	0	129	30	0	0	0	0	0	0	0	0	0	0	159	1	199	51	0	5	0	0	1	0	0	0	0	0	257
20:00	0	61	7	1	4	0	0	0	0	0	0	0	0	73	0	76	27	0	4	0	0	0	0	0	0	0	0	107	0	137	34	1	8	0	0	0	0	0	0	0	0	180
21:00	0	33	1	0	1	0	0	0	0	0	0	0	0	35	0	62	11	0	0	0	0	0	0	0	0	0	0	73	0	95	12	0	1	0	0	0	0	0	0	0	0	108
22:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	26	10	0	0	0	0	0	0	0	0	0	0	36	0	45	14	0	0	0	0	0	0	0	0	0	0	59
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	22	13	0	1	0	0	0	0	0	0	0	0	36	0	27	14	0	1	0	0	0	0	0	0	0	0	42
Totals	**7**	**2,537**	**407**	**16**	**51**	**18**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**3,040**	**7**	**2,093**	**521**	**16**	**53**	**6**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**2,702**	**14**	**4,630**	**928**	**32**	**104**	**24**	**1**	**7**	**2**	**0**	**0**	**0**	**0**	**5,742**
% of Totals	0%	83%	13%	1%	2%	1%	0%	0%	0%					100%	0%	77%	19%	1%	2%	0%		0%	0%					100%	0%	81%	16%	1%	2%	0%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



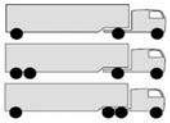
#5 2-Axle, 6-Tire Single Units



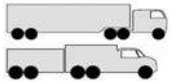
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	2	1254	219	8	25	12	1	0	0	0	0	0	0	1521	2	591	165	8	30	5	0	3	0	0	0	0	0	804	4	1845	384	16	55	17	1	3	0	0	0	0	0	2325
%	0%	41%	7%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	22%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	32%	7%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	40%
Peak Hour	5:45	7:00	7:00	8:00	9:45	9:45	8:15	0:00	0:00	0:00	0:00	0:00	0:00	7:00	11:15	8:00	11:45	7:45	10:30	7:15	0:00	7:45	11:15	0:00	0:00	0:00	0:00	7:45	11:15	7:45	7:00	8:00	10:30	8:30	8:15	7:45	11:15	0:00	0:00	0:00	0:00	7:15
Peak Volume	1	321	58	4	9	5	1	0	0	0	0	0	0	384	3	130	38	5	9	2	0	3	1	0	0	0	0	170	4	430	91	9	18	6	1	3	1	0	0	0	0	528
12:00 - 24:00	5	1283	188	8	26	6	0	2	1	0	0	0	0	1519	5	1502	356	8	23	1	0	2	1	0	0	0	0	1898	10	2785	544	16	49	7	0	4	2	0	0	0	0	3417
%	0%	42%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	56%	13%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	70%	0%	49%	9%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	60%
Peak Hour	13:30	14:00	13:45	15:45	19:45	12:00	12:00	18:30	12:30	12:00	12:00	12:00	12:00	14:00	13:15	16:15	15:45	14:00	14:00	14:45	12:00	12:00	12:00	12:00	12:00	12:00	12:00	16:15	13:30	15:30	15:45	15:45	14:00	12:00	12:00	18:30	12:00	12:00	12:00	12:00	12:00	15:30
Peak Volume	3	212	31	4	6	2	0	2	1	0	0	0	0	250	2	246	59	3	7	1	0	1	1	0	0	0	0	306	5	428	82	6	11	2	0	2	1	0	0	0	0	518
07:00 - 09:00	0	608	84	5	5	6	0	0	0	0	0	0	0	708	0	220	53	6	10	3	0	3	0	0	0	0	0	295	0	828	137	11	15	9	0	3	0	0	0	0	0	1003
%	0%	20%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	23%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	7:00	7:00	7:00	8:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:15	7:45	7:30	7:15	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:45	7:00	8:00	7:45	8:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:15
Peak Volume	0	321	58	4	4	3	0	0	0	0	0	0	0	384	0	130	36	5	7	2	0	3	0	0	0	0	0	170	0	430	91	9	11	5	0	3	0	0	0	0	0	528
16:00 - 18:00	0	352	46	3	2	1	0	0	0	0	0	0	0	404	1	451	100	1	3	0	0	0	0	0	0	0	0	556	1	803	146	4	5	1	0	0	0	0	0	0	0	960
%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	17%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	21%	0%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	0	190	24	3	2	1	0	0	0	0	0	0	0	214	1	246	58	1	2	0	0	0	0	0	0	0	0	306	1	428	82	4	4	1	0	0	0	0	0	0	0	503

Prepared by National Data & Surveying Services

CLASSIFICATION

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_004

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:30	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
3:45	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:15	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
4:30	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
4:45	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
5:00	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
5:15	0	9	6	0	0	0	0	0	0	0	0	0	0	**15**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	12	6	0	0	0	0	0	0	0	0	0	0	**18**
5:30	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**	0	23	6	0	0	0	0	0	0	0	0	0	0	**29**
5:45	0	19	6	1	0	0	0	0	0	0	0	0	0	**26**	0	5	1	1	0	0	0	0	0	0	0	0	0	**7**	0	24	7	2	0	0	0	0	0	0	0	0	0	**33**
6:00	0	22	7	0	0	0	0	0	0	0	0	0	0	**29**	0	9	7	0	0	0	0	0	0	0	0	0	0	**16**	0	31	14	0	0	0	0	0	0	0	0	0	0	**45**
6:15	0	42	10	1	0	0	0	0	0	0	0	0	0	**53**	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	51	11	1	0	0	0	0	0	0	0	0	0	**63**
6:30	1	50	14	0	0	0	0	0	0	0	0	0	0	**65**	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**	1	69	17	0	0	0	0	0	0	0	0	0	0	**87**
6:45	0	47	6	1	0	0	0	0	0	0	0	0	0	**54**	0	18	6	1	1	0	0	0	0	0	0	0	0	**26**	0	65	12	2	1	0	0	0	0	0	0	0	0	**80**
7:00	0	77	15	0	1	1	0	0	0	0	0	0	0	**94**	0	18	5	0	0	0	0	0	0	0	0	0	0	**23**	0	95	20	0	1	1	0	0	0	0	0	0	0	**117**
7:15	0	75	14	0	0	2	0	0	0	0	0	0	0	**91**	0	27	11	1	1	1	0	0	0	0	0	0	0	**41**	0	102	25	1	1	3	0	0	0	0	0	0	0	**132**
7:30	0	87	16	1	0	0	0	0	0	0	0	0	0	**104**	0	17	7	0	1	0	0	0	0	0	0	0	0	**25**	0	104	23	1	1	0	0	0	0	0	0	0	0	**129**
7:45	0	82	13	0	0	0	0	0	0	0	0	0	0	**95**	0	28	10	0	2	0	0	0	0	0	0	0	0	**40**	0	110	23	0	2	0	0	0	0	0	0	0	0	**135**
8:00	0	75	8	0	2	0	0	0	0	0	0	0	0	**85**	0	32	8	3	2	1	0	1	0	0	0	0	0	**47**	0	107	16	3	4	1	0	1	0	0	0	0	0	**132**
8:15	0	71	6	1	1	0	0	0	0	0	0	0	0	**79**	0	22	5	0	2	0	0	1	0	0	0	0	0	**30**	0	93	11	1	3	0	0	1	0	0	0	0	0	**109**
8:30	0	74	7	0	1	1	0	0	0	0	0	0	0	**83**	0	46	2	2	1	1	0	1	0	0	0	0	0	**53**	0	120	9	2	2	2	0	1	0	0	0	0	0	**136**
8:45	0	67	5	3	0	2	0	0	0	0	0	0	0	**77**	0	30	5	0	1	0	0	0	0	0	0	0	0	**36**	0	97	10	3	1	2	0	0	0	0	0	0	0	**113**
9:00	0	48	5	0	3	0	1	0	0	0	0	0	0	**57**	0	24	4	0	1	1	0	0	0	0	0	0	0	**30**	0	72	9	0	4	1	1	0	0	0	0	0	0	**87**
9:15	0	40	6	0	1	1	0	0	0	0	0	0	0	**48**	0	27	3	0	2	0	0	0	0	0	0	0	0	**32**	0	67	9	0	3	1	0	0	0	0	0	0	0	**80**
9:30	0	33	8	0	2	0	0	0	0	0	0	0	0	**43**	0	16	10	0	0	0	0	0	0	0	0	0	0	**26**	0	49	18	0	2	0	0	0	0	0	0	0	0	**69**
9:45	0	32	3	0	1	0	0	0	0	0	0	0	0	**36**	0	17	5	0	2	0	0	0	0	0	0	0	0	**24**	0	49	8	0	3	0	0	0	0	0	0	0	0	**60**
10:00	0	21	5	0	1	0	0	0	0	0	0	0	0	**27**	0	10	9	0	1	0	0	0	0	0	0	0	0	**20**	0	31	14	0	2	0	0	0	0	0	0	0	0	**47**
10:15	0	46	4	0	2	2	0	0	0	0	0	0	0	**54**	0	19	9	0	0	0	0	0	0	0	0	0	0	**28**	0	65	13	0	2	2	0	0	0	0	0	0	0	**82**
10:30	0	33	9	0	5	3	0	0	0	0	0	0	0	**50**	0	25	12	0	1	0	0	0	0	0	0	0	0	**38**	0	58	21	0	6	3	0	0	0	0	0	0	0	**88**
10:45	0	30	6	0	0	0	0	0	0	0	0	0	0	**36**	0	26	5	0	5	0	0	0	0	0	0	0	0	**36**	0	56	11	0	5	0	0	0	0	0	0	0	0	**72**
11:00	0	18	4	0	2	0	0	0	0	0	0	0	0	**24**	0	28	7	0	1	0	0	0	0	0	0	0	0	**36**	0	46	11	0	3	0	0	0	0	0	0	0	0	**60**
11:15	0	34	9	0	2	0	0	0	0	0	0	0	0	**45**	1	26	10	0	2	1	0	0	0	0	0	0	0	**40**	1	60	19	0	4	1	0	0	0	0	0	0	0	**85**
11:30	0	24	9	0	0	0	0	0	0	0	0	0	0	**33**	1	24	5	0	1	0	0	0	0	0	0	0	0	**31**	1	48	14	0	1	0	0	0	0	0	0	0	0	**64**
11:45	1	25	8	0	1	0	0	0	0	0	0	0	0	**35**	0	25	9	0	3	0	0	0	0	0	0	0	0	**37**	1	50	17	0	4	0	0	0	0	0	0	0	0	**72**

Prepared by National Data & Surveying Services

CLASSIFICATION

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_004

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	28	6	0	1	1	0	0	0	0	0	0	0	36	1	27	5	0	2	0	0	0	1	0	0	0	0	36	1	55	11	0	3	1	0	0	1	0	0	0	0	72
12:15	0	17	8	0	1	0	0	0	0	0	0	0	0	26	0	31	9	0	1	0	0	0	0	0	0	0	0	41	0	48	17	0	2	0	0	0	0	0	0	0	0	67
12:30	0	23	5	1	2	1	0	0	0	0	0	0	0	32	0	35	15	2	0	0	0	0	0	0	0	0	0	52	0	58	20	3	2	1	0	0	0	0	0	0	0	84
12:45	0	32	1	0	0	0	0	0	0	0	0	0	0	33	0	21	12	0	2	0	0	1	0	0	0	0	0	36	0	53	13	0	2	0	0	1	0	0	0	0	0	69
13:00	0	24	4	0	1	0	0	0	0	0	0	0	0	29	0	20	7	0	1	0	0	0	0	0	0	0	0	28	0	44	11	0	2	0	0	0	0	0	0	0	0	57
13:15	0	26	4	0	1	0	0	0	1	0	0	0	0	32	0	19	5	0	2	0	0	0	0	0	0	0	0	26	0	45	9	0	3	0	0	0	1	0	0	0	0	58
13:30	1	38	3	0	1	0	0	0	0	0	0	0	0	43	0	20	11	0	0	0	0	0	0	0	0	0	0	31	1	58	14	0	1	0	0	0	0	0	0	0	0	74
13:45	0	39	6	0	0	1	0	0	0	0	0	0	0	46	0	22	7	0	0	0	0	0	0	0	0	0	0	29	0	61	13	0	0	1	0	0	0	0	0	0	0	75
14:00	1	78	10	0	0	0	0	0	0	0	0	0	0	89	2	39	4	1	1	0	0	0	0	0	0	0	0	47	3	117	14	1	1	0	0	0	0	0	0	0	0	136
14:15	1	43	7	1	2	1	0	0	0	0	0	0	0	55	0	51	4	0	3	0	0	0	0	0	0	0	0	58	1	94	11	1	5	1	0	0	0	0	0	0	0	113
14:30	0	40	8	0	0	0	0	0	0	0	0	0	0	48	0	33	6	0	2	0	0	0	0	0	0	0	0	41	0	73	14	0	2	0	0	0	0	0	0	0	0	89
14:45	1	51	4	0	2	0	0	0	0	0	0	0	0	58	0	48	9	2	1	0	0	1	0	0	0	0	0	61	1	99	13	2	3	0	0	1	0	0	0	0	0	119
15:00	0	33	7	1	0	0	0	0	0	0	0	0	0	41	0	46	7	1	0	0	0	0	0	0	0	0	0	54	0	79	14	2	0	0	0	0	0	0	0	0	0	95
15:15	0	46	6	0	1	0	0	0	0	0	0	0	0	53	0	54	12	0	0	0	0	0	0	0	0	0	0	66	0	100	18	0	1	0	0	0	0	0	0	0	0	119
15:30	0	52	6	0	1	1	0	0	0	0	0	0	0	60	0	60	11	0	0	1	0	0	0	0	0	0	0	72	0	112	17	0	1	2	0	0	0	0	0	0	0	132
15:45	0	48	5	1	1	0	0	0	0	0	0	0	0	55	0	68	14	1	0	0	0	0	0	0	0	0	0	83	0	116	19	2	1	0	0	0	0	0	0	0	0	138
16:00	0	43	9	2	0	0	0	0	0	0	0	0	0	54	0	52	10	1	1	0	0	0	0	0	0	0	0	64	0	95	19	3	1	0	0	0	0	0	0	0	0	118
16:15	0	43	5	0	1	0	0	0	0	0	0	0	0	49	1	62	18	0	0	0	0	0	0	0	0	0	0	81	1	105	23	0	1	0	0	0	0	0	0	0	0	130
16:30	0	37	4	1	1	0	0	0	0	0	0	0	0	43	0	56	17	0	0	0	0	0	0	0	0	0	0	73	0	93	21	1	1	0	0	0	0	0	0	0	0	116
16:45	0	49	6	0	0	1	0	0	0	0	0	0	0	56	0	69	13	0	1	0	0	0	0	0	0	0	0	83	0	118	19	0	1	1	0	0	0	0	0	0	0	139
17:00	0	40	3	0	0	0	0	0	0	0	0	0	0	43	0	59	9	0	1	0	0	0	0	0	0	0	0	69	0	99	12	0	1	0	0	0	0	0	0	0	0	112
17:15	0	51	7	0	0	0	0	0	0	0	0	0	0	58	0	52	14	0	0	0	0	0	0	0	0	0	0	66	0	103	21	0	0	0	0	0	0	0	0	0	0	124
17:30	0	50	7	0	0	0	0	0	0	0	0	0	0	57	0	58	11	0	0	0	0	0	0	0	0	0	0	69	0	108	18	0	0	0	0	0	0	0	0	0	0	126
17:45	0	39	5	0	0	0	0	0	0	0	0	0	0	44	0	43	8	0	0	0	0	0	0	0	0	0	0	51	0	82	13	0	0	0	0	0	0	0	0	0	0	95
18:00	0	45	6	0	0	0	0	0	0	0	0	0	0	51	1	40	7	0	0	0	0	0	0	0	0	0	0	48	1	85	13	0	0	0	0	0	0	0	0	0	0	99
18:15	0	28	3	0	0	0	0	0	0	0	0	0	0	31	0	39	8	0	0	0	0	0	0	0	0	0	0	47	0	67	11	0	0	0	0	0	0	0	0	0	0	78
18:30	0	26	3	0	0	0	0	0	0	0	0	0	0	29	0	31	2	0	0	0	0	0	0	0	0	0	0	33	0	57	5	0	0	0	0	0	0	0	0	0	0	62
18:45	0	26	6	0	0	0	0	1	0	0	0	0	0	33	0	32	10	0	0	0	0	0	0	0	0	0	0	42	0	58	16	0	0	0	0	1	0	0	0	0	0	75
19:00	0	20	4	0	1	0	0	0	0	0	0	0	0	25	0	34	5	0	0	0	0	0	0	0	0	0	0	39	0	54	9	0	1	0	0	0	0	0	0	0	0	64
19:15	0	18	4	0	2	0	0	1	0	0	0	0	0	25	0	40	10	0	0	0	0	0	0	0	0	0	0	50	0	58	14	0	2	0	0	1	0	0	0	0	0	75
19:30	1	18	8	0	0	0	0	0	0	0	0	0	0	27	0	27	8	0	0	0	0	0	0	0	0	0	0	35	1	45	16	0	0	0	0	0	0	0	0	0	0	62
19:45	0	14	5	0	2	0	0	0	0	0	0	0	0	21	0	28	7	0	0	0	0	0	0	0	0	0	0	35	0	42	12	0	2	0	0	0	0	0	0	0	0	56
20:00	0	15	1	1	1	0	0	0	0	0	0	0	0	18	0	19	8	0	0	0	0	0	0	0	0	0	0	27	0	34	9	1	1	0	0	0	0	0	0	0	0	45
20:15	0	14	3	0	2	0	0	0	0	0	0	0	0	19	0	17	4	0	2	0	0	0	0	0	0	0	0	23	0	31	7	0	4	0	0	0	0	0	0	0	0	42
20:30	0	21	3	0	1	0	0	0	0	0	0	0	0	25	0	25	9	0	1	0	0	0	0	0	0	0	0	35	0	46	12	0	2	0	0	0	0	0	0	0	0	60
20:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	15	6	0	1	0	0	0	0	0	0	0	0	22	0	26	6	0	1	0	0	0	0	0	0	0	0	33
21:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	12	4	0	0	0	0	0	0	0	0	0	0	16	0	19	5	0	0	0	0	0	0	0	0	0	0	24
21:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	33	2	0	0	0	0	0	0	0	0	0	0	35
21:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	17	3	0	0	0	0	0	0	0	0	0	0	20	0	23	3	0	0	0	0	0	0	0	0	0	0	26
21:45	0	10	0	0	1	0	0	0	0	0	0	0	0	11	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	20	2	0	1	0	0	0	0	0	0	0	0	23
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	11	4	0	0	0	0	0	0	0	0	0	0	15
22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	9	3	0	0	0	0	0	0	0	0	0	0	12
22:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	15	3	0	0	0	0	0	0	0	0	0	0	18
22:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	10	4	0	0	0	0	0	0	0	0	0	0	14
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	7	1	0	1	0	0	0	0	0	0	0	0	9	0	8	1	0	1	0	0	0	0	0	0	0	0	10
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	6	6	0	0	0	0	0	0	0	0	0	0	12	0	8	6	0	0	0	0	0	0	0	0	0	0	14
23:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0	6	4	0	0	0	0	0	0	0	0	0	0	10
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	5	3	0	0	0	0	0	0	0	0	0	0	8
Totals	**7**	**2,537**	**407**	**16**	**51**	**18**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**3,040**	**7**	**2,093**	**521**	**16**	**53**	**6**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**2,702**	**14**	**4,630**	**928**	**32**	**104**	**24**	**1**	**7**	**2**	**0**	**0**	**0**	**0**	**5,742**
% of Totals	0%	83%	13%	1%	2%	1%	0%	0%	0%					100%	0%	77%	19%	1%	2%	0%		0%	0%					100%	0%	81%	16%	1%	2%	0%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

SPEED

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_004

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	1	3	2	0	0	0	0	0	0	0	6	0	0	0	4	4	1	1	1	0	0	0	0	0	11	0	0	0	5	7	3	1	1	0	0	0	0	0	17
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	1	0	0	0	0	0	0	0	4	0	0	0	1	3	1	0	0	0	0	0	0	0	5
2:00	1	0	0	4	1	0	0	0	0	0	0	0	0	6	0	0	0	2	1	0	1	0	0	0	0	0	0	4	1	0	0	6	2	0	1	0	0	0	0	0	0	10
3:00	0	0	0	3	5	2	1	0	0	0	0	0	0	11	0	0	0	1	4	4	1	1	0	0	0	0	0	11	0	0	0	4	9	6	2	1	0	0	0	0	0	22
4:00	0	0	0	8	12	4	0	0	0	0	0	0	0	24	0	0	0	1	2	0	2	0	0	0	0	0	0	5	0	0	0	9	14	4	2	0	0	0	0	0	0	29
5:00	0	0	2	18	31	18	6	0	1	0	0	0	0	76	0	0	1	9	5	5	0	2	0	0	0	0	0	22	0	0	3	27	36	23	6	2	1	0	0	0	0	98
6:00	0	0	10	88	71	29	2	1	0	0	0	0	0	201	0	0	1	23	34	14	2	0	0	0	0	0	0	74	0	0	11	111	105	43	4	1	0	0	0	0	0	275
7:00	0	2	21	148	181	29	2	1	0	0	0	0	0	384	2	2	5	30	68	21	1	0	0	0	0	0	0	129	2	4	26	178	249	50	3	1	0	0	0	0	0	513
8:00	3	0	9	75	173	55	9	0	0	0	0	0	0	324	4	3	8	63	67	21	0	0	0	0	0	0	0	166	7	3	17	138	240	76	9	0	0	0	0	0	0	490
9:00	1	3	3	60	82	32	3	0	0	0	0	0	0	184	0	0	4	30	53	24	1	0	0	0	0	0	0	112	1	3	7	90	135	56	4	0	0	0	0	0	0	296
10:00	1	2	11	38	63	42	9	1	0	0	0	0	0	167	0	0	6	45	49	20	2	0	0	0	0	0	0	122	1	2	17	83	112	62	11	1	0	0	0	0	0	289
11:00	0	1	3	23	61	36	13	0	0	0	0	0	0	137	1	0	5	42	74	18	2	2	0	0	0	0	0	144	1	1	8	65	135	54	15	2	0	0	0	0	0	281
12:00	0	0	3	14	56	39	13	1	1	0	0	0	0	127	1	0	10	44	68	37	4	1	0	0	0	0	0	165	1	0	13	58	124	76	17	2	1	0	0	0	0	292
13:00	0	2	1	29	53	51	13	1	0	0	0	0	0	150	0	1	5	22	58	27	0	1	0	0	0	0	0	114	0	3	6	51	111	78	13	2	0	0	0	0	0	264
14:00	0	0	5	42	109	73	20	1	0	0	0	0	0	250	0	0	4	39	97	56	10	1	0	0	0	0	0	207	0	0	9	81	206	129	30	2	0	0	0	0	0	457
15:00	0	0	3	34	100	57	15	0	0	0	0	0	0	209	0	0	4	49	135	80	7	0	0	0	0	0	0	275	0	0	7	83	235	137	22	0	0	0	0	0	0	484
16:00	1	2	4	36	106	43	7	2	1	0	0	0	0	202	4	2	10	54	144	78	9	0	0	0	0	0	0	301	5	4	14	90	250	121	16	2	1	0	0	0	0	503
17:00	1	0	6	38	108	43	5	1	0	0	0	0	0	202	0	0	1	52	122	61	16	2	1	0	0	0	0	255	1	0	7	90	230	104	21	3	1	0	0	0	0	457
18:00	0	1	3	28	61	43	8	0	0	0	0	0	0	144	1	1	3	29	69	56	11	0	0	0	0	0	0	170	1	2	6	57	130	99	19	0	0	0	0	0	0	314
19:00	0	1	0	28	44	22	3	0	0	0	0	0	0	98	0	0	6	34	70	43	4	0	2	0	0	0	0	159	0	1	6	62	114	65	7	0	2	0	0	0	0	257
20:00	1	1	16	19	24	10	2	0	0	0	0	0	0	73	2	4	6	24	47	20	2	0	2	0	0	0	0	107	3	5	22	43	71	30	4	0	2	0	0	0	0	180
21:00	0	0	3	12	15	3	2	0	0	0	0	0	0	35	0	1	2	21	35	12	2	0	0	0	0	0	0	73	0	1	5	33	50	15	4	0	0	0	0	0	0	108
22:00	0	0	0	8	11	4	0	0	0	0	0	0	0	23	0	0	0	6	18	10	2	0	0	0	0	0	0	36	0	0	0	14	29	14	2	0	0	0	0	0	0	59
23:00	0	0	0	3	0	1	2	0	0	0	0	0	0	6	0	0	0	8	13	13	0	2	0	0	0	0	0	36	0	0	0	11	13	14	2	2	0	0	0	0	0	42
Totals	**9**	**15**	**103**	**758**	**1,370**	**638**	**135**	**9**	**3**	**0**	**0**	**0**	**0**	**3,040**	**15**	**14**	**81**	**632**	**1,240**	**622**	**80**	**13**	**5**	**0**	**0**	**0**	**0**	**2,702**	**24**	**29**	**184**	**1,390**	**2,610**	**1,260**	**215**	**22**	**8**	**0**	**0**	**0**	**0**	**5,742**
% of Totals	0%	0%	3%	25%	45%	21%	4%	0%	0%					100%	1%	1%	3%	23%	46%	23%	3%	0%	0%					100%	0%	1%	3%	24%	45%	22%	4%	0%	0%					100%

STATISTICS

00:00 - 12:00	6	8	59	467	683	249	45	3	1	0	0	0	0	1521	7	5	30	250	364	129	13	6	0	0	0	0	0	804	13	13	89	717	1047	378	58	9	1	0	0	0	0	2325
%	0%	0%	2%	15%	22%	8%	1%	0%	0%	0%	0%	0%	0%	50%	0%	0%	1%	8%	12%	4%	0%	0%	0%	0%	0%	0%	0%	26%	0%	0%	3%	24%	34%	12%	2%	0%	0%	0%	0%	0%	0%	76%
Peak Hour	7:45	8:30	7:00	7:00	7:00	8:15	11:15	6:30	4:15	0:00	0:00	0:00	0:00	7:00	7:45	7:15	11:15	8:00	7:45	11:45	11:45	4:30	0:00	0:00	0:00	0:00	0:00	7:45	7:45	7:15	7:15	7:15	7:45	11:45	11:45	11:15	4:15	0:00	0:00	0:00	0:00	7:15
Peak Volume	3	3	21	148	181	57	15	2	1	0	0	0	0	384	4	5	10	63	79	36	4	2	0	0	0	0	0	170	7	7	28	187	252	80	19	3	1	0	0	0	0	528
12:00 - 24:00	3	7	44	291	687	389	90	6	2	0	0	0	0	1519	8	9	51	382	876	493	67	7	5	0	0	0	0	1898	11	16	95	673	1563	882	157	13	7	0	0	0	0	3417
%	0%	0%	1%	10%	23%	13%	3%	0%	0%	0%	0%	0%	0%	50%	0%	0%	2%	13%	29%	16%	2%	0%	0%	0%	0%	0%	0%	62%	0%	1%	3%	22%	51%	29%	5%	0%	0%	0%	0%	0%	0%	112%
Peak Hour	15:15	13:00	20:00	13:45	16:45	13:30	13:30	13:45	12:00	12:00	12:00	12:00	12:00	14:00	15:45	19:45	12:00	16:45	15:30	15:15	17:15	17:00	18:45	12:00	12:00	12:00	12:00	16:15	15:45	19:45	20:00	15:30	15:30	15:15	14:00	16:15	18:45	12:00	12:00	12:00	12:00	15:30
Peak Volume	1	2	16	46	114	78	20	2	1	0	0	0	0	250	4	4	10	64	150	85	19	2	2	0	0	0	0	306	5	5	22	103	253	141	30	3	2	0	0	0	0	518
07:00 - 09:00	3	2	30	223	354	84	11	1	0	0	0	0	0	708	6	5	13	93	135	42	1	0	0	0	0	0	0	295	9	7	43	316	489	126	12	1	0	0	0	0	0	1003
%	0%	0%	1%	7%	12%	3%	0%	0%	0%	0%	0%	0%	0%	23%	0%	0%	0%	3%	4%	1%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	1%	10%	16%	4%	0%	0%	0%	0%	0%	0%	0%	33%
Peak Hour	7:45	7:00	7:00	7:00	7:00	8:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:15	7:45	8:00	7:45	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:45	7:15	7:15	7:15	7:45	8:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15
Peak Volume	3	2	21	148	181	55	9	1	0	0	0	0	0	384	4	5	9	63	79	22	1	0	0	0	0	0	0	170	7	7	28	187	252	76	9	1	0	0	0	0	0	528
16:00 - 18:00	2	2	10	74	214	86	12	3	1	0	0	0	0	404	4	2	11	106	266	139	25	2	1	0	0	0	0	556	6	4	21	180	480	225	37	5	2	0	0	0	0	960
%	0%	0%	0%	2%	7%	3%	0%	0%	0%	0%	0%	0%	0%	13%	0%	0%	0%	3%	9%	5%	1%	0%	0%	0%	0%	0%	0%	18%	0%	0%	1%	6%	16%	7%	1%	0%	0%	0%	0%	0%	0%	32%
Peak Hour	16:00	16:00	16:30	16:30	16:45	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:45	16:15	16:00	17:00	17:00	17:00	16:00	16:00	16:00	16:00	16:15	16:00	16:00	16:30	16:45	16:15	16:00	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	1	2	8	39	114	48	7	2	1	0	0	0	0	214	4	2	10	64	149	78	16	2	1	0	0	0	0	306	5	4	15	103	252	121	21	3	1	0	0	0	0	503

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	27	32	32	38	40	3040
WESTBOUND	27	32	32	38	40	2702
TOTALS	27	32	32	38	40	5742

Prepared by National Data & Surveying Services

SPEED

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_004

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	0	1	2	0	0	0	0	0	0	0	**3**	0	0	0	0	2	0	0	1	0	0	0	0	0	**3**	0	0	0	0	3	2	0	1	0	0	0	0	0	**6**
0:15	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	2	1	0	0	0	0	0	0	0	0	**3**	0	0	0	3	2	0	0	0	0	0	0	0	0	**5**
0:30	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	1	1	0	1	0	0	0	0	0	0	**3**	0	0	0	1	2	0	1	0	0	0	0	0	0	**4**
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
1:15	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
2:15	1	0	0	2	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	0	0	2	0	0	0	0	0	0	0	0	0	**3**
2:30	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**	0	0	0	2	0	0	1	0	0	0	0	0	0	**3**
2:45	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	1	2	0	0	0	0	0	0	0	0	**3**
3:00	0	0	0	1	3	0	0	0	0	0	0	0	0	**4**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	1	3	1	0	0	0	0	0	0	0	**5**
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	3	1	1	0	0	0	0	0	0	**5**	0	0	0	0	3	1	1	0	0	0	0	0	0	**5**
3:30	0	0	0	1	1	1	1	0	0	0	0	0	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	0	0	1	1	2	1	1	0	0	0	0	0	**6**
3:45	0	0	0	1	1	1	0	0	0	0	0	0	0	**3**	0	0	0	1	1	1	0	0	0	0	0	0	0	**3**	0	0	0	2	2	2	0	0	0	0	0	0	0	**6**
4:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	1	0	0	0	0	0	0	**2**	0	0	0	1	1	0	1	0	0	0	0	0	0	**3**
4:15	0	0	0	1	3	1	0	0	0	0	0	0	0	**5**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	1	4	1	0	0	0	0	0	0	0	**6**
4:30	0	0	0	3	2	2	0	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	3	2	2	0	0	0	0	0	0	0	**7**
4:45	0	0	0	3	7	1	0	0	0	0	0	0	0	**11**	0	0	0	1	0	0	1	0	0	0	0	0	0	**2**	0	0	0	4	7	1	1	0	0	0	0	0	0	**13**
5:00	0	0	0	4	5	2	1	0	1	0	0	0	0	**13**	0	0	0	2	2	1	0	0	0	0	0	0	0	**5**	0	0	0	6	7	3	1	0	1	0	0	0	0	**18**
5:15	0	0	1	2	6	5	1	0	0	0	0	0	0	**15**	0	0	1	0	0	0	0	2	0	0	0	0	0	**3**	0	0	2	2	6	5	1	2	0	0	0	0	0	**18**
5:30	0	0	0	7	8	6	1	0	0	0	0	0	0	**22**	0	0	0	2	3	2	0	0	0	0	0	0	0	**7**	0	0	0	9	11	8	1	0	0	0	0	0	0	**29**
5:45	0	0	1	5	12	5	3	0	0	0	0	0	0	**26**	0	0	0	5	0	2	0	0	0	0	0	0	0	**7**	0	0	1	10	12	7	3	0	0	0	0	0	0	**33**
6:00	0	0	0	10	8	10	1	0	0	0	0	0	0	**29**	0	0	0	3	7	4	2	0	0	0	0	0	0	**16**	0	0	0	13	15	14	3	0	0	0	0	0	0	**45**
6:15	0	0	1	29	19	3	1	0	0	0	0	0	0	**53**	0	0	0	2	5	3	0	0	0	0	0	0	0	**10**	0	0	1	31	24	6	1	0	0	0	0	0	0	**63**
6:30	0	0	5	27	25	8	0	0	0	0	0	0	0	**65**	0	0	0	6	14	2	0	0	0	0	0	0	0	**22**	0	0	5	33	39	10	0	0	0	0	0	0	0	**87**
6:45	0	0	4	22	19	8	0	1	0	0	0	0	0	**54**	0	0	1	12	8	5	0	0	0	0	0	0	0	**26**	0	0	5	34	27	13	0	1	0	0	0	0	0	**80**
7:00	0	0	2	33	50	8	1	0	0	0	0	0	0	**94**	0	0	0	4	13	6	0	0	0	0	0	0	0	**23**	0	0	2	37	63	14	1	0	0	0	0	0	0	**117**
7:15	0	1	9	34	38	8	0	1	0	0	0	0	0	**91**	2	2	2	11	17	6	1	0	0	0	0	0	0	**41**	2	3	11	45	55	14	1	1	0	0	0	0	0	**132**
7:30	0	1	3	44	49	6	1	0	0	0	0	0	0	**104**	0	0	1	8	10	6	0	0	0	0	0	0	0	**25**	0	1	4	52	59	12	1	0	0	0	0	0	0	**129**
7:45	0	0	7	37	44	7	0	0	0	0	0	0	0	**95**	0	0	2	7	28	3	0	0	0	0	0	0	0	**40**	0	0	9	44	72	10	0	0	0	0	0	0	0	**135**
8:00	0	0	1	27	45	10	2	0	0	0	0	0	0	**85**	0	3	3	19	15	7	0	0	0	0	0	0	0	**47**	0	3	4	46	60	17	2	0	0	0	0	0	0	**132**
8:15	0	0	5	20	37	13	4	0	0	0	0	0	0	**79**	0	0	1	13	11	5	0	0	0	0	0	0	0	**30**	0	0	6	33	48	18	4	0	0	0	0	0	0	**109**
8:30	3	0	2	16	47	14	1	0	0	0	0	0	0	**83**	4	0	3	19	25	2	0	0	0	0	0	0	0	**53**	7	0	5	35	72	16	1	0	0	0	0	0	0	**136**
8:45	0	0	1	12	44	18	2	0	0	0	0	0	0	**77**	0	0	1	12	16	7	0	0	0	0	0	0	0	**36**	0	0	2	24	60	25	2	0	0	0	0	0	0	**113**
9:00	0	1	0	19	24	12	1	0	0	0	0	0	0	**57**	0	0	1	9	13	7	0	0	0	0	0	0	0	**30**	0	1	1	28	37	19	1	0	0	0	0	0	0	**87**
9:15	0	2	3	20	18	5	0	0	0	0	0	0	0	**48**	0	0	0	8	16	8	0	0	0	0	0	0	0	**32**	0	2	3	28	34	13	0	0	0	0	0	0	0	**80**
9:30	0	0	0	10	23	9	1	0	0	0	0	0	0	**43**	0	0	2	7	10	6	1	0	0	0	0	0	0	**26**	0	0	2	17	33	15	2	0	0	0	0	0	0	**69**
9:45	1	0	0	11	17	6	1	0	0	0	0	0	0	**36**	0	0	1	6	14	3	0	0	0	0	0	0	0	**24**	1	0	1	17	31	9	1	0	0	0	0	0	0	**60**
10:00	0	0	2	10	8	5	2	0	0	0	0	0	0	**27**	0	0	2	6	10	2	0	0	0	0	0	0	0	**20**	0	0	4	16	18	7	2	0	0	0	0	0	0	**47**
10:15	0	2	2	12	21	15	2	0	0	0	0	0	0	**54**	0	0	0	5	13	8	2	0	0	0	0	0	0	**28**	0	2	2	17	34	23	4	0	0	0	0	0	0	**82**
10:30	1	0	1	10	23	11	3	1	0	0	0	0	0	**50**	0	0	3	17	14	4	0	0	0	0	0	0	0	**38**	1	0	4	27	37	15	3	1	0	0	0	0	0	**88**
10:45	0	0	6	6	11	11	2	0	0	0	0	0	0	**36**	0	0	1	17	12	6	0	0	0	0	0	0	0	**36**	0	0	7	23	23	17	2	0	0	0	0	0	0	**72**
11:00	0	0	0	4	12	7	1	0	0	0	0	0	0	**24**	0	0	1	12	18	4	1	0	0	0	0	0	0	**36**	0	0	1	16	30	11	2	0	0	0	0	0	0	**60**
11:15	0	1	2	7	22	9	4	0	0	0	0	0	0	**45**	0	0	2	13	22	3	0	0	0	0	0	0	0	**40**	0	1	4	20	44	12	4	0	0	0	0	0	0	**85**
11:30	0	0	0	8	14	8	3	0	0	0	0	0	0	**33**	0	0	1	6	19	3	0	2	0	0	0	0	0	**31**	0	0	1	14	33	11	3	2	0	0	0	0	0	**64**
11:45	0	0	1	4	13	12	5	0	0	0	0	0	0	**35**	1	0	1	11	15	8	1	0	0	0	0	0	0	**37**	1	0	2	15	28	20	6	0	0	0	0	0	0	**72**

Prepared by National Data & Surveying Services

SPEED

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_004

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	0	1	3	13	15	3	1	0	0	0	0	0	**36**	0	0	6	13	11	6	0	0	0	0	0	0	0	**36**	0	0	7	16	24	21	3	1	0	0	0	0	0	**72**
12:15	0	0	0	0	12	10	4	0	0	0	0	0	0	**26**	0	0	1	7	20	12	1	0	0	0	0	0	0	**41**	0	0	1	7	32	22	5	0	0	0	0	0	0	**67**
12:30	0	0	1	5	15	7	3	0	1	0	0	0	0	**32**	0	0	2	14	23	10	2	1	0	0	0	0	0	**52**	0	0	3	19	38	17	5	1	1	0	0	0	0	**84**
12:45	0	0	1	6	16	7	3	0	0	0	0	0	0	**33**	1	0	1	10	14	9	1	0	0	0	0	0	0	**36**	1	0	2	16	30	16	4	0	0	0	0	0	0	**69**
13:00	0	0	0	5	11	12	1	0	0	0	0	0	0	**29**	0	1	2	6	18	1	0	0	0	0	0	0	0	**28**	0	1	2	11	29	13	1	0	0	0	0	0	0	**57**
13:15	0	0	1	8	15	6	2	0	0	0	0	0	0	**32**	0	0	1	5	11	9	0	0	0	0	0	0	0	**26**	0	0	2	13	26	15	2	0	0	0	0	0	0	**58**
13:30	0	1	0	4	15	18	5	0	0	0	0	0	0	**43**	0	0	2	5	16	7	0	1	0	0	0	0	0	**31**	0	1	2	9	31	25	5	1	0	0	0	0	0	**74**
13:45	0	1	0	12	12	15	5	1	0	0	0	0	0	**46**	0	0	0	6	13	10	0	0	0	0	0	0	0	**29**	0	1	0	18	25	25	5	1	0	0	0	0	0	**75**
14:00	0	0	0	15	38	30	6	0	0	0	0	0	0	**89**	0	0	0	10	21	11	5	0	0	0	0	0	0	**47**	0	0	0	25	59	41	11	0	0	0	0	0	0	**136**
14:15	0	0	1	12	23	15	4	0	0	0	0	0	0	**55**	0	0	1	14	28	15	0	0	0	0	0	0	0	**58**	0	0	2	26	51	30	4	0	0	0	0	0	0	**113**
14:30	0	0	0	7	24	13	3	1	0	0	0	0	0	**48**	0	0	0	5	19	13	4	0	0	0	0	0	0	**41**	0	0	0	12	43	26	7	1	0	0	0	0	0	**89**
14:45	0	0	4	8	24	15	7	0	0	0	0	0	0	**58**	0	0	3	10	29	17	1	1	0	0	0	0	0	**61**	0	0	7	18	53	32	8	1	0	0	0	0	0	**119**
15:00	0	0	0	1	25	14	1	0	0	0	0	0	0	**41**	0	0	1	8	29	15	1	0	0	0	0	0	0	**54**	0	0	1	9	54	29	2	0	0	0	0	0	0	**95**
15:15	0	0	2	4	28	15	4	0	0	0	0	0	0	**53**	0	0	0	8	29	28	1	0	0	0	0	0	0	**66**	0	0	2	12	57	43	5	0	0	0	0	0	0	**119**
15:30	0	0	0	15	28	13	4	0	0	0	0	0	0	**60**	0	0	1	11	42	16	2	0	0	0	0	0	0	**72**	0	0	1	26	70	29	6	0	0	0	0	0	0	**132**
15:45	0	0	1	14	19	15	6	0	0	0	0	0	0	**55**	0	0	2	22	35	21	3	0	0	0	0	0	0	**83**	0	0	3	36	54	36	9	0	0	0	0	0	0	**138**
16:00	1	0	1	12	24	13	2	0	1	0	0	0	0	**54**	3	2	2	7	30	20	0	0	0	0	0	0	0	**64**	4	2	3	19	54	33	2	0	1	0	0	0	0	**118**
16:15	0	1	0	5	32	7	3	1	0	0	0	0	0	**49**	0	0	2	17	43	16	3	0	0	0	0	0	0	**81**	0	1	2	22	75	23	6	1	0	0	0	0	0	**130**
16:30	0	1	2	7	20	12	1	0	0	0	0	0	0	**43**	1	0	4	11	32	22	3	0	0	0	0	0	0	**73**	1	1	6	18	52	34	4	0	0	0	0	0	0	**116**
16:45	0	0	1	12	30	11	1	1	0	0	0	0	0	**56**	0	0	2	19	39	20	3	0	0	0	0	0	0	**83**	0	0	3	31	69	31	4	1	0	0	0	0	0	**139**
17:00	0	0	0	11	21	10	1	0	0	0	0	0	0	**43**	0	0	1	16	35	12	4	1	0	0	0	0	0	**69**	0	0	1	27	56	22	5	1	0	0	0	0	0	**112**
17:15	0	0	5	9	32	10	2	0	0	0	0	0	0	**58**	0	0	0	10	31	20	5	0	0	0	0	0	0	**66**	0	0	5	19	63	30	7	0	0	0	0	0	0	**124**
17:30	1	0	0	7	31	17	1	0	0	0	0	0	0	**57**	0	0	0	19	27	21	2	0	0	0	0	0	0	**69**	1	0	0	26	58	38	3	0	0	0	0	0	0	**126**
17:45	0	0	1	11	24	6	1	1	0	0	0	0	0	**44**	0	0	0	7	29	8	5	1	1	0	0	0	0	**51**	0	0	1	18	53	14	6	2	1	0	0	0	0	**95**
18:00	0	1	1	6	17	22	4	0	0	0	0	0	0	**51**	1	0	0	5	18	17	7	0	0	0	0	0	0	**48**	1	1	1	11	35	39	11	0	0	0	0	0	0	**99**
18:15	0	0	1	6	14	10	0	0	0	0	0	0	0	**31**	0	0	3	13	15	15	1	0	0	0	0	0	0	**47**	0	0	4	19	29	25	1	0	0	0	0	0	0	**78**
18:30	0	0	0	5	17	5	2	0	0	0	0	0	0	**29**	0	0	0	7	18	8	0	0	0	0	0	0	0	**33**	0	0	0	12	35	13	2	0	0	0	0	0	0	**62**
18:45	0	0	1	11	13	6	2	0	0	0	0	0	0	**33**	0	1	0	4	18	16	3	0	0	0	0	0	0	**42**	0	1	1	15	31	22	5	0	0	0	0	0	0	**75**
19:00	0	0	0	2	17	5	1	0	0	0	0	0	0	**25**	0	0	2	5	16	13	3	0	0	0	0	0	0	**39**	0	0	2	7	33	18	4	0	0	0	0	0	0	**64**
19:15	0	0	0	7	11	6	1	0	0	0	0	0	0	**25**	0	0	2	14	19	13	1	0	1	0	0	0	0	**50**	0	0	2	21	30	19	2	0	1	0	0	0	0	**75**
19:30	0	1	0	7	11	7	1	0	0	0	0	0	0	**27**	0	0	1	4	21	8	0	0	1	0	0	0	0	**35**	0	1	1	11	32	15	1	0	1	0	0	0	0	**62**
19:45	0	0	0	12	5	4	0	0	0	0	0	0	0	**21**	0	0	1	11	14	9	0	0	0	0	0	0	0	**35**	0	0	1	23	19	13	0	0	0	0	0	0	0	**56**
20:00	0	0	3	3	9	2	1	0	0	0	0	0	0	**18**	0	0	0	3	13	9	2	0	0	0	0	0	0	**27**	0	0	3	6	22	11	3	0	0	0	0	0	0	**45**
20:15	0	0	2	5	7	4	1	0	0	0	0	0	0	**19**	0	1	2	7	12	1	0	0	0	0	0	0	0	**23**	0	1	4	12	19	5	1	0	0	0	0	0	0	**42**
20:30	1	1	9	6	5	3	0	0	0	0	0	0	0	**25**	2	3	3	9	14	2	0	0	2	0	0	0	0	**35**	3	4	12	15	19	5	0	0	2	0	0	0	0	**60**
20:45	0	0	2	5	3	1	0	0	0	0	0	0	0	**11**	0	0	1	5	8	8	0	0	0	0	0	0	0	**22**	0	0	3	10	11	9	0	0	0	0	0	0	0	**33**
21:00	0	0	1	2	3	0	2	0	0	0	0	0	0	**8**	0	0	1	4	8	2	1	0	0	0	0	0	0	**16**	0	0	2	6	11	2	3	0	0	0	0	0	0	**24**
21:15	0	0	0	2	5	3	0	0	0	0	0	0	0	**10**	0	0	1	8	9	6	1	0	0	0	0	0	0	**25**	0	0	1	10	14	9	1	0	0	0	0	0	0	**35**
21:30	0	0	1	4	1	0	0	0	0	0	0	0	0	**6**	0	0	0	5	12	3	0	0	0	0	0	0	0	**20**	0	0	1	9	13	3	0	0	0	0	0	0	0	**26**
21:45	0	0	1	4	6	0	0	0	0	0	0	0	0	**11**	0	1	0	4	6	1	0	0	0	0	0	0	0	**12**	0	1	1	8	12	1	0	0	0	0	0	0	0	**23**
22:00	0	0	0	2	3	1	0	0	0	0	0	0	0	**6**	0	0	0	1	5	3	0	0	0	0	0	0	0	**9**	0	0	0	3	8	4	0	0	0	0	0	0	0	**15**
22:15	0	0	0	1	2	0	0	0	0	0	0	0	0	**3**	0	0	0	0	5	3	1	0	0	0	0	0	0	**9**	0	0	0	1	7	3	1	0	0	0	0	0	0	**12**
22:30	0	0	0	3	3	2	0	0	0	0	0	0	0	**8**	0	0	0	2	5	2	1	0	0	0	0	0	0	**10**	0	0	0	5	8	4	1	0	0	0	0	0	0	**18**
22:45	0	0	0	2	3	1	0	0	0	0	0	0	0	**6**	0	0	0	3	3	2	0	0	0	0	0	0	0	**8**	0	0	0	5	6	3	0	0	0	0	0	0	0	**14**
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	3	5	0	0	0	0	0	0	0	**9**	0	0	0	2	3	5	0	0	0	0	0	0	0	**10**
23:15	0	0	0	1	0	0	1	0	0	0	0	0	0	**2**	0	0	0	3	5	4	0	0	0	0	0	0	0	**12**	0	0	0	4	5	4	1	0	0	0	0	0	0	**14**
23:30	0	0	0	1	0	1	1	0	0	0	0	0	0	**3**	0	0	0	1	3	2	0	1	0	0	0	0	0	**7**	0	0	0	2	3	3	1	1	0	0	0	0	0	**10**
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	3	2	2	0	1	0	0	0	0	0	**8**	0	0	0	3	2	2	0	1	0	0	0	0	0	**8**
Totals	**9**	**15**	**103**	**758**	**1,370**	**638**	**135**	**9**	**3**	**0**	**0**	**0**	**0**	**3,040**	**15**	**14**	**81**	**632**	**1,240**	**622**	**80**	**13**	**5**	**0**	**0**	**0**	**0**	**2,702**	**24**	**29**	**184**	**1,390**	**2,610**	**1,260**	**215**	**22**	**8**	**0**	**0**	**0**	**0**	**5,742**
% of Totals	0%	0%	3%	25%	45%	21%	4%	0%	0%	0%	0%	0%	0%	**100%**	1%	1%	3%	23%	46%	23%	3%	0%	0%	0%	0%	0%	0%	**100%**	0%	1%	3%	24%	45%	22%	4%	0%	0%	0%	0%	0%	0%	**100%**

Prepared by National Data & Surveying Services

VOLUME

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,040	2,702	5,742

DAILY TOTALS

15-Minutes Interval

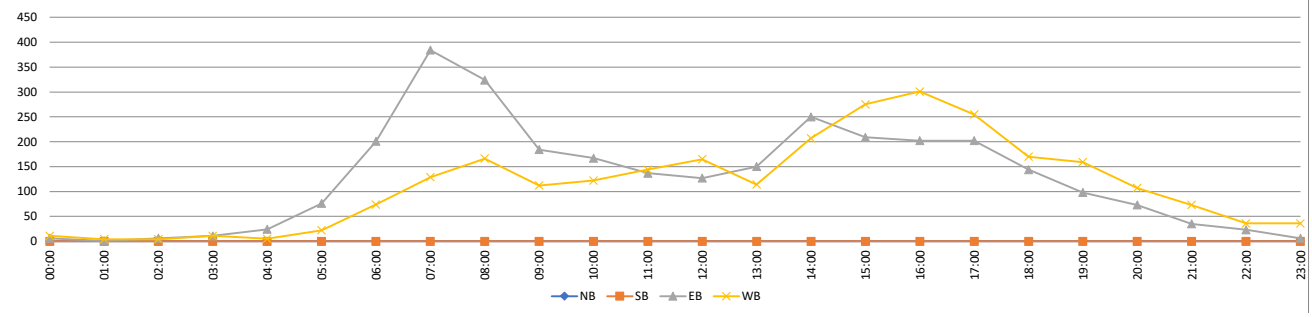
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			3	3	6	12:00			36	36	72
0:15			2	3	5	12:15			26	41	67
0:30			1	3	4	12:30			32	52	84
0:45			0	2	2	12:45			33	36	69
1:00			0	1	1	13:00			29	28	57
1:15			1	1	2	13:15			32	26	58
1:30			0	1	1	13:30			43	31	74
1:45			0	1	1	13:45			46	29	75
2:00			0	1	1	14:00			89	47	136
2:15			3	0	3	14:15			55	58	113
2:30			2	1	3	14:30			48	41	89
2:45			1	2	3	14:45			58	61	119
3:00			4	1	5	15:00			41	54	95
3:15			0	5	5	15:15			53	66	119
3:30			4	2	6	15:30			60	72	132
3:45			3	3	6	15:45			55	83	138
4:00			1	2	3	16:00			54	64	118
4:15			5	1	6	16:15			49	81	130
4:30			7	0	7	16:30			43	73	116
4:45			11	2	13	16:45			56	83	139
5:00			13	5	18	17:00			43	69	112
5:15			15	3	18	17:15			58	66	124
5:30			22	7	29	17:30			57	69	126
5:45			26	7	33	17:45			44	51	95
6:00			29	16	45	18:00			51	48	99
6:15			53	10	63	18:15			31	47	78
6:30			65	22	87	18:30			29	33	62
6:45			54	26	80	18:45			33	42	75
7:00			94	23	117	19:00			25	39	64
7:15			91	41	132	19:15			25	50	75
7:30			104	25	129	19:30			27	35	62
7:45			95	40	135	19:45			21	35	56
8:00			85	47	132	20:00			18	27	45
8:15			79	30	109	20:15			19	23	42
8:30			83	53	136	20:30			25	35	60
8:45			77	36	113	20:45			11	22	33
9:00			57	30	87	21:00			8	16	24
9:15			48	32	80	21:15			10	25	35
9:30			43	26	69	21:30			6	20	26
9:45			36	24	60	21:45			11	12	23
10:00			27	20	47	22:00			6	9	15
10:15			54	28	82	22:15			3	9	12
10:30			50	38	88	22:30			8	10	18
10:45			36	36	72	22:45			6	8	14
11:00			24	36	60	23:00			1	9	10
11:15			45	40	85	23:15			2	12	14
11:30			33	31	64	23:30			3	7	10
11:45			35	37	72	23:45			0	8	8
TOTALS	0	0	1521	804	2325	TOTALS	0	0	1519	1898	3417
SPLIT %	0%	0%	65%	35%	40%	SPLIT %	0%	0%	44%	56%	60%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			6	11	17
01:00	02:00			1	4	5
02:00	03:00			6	4	10
03:00	04:00			11	11	22
04:00	05:00			24	5	29
05:00	06:00			76	22	98
06:00	07:00			201	74	275
07:00	08:00			384	129	513
08:00	09:00			324	166	490
09:00	10:00			184	112	296
10:00	11:00			167	122	289
11:00	12:00			137	144	281
12:00	13:00			127	165	292
13:00	14:00			150	114	264
14:00	15:00			250	207	457
15:00	16:00			209	275	484
16:00	17:00			202	301	503
17:00	18:00			202	255	457
18:00	19:00			144	170	314
19:00	20:00			98	159	257
20:00	21:00			73	107	180
21:00	22:00			35	73	108
22:00	23:00			23	36	59
23:00	00:00			6	36	42

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1521	804	2325
Peak Hour			7:00	7:45	7:15
Peak Volume			384	170	528
Peak Hour Factor			0.923	0.802	0.978
Peak Period	12:00	to	00:00		
Volume			1519	1898	3417
Peak Hour			14:00	16:15	15:30
Peak Volume			250	306	518
Peak Hour Factor			0.702	0.922	0.938
Peak Period	07:00	to	09:00		
Volume			708	295	1003
Peak Hour			7:00	7:45	7:15
Peak Volume			384	170	528
Peak Hour Factor			0.923	0.802	0.978
Peak Period	16:00	to	18:00		
Volume			404	556	960
Peak Hour			16:45	16:15	16:00
Peak Volume			214	306	503
Peak Hour Factor			0.922	0.922	0.905



Prepared by National Data & Surveying Services

CLASSIFICATION

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_004

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	3	5	0	0	0	0	0	0	0	0	0	0	8	0	7	5	0	0	0	0	0	0	0	0	0	0	12
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	0	1	3	0	0	0	0	0	0	0	0	0	0	4
2:00	0	4	0	0	0	0	1	0	0	0	0	0	0	5	0	2	2	0	0	0	0	0	1	0	0	0	0	5	0	6	2	0	0	0	1	0	1	0	0	0	0	10
3:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	9	1	0	0	0	0	0	0	0	0	0	0	10
4:00	0	22	5	0	0	0	1	0	0	0	0	0	0	28	0	8	1	0	1	0	0	0	0	0	0	0	0	10	0	30	6	0	1	0	1	0	0	0	0	0	0	38
5:00	0	66	19	1	5	0	0	0	0	0	0	0	0	91	0	22	7	1	2	0	0	0	0	0	0	0	0	32	0	88	26	2	7	0	0	0	0	0	0	0	0	123
6:00	0	157	33	2	5	1	0	1	0	0	0	0	0	199	0	56	11	0	4	0	0	0	0	0	0	0	0	71	0	213	44	2	9	1	0	1	0	0	0	0	0	270
7:00	0	317	48	1	13	1	0	0	0	0	0	0	0	380	0	127	28	0	6	3	0	0	1	0	0	0	0	165	0	444	76	1	19	4	0	0	1	0	0	0	0	545
8:00	1	298	32	1	18	0	0	0	0	0	0	0	0	350	0	134	20	1	2	3	0	2	2	0	0	0	0	164	1	432	52	2	20	3	0	2	2	0	0	0	0	514
9:00	1	160	27	0	9	1	0	0	1	0	0	0	0	199	0	98	22	0	8	1	0	0	0	0	0	0	0	129	1	258	49	0	17	2	0	0	1	0	0	0	0	328
10:00	0	109	23	0	11	1	0	0	0	0	0	0	0	144	0	81	23	0	3	1	0	0	1	0	0	0	0	109	0	190	46	0	14	2	0	0	1	0	0	0	0	253
11:00	0	106	12	2	7	6	0	0	2	0	0	0	0	135	0	98	20	0	2	2	0	0	2	0	0	0	0	124	0	204	32	2	9	8	0	0	4	0	0	0	0	259
12:00	0	134	19	0	14	0	0	0	0	0	0	0	0	167	0	121	26	0	9	0	0	0	1	0	0	0	0	157	0	255	45	0	23	0	0	0	1	0	0	0	0	324
13:00	0	103	25	0	17	1	0	0	1	0	0	0	0	147	0	95	30	0	3	0	2	1	1	0	0	0	0	132	0	198	55	0	20	1	2	1	2	0	0	0	0	279
14:00	2	181	34	2	9	3	0	2	0	0	0	0	0	233	0	158	34	1	3	1	0	3	0	0	0	0	0	200	2	339	68	3	12	4	0	5	0	0	0	0	0	433
15:00	0	175	27	4	8	1	0	1	0	0	0	0	0	216	0	209	54	0	11	0	0	0	1	0	0	0	0	275	0	384	81	4	19	1	0	1	1	0	0	0	0	491
16:00	0	182	34	1	13	0	0	1	1	0	0	0	0	232	0	212	61	0	9	3	0	0	0	0	0	0	0	285	0	394	95	1	22	3	0	1	1	0	0	0	0	517
17:00	0	168	35	0	13	0	0	0	0	0	0	0	0	216	0	244	49	0	3	0	0	0	0	0	0	0	0	296	0	412	84	0	16	0	0	0	0	0	0	0	0	512
18:00	1	152	28	0	10	0	0	1	1	0	0	0	0	193	1	162	34	0	2	0	0	0	0	0	0	0	0	199	2	314	62	0	12	0	0	1	1	0	0	0	0	392
19:00	0	72	18	0	5	0	0	0	1	0	0	0	0	96	0	157	25	0	0	1	0	0	0	0	0	0	0	183	0	229	43	0	5	1	0	0	1	0	0	0	0	279
20:00	1	62	13	0	3	0	0	0	0	0	0	0	0	79	0	116	27	0	2	0	0	0	0	0	0	0	0	145	1	178	40	0	5	0	0	0	0	0	0	0	0	224
21:00	1	39	6	0	0	0	0	0	0	0	0	0	0	46	0	64	15	0	1	0	0	0	0	0	0	0	0	80	1	103	21	0	1	0	0	0	0	0	0	0	0	126
22:00	0	24	2	0	1	0	0	0	0	0	0	0	0	27	0	27	9	0	1	0	0	0	0	0	0	0	0	37	0	51	11	0	2	0	0	0	0	0	0	0	0	64
23:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	22	8	0	1	0	0	0	0	0	0	0	0	31	0	30	10	0	1	0	0	0	0	0	0	0	0	41
Totals	**7**	**2,547**	**443**	**14**	**161**	**15**	**2**	**6**	**7**	**0**	**0**	**0**	**0**	**3,202**	**1**	**2,222**	**514**	**3**	**73**	**15**	**2**	**6**	**10**	**0**	**0**	**0**	**0**	**2,846**	**8**	**4,769**	**957**	**17**	**234**	**30**	**4**	**12**	**17**	**0**	**0**	**0**	**0**	**6,048**
% of Totals	0%	80%	14%	0%	5%	0%	0%	0%	0%					100%	0%	78%	18%	0%	3%	1%	0%	0%	0%					100%	0%	79%	16%	0%	4%	0%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



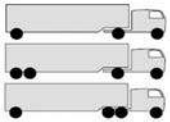
#5 2-Axle, 6-Tire Single Units



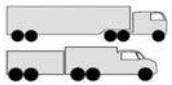
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	2	1247	200	7	68	10	2	1	3	0	0	0	0	1540	0	635	142	2	28	10	0	2	7	0	0	0	0	826	2	1882	342	9	96	20	2	3	10	0	0	0	0	2366
%	0%	39%	6%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	48%	0%	22%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	29%	0%	31%	6%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	39%
Peak Hour	8:45	7:00	7:00	5:30	7:45	11:00	1:45	6:00	10:45	0:00	0:00	0:00	0:00	7:00	0:00	8:00	7:00	5:00	8:45	7:45	0:00	8:00	7:15	0:00	0:00	0:00	0:00	7:15	8:45	7:00	7:00	5:30	7:15	11:00	1:45	8:00	10:45	0:00	0:00	0:00	0:00	7:00
Peak Volume	2	317	48	2	20	6	1	1	2	0	0	0	0	380	0	134	28	1	8	5	0	2	3	0	0	0	0	167	2	444	76	3	25	8	1	2	5	0	0	0	0	545
12:00 - 24:00	5	1300	243	7	93	5	0	5	4	0	0	0	0	1662	1	1587	372	1	45	5	2	4	3	0	0	0	0	2020	6	2887	615	8	138	10	2	9	7	0	0	0	0	3682
%	0%	41%	8%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	52%	0%	56%	13%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	71%	0%	48%	10%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	61%
Peak Hour	14:00	15:30	13:45	15:00	12:30	14:00	12:00	13:45	12:45	12:00	12:00	12:00	12:00	16:30	17:30	17:00	16:00	13:15	15:30	16:00	12:45	14:00	12:45	12:00	12:00	12:00	12:00	17:00	14:00	17:00	16:15	15:00	12:30	14:00	12:45	14:00	12:45	12:00	12:00	12:00	12:00	16:15
Peak Volume	2	188	38	4	17	3	0	2	1	0	0	0	0	240	1	244	61	1	12	3	2	3	2	0	0	0	0	296	2	412	97	4	24	4	2	5	3	0	0	0	0	523
07:00 - 09:00	1	615	80	2	31	1	0	0	0	0	0	0	0	730	0	261	48	1	8	6	0	2	3	0	0	0	0	329	1	876	128	3	39	7	0	2	3	0	0	0	0	1059
%	0%	19%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	23%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	14%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	18%
Peak Hour	8:00	7:00	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:00	7:15	7:00	7:45	7:00	8:00	7:15	7:00	7:00	7:00	7:00	7:15	8:00	7:00	7:00	7:15	7:15	7:45	7:00	8:00	7:15	7:00	7:00	7:00	7:00	7:00
Peak Volume	1	317	48	1	20	1	0	0	0	0	0	0	0	380	0	134	28	1	6	5	0	2	3	0	0	0	0	167	1	444	76	2	25	6	0	2	3	0	0	0	0	545
16:00 - 18:00	0	350	69	1	26	0	0	1	1	0	0	0	0	448	0	456	110	0	12	3	0	0	0	0	0	0	0	581	0	806	179	1	38	3	0	1	1	0	0	0	0	1029
%	0%	11%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	16%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	13%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	16:00	16:30	16:15	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	17:00	16:15	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15
Peak Volume	0	188	36	1	17	0	0	1	1	0	0	0	0	240	0	244	61	0	9	3	0	0	0	0	0	0	0	296	0	412	97	1	23	3	0	1	1	0	0	0	0	523

Prepared by National Data & Surveying Services

CLASSIFICATION

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_004

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0	3	3	0	0	0	0	0	0	0	0	0	0	6
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0	1	2	0	0	0	0	0	1	0	0	0	0	4	0	2	2	0	0	0	1	0	1	0	0	0	0	6
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	2	0	0	0	0	0	0	0	0	0	0	9
4:15	0	5	0	0	0	0	1	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	1	0	0	0	0	0	0	7
4:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	6	4	0	0	0	0	0	0	0	0	0	0	10
4:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	11	0	0	1	0	0	0	0	0	0	0	0	12
5:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	6	2	0	1	0	0	0	0	0	0	0	0	9	0	14	4	0	1	0	0	0	0	0	0	0	0	19
5:15	0	14	5	0	1	0	0	0	0	0	0	0	0	20	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	18	7	0	1	0	0	0	0	0	0	0	0	26
5:30	0	17	4	0	4	0	0	0	0	0	0	0	0	25	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	24	7	0	4	0	0	0	0	0	0	0	0	35
5:45	0	27	8	1	0	0	0	0	0	0	0	0	0	36	0	5	0	1	1	0	0	0	0	0	0	0	0	7	0	32	8	2	1	0	0	0	0	0	0	0	0	43
6:00	0	19	8	0	0	0	0	0	0	0	0	0	0	27	0	9	3	0	1	0	0	0	0	0	0	0	0	13	0	28	11	0	1	0	0	0	0	0	0	0	0	40
6:15	0	46	10	1	0	0	0	0	0	0	0	0	0	57	0	6	2	0	2	0	0	0	0	0	0	0	0	10	0	52	12	1	2	0	0	0	0	0	0	0	0	67
6:30	0	42	7	0	4	0	0	0	0	0	0	0	0	53	0	19	2	0	1	0	0	0	0	0	0	0	0	22	0	61	9	0	5	0	0	0	0	0	0	0	0	75
6:45	0	50	8	1	1	1	0	1	0	0	0	0	0	62	0	22	4	0	0	0	0	0	0	0	0	0	0	26	0	72	12	1	1	1	0	1	0	0	0	0	0	88
7:00	0	72	12	0	0	0	0	0	0	0	0	0	0	84	0	26	6	0	1	0	0	0	0	0	0	0	0	33	0	98	18	0	1	0	0	0	0	0	0	0	0	117
7:15	0	81	10	0	4	0	0	0	0	0	0	0	0	95	0	39	5	0	0	1	0	0	1	0	0	0	0	46	0	120	15	0	4	1	0	0	1	0	0	0	0	141
7:30	0	83	12	1	4	0	0	0	0	0	0	0	0	100	0	26	9	0	3	0	0	0	0	0	0	0	0	38	0	109	21	1	7	0	0	0	0	0	0	0	0	138
7:45	0	81	14	0	5	1	0	0	0	0	0	0	0	101	0	36	8	0	2	2	0	0	0	0	0	0	0	48	0	117	22	0	7	3	0	0	0	0	0	0	0	149
8:00	0	67	7	0	6	0	0	0	0	0	0	0	0	80	0	28	3	1	1	0	0	0	2	0	0	0	0	35	0	95	10	1	7	0	0	0	2	0	0	0	0	115
8:15	0	81	10	0	4	0	0	0	0	0	0	0	0	95	0	35	4	0	0	1	0	0	0	0	0	0	0	40	0	116	14	0	4	1	0	0	0	0	0	0	0	135
8:30	0	73	8	0	5	0	0	0	0	0	0	0	0	86	0	32	7	0	0	2	0	1	0	0	0	0	0	42	0	105	15	0	5	2	0	1	0	0	0	0	0	128
8:45	1	77	7	1	3	0	0	0	0	0	0	0	0	89	0	39	6	0	1	0	0	1	0	0	0	0	0	47	1	116	13	1	4	0	0	1	0	0	0	0	0	136
9:00	0	52	6	0	4	1	0	0	0	0	0	0	0	63	0	22	5	0	2	1	0	0	0	0	0	0	0	30	0	74	11	0	6	2	0	0	0	0	0	0	0	93
9:15	0	52	9	0	0	0	0	0	0	0	0	0	0	61	0	22	5	0	2	0	0	0	0	0	0	0	0	29	0	74	14	0	2	0	0	0	0	0	0	0	0	90
9:30	1	32	7	0	2	0	0	0	1	0	0	0	0	43	0	31	7	0	3	0	0	0	0	0	0	0	0	41	1	63	14	0	5	0	0	0	1	0	0	0	0	84
9:45	0	24	5	0	3	0	0	0	0	0	0	0	0	32	0	23	5	0	1	0	0	0	0	0	0	0	0	29	0	47	10	0	4	0	0	0	0	0	0	0	0	61
10:00	0	24	7	0	0	0	0	0	0	0	0	0	0	31	0	20	2	0	1	1	0	0	0	0	0	0	0	24	0	44	9	0	1	1	0	0	0	0	0	0	0	55
10:15	0	34	5	0	2	0	0	0	0	0	0	0	0	41	0	25	6	0	1	0	0	0	0	0	0	0	0	32	0	59	11	0	3	0	0	0	0	0	0	0	0	73
10:30	0	20	4	0	5	0	0	0	0	0	0	0	0	29	0	19	8	0	0	0	0	0	0	0	0	0	0	27	0	39	12	0	5	0	0	0	0	0	0	0	0	56
10:45	0	31	7	0	4	1	0	0	0	0	0	0	0	43	0	17	7	0	1	0	0	0	1	0	0	0	0	26	0	48	14	0	5	1	0	0	1	0	0	0	0	69
11:00	0	24	4	0	0	2	0	0	1	0	0	0	0	31	0	20	4	0	0	1	0	0	1	0	0	0	0	26	0	44	8	0	0	3	0	0	2	0	0	0	0	57
11:15	0	24	2	0	2	1	0	0	0	0	0	0	0	29	0	22	6	0	1	0	0	0	0	0	0	0	0	29	0	46	8	0	3	1	0	0	0	0	0	0	0	58
11:30	0	27	4	1	3	1	0	0	1	0	0	0	0	37	0	28	6	0	0	1	0	0	1	0	0	0	0	36	0	55	10	1	3	2	0	0	2	0	0	0	0	73
11:45	0	31	2	1	2	2	0	0	0	0	0	0	0	38	0	28	4	0	1	0	0	0	0	0	0	0	0	33	0	59	6	1	3	2	0	0	0	0	0	0	0	71

Prepared by National Data & Surveying Services

CLASSIFICATION

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_004

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	28	5	0	3	0	0	0	0	0	0	0	0	36	0	24	6	0	3	0	0	0	0	0	0	0	0	33	0	52	11	0	6	0	0	0	0	0	0	0	0	69
12:15	0	30	4	0	2	0	0	0	0	0	0	0	0	36	0	33	7	0	1	0	0	0	0	0	0	0	0	41	0	63	11	0	3	0	0	0	0	0	0	0	0	77
12:30	0	33	4	0	6	0	0	0	0	0	0	0	0	43	0	27	6	0	2	0	0	0	0	0	0	0	0	35	0	60	10	0	8	0	0	0	0	0	0	0	0	78
12:45	0	43	6	0	3	0	0	0	0	0	0	0	0	52	0	37	7	0	3	0	0	1	0	0	0	0	0	48	0	80	13	0	6	0	0	0	1	0	0	0	0	100
13:00	0	16	7	0	5	1	0	0	0	0	0	0	0	29	0	26	5	0	1	0	0	0	0	0	0	0	0	32	0	42	12	0	6	1	0	0	0	0	0	0	0	61
13:15	0	17	5	0	3	0	0	0	0	0	0	0	0	25	0	17	7	0	1	0	0	1	0	0	0	0	0	26	0	34	12	0	4	0	0	1	0	0	0	0	0	51
13:30	0	25	5	0	5	0	0	0	1	0	0	0	0	36	0	27	8	0	1	0	2	0	1	0	0	0	0	39	0	52	13	0	6	0	2	0	2	0	0	0	0	75
13:45	0	45	8	0	4	0	0	0	0	0	0	0	0	57	0	25	10	0	0	0	0	0	0	0	0	0	0	35	0	70	18	0	4	0	0	0	0	0	0	0	0	92
14:00	1	69	16	1	3	1	0	1	0	0	0	0	0	92	0	27	7	1	0	0	0	1	0	0	0	0	0	36	1	96	23	2	3	1	0	2	0	0	0	0	0	128
14:15	0	30	7	1	2	0	0	0	0	0	0	0	0	40	0	54	9	0	1	0	0	0	0	0	0	0	0	64	0	84	16	1	3	0	0	0	0	0	0	0	0	104
14:30	0	37	7	0	1	1	0	1	0	0	0	0	0	47	0	40	7	0	0	0	0	0	0	0	0	0	0	47	0	77	14	0	1	1	0	1	0	0	0	0	0	94
14:45	1	45	4	0	3	1	0	0	0	0	0	0	0	54	0	37	11	0	2	1	0	2	0	0	0	0	0	53	1	82	15	0	5	2	0	2	0	0	0	0	0	107
15:00	0	33	3	1	2	1	0	0	0	0	0	0	0	40	0	44	10	0	3	0	0	0	0	0	0	0	0	57	0	77	13	1	5	1	0	0	0	0	0	0	0	97
15:15	0	39	9	1	1	0	0	0	0	0	0	0	0	50	0	52	16	0	1	0	0	0	0	0	0	0	0	69	0	91	25	1	2	0	0	0	0	0	0	0	0	119
15:30	0	55	10	0	2	0	0	1	0	0	0	0	0	68	0	66	13	0	4	0	0	0	0	0	0	0	0	83	0	121	23	0	6	0	0	1	0	0	0	0	0	151
15:45	0	48	5	2	3	0	0	0	0	0	0	0	0	58	0	47	15	0	3	0	0	0	1	0	0	0	0	66	0	95	20	2	6	0	0	0	1	0	0	0	0	124
16:00	0	41	8	1	3	0	0	1	1	0	0	0	0	55	0	50	15	0	1	0	0	0	0	0	0	0	0	66	0	91	23	1	4	0	0	1	1	0	0	0	0	121
16:15	0	44	9	0	1	0	0	0	0	0	0	0	0	54	0	47	17	0	4	1	0	0	0	0	0	0	0	69	0	91	26	0	5	1	0	0	0	0	0	0	0	123
16:30	0	47	9	0	4	0	0	0	0	0	0	0	0	60	0	62	12	0	0	1	0	0	0	0	0	0	0	75	0	109	21	0	4	1	0	0	0	0	0	0	0	135
16:45	0	50	8	0	5	0	0	0	0	0	0	0	0	63	0	53	17	0	4	1	0	0	0	0	0	0	0	75	0	103	25	0	9	1	0	0	0	0	0	0	0	138
17:00	0	46	10	0	2	0	0	0	0	0	0	0	0	58	0	53	15	0	1	0	0	0	0	0	0	0	0	69	0	99	25	0	3	0	0	0	0	0	0	0	0	127
17:15	0	45	8	0	6	0	0	0	0	0	0	0	0	59	0	52	10	0	1	0	0	0	0	0	0	0	0	63	0	97	18	0	7	0	0	0	0	0	0	0	0	122
17:30	0	32	7	0	2	0	0	0	0	0	0	0	0	41	0	77	9	0	1	0	0	0	0	0	0	0	0	87	0	109	16	0	3	0	0	0	0	0	0	0	0	128
17:45	0	45	10	0	3	0	0	0	0	0	0	0	0	58	0	62	15	0	0	0	0	0	0	0	0	0	0	77	0	107	25	0	3	0	0	0	0	0	0	0	0	135
18:00	0	44	7	0	2	0	0	0	0	0	0	0	0	53	0	44	10	0	2	0	0	0	0	0	0	0	0	56	0	88	17	0	4	0	0	0	0	0	0	0	0	109
18:15	0	39	9	0	1	0	0	0	0	0	0	0	0	49	1	47	7	0	0	0	0	0	0	0	0	0	0	55	1	86	16	0	1	0	0	0	0	0	0	0	0	104
18:30	0	37	5	0	3	0	0	0	1	0	0	0	0	46	0	35	8	0	0	0	0	0	0	0	0	0	0	43	0	72	13	0	3	0	0	0	1	0	0	0	0	89
18:45	1	32	7	0	4	0	0	1	0	0	0	0	0	45	0	36	9	0	0	0	0	0	0	0	0	0	0	45	1	68	16	0	4	0	0	1	0	0	0	0	0	90
19:00	0	19	3	0	1	0	0	0	0	0	0	0	0	23	0	39	6	0	0	0	0	0	0	0	0	0	0	45	0	58	9	0	1	0	0	0	0	0	0	0	0	68
19:15	0	14	5	0	2	0	0	0	0	0	0	0	0	21	0	31	8	0	0	1	0	0	0	0	0	0	0	40	0	45	13	0	2	1	0	0	0	0	0	0	0	61
19:30	0	21	7	0	2	0	0	0	1	0	0	0	0	31	0	52	5	0	0	0	0	0	0	0	0	0	0	57	0	73	12	0	2	0	0	0	1	0	0	0	0	88
19:45	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	35	6	0	0	0	0	0	0	0	0	0	0	41	0	53	9	0	0	0	0	0	0	0	0	0	0	62
20:00	1	13	8	0	1	0	0	0	0	0	0	0	0	23	0	37	8	0	0	0	0	0	0	0	0	0	0	45	1	50	16	0	1	0	0	0	0	0	0	0	0	68
20:15	0	16	2	0	2	0	0	0	0	0	0	0	0	20	0	23	6	0	0	0	0	0	0	0	0	0	0	29	0	39	8	0	2	0	0	0	0	0	0	0	0	49
20:30	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	26	7	0	2	0	0	0	0	0	0	0	0	35	0	43	9	0	2	0	0	0	0	0	0	0	0	54
20:45	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	30	6	0	0	0	0	0	0	0	0	0	0	36	0	46	7	0	0	0	0	0	0	0	0	0	0	53
21:00	1	9	3	0	0	0	0	0	0	0	0	0	0	13	0	20	4	0	1	0	0	0	0	0	0	0	0	25	1	29	7	0	1	0	0	0	0	0	0	0	0	38
21:15	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	29	4	0	0	0	0	0	0	0	0	0	0	33
21:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	16	4	0	0	0	0	0	0	0	0	0	0	20	0	21	5	0	0	0	0	0	0	0	0	0	0	26
21:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	11	5	0	0	0	0	0	0	0	0	0	0	16	0	24	5	0	0	0	0	0	0	0	0	0	0	29
22:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7	0	11	2	0	1	0	0	0	0	0	0	0	0	14	0	15	4	0	2	0	0	0	0	0	0	0	0	21
22:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	12	1	0	0	0	0	0	0	0	0	0	0	13
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	11	3	0	0	0	0	0	0	0	0	0	0	14
22:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0	13	3	0	0	0	0	0	0	0	0	0	0	16
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	9	3	0	0	0	0	0	0	0	0	0	0	12
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	10	2	0	0	0	0	0	0	0	0	0	0	12
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	7	1	0	0	0	0	0	0	0	0	0	0	8
23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	3	3	0	1	0	0	0	0	0	0	0	0	7	0	4	4	0	1	0	0	0	0	0	0	0	0	9
Totals	**7**	**2,547**	**443**	**14**	**161**	**15**	**2**	**6**	**7**	**0**	**0**	**0**	**0**	**3,202**	**1**	**2,222**	**514**	**3**	**73**	**15**	**2**	**6**	**10**	**0**	**0**	**0**	**0**	**2,846**	**8**	**4,769**	**957**	**17**	**234**	**30**	**4**	**12**	**17**	**0**	**0**	**0**	**0**	**6,048**
% of Totals	0%	80%	14%	0%	5%	0%	0%	0%	0%					100%	0%	78%	18%	0%	3%	1%	0%	0%	0%					100%	0%	79%	16%	0%	4%	0%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

SPEED

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_004

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	1	3	0	0	0	0	0	0	0	0	4	0	0	0	0	2	4	2	0	0	0	0	0	0	8	0	0	0	1	5	4	2	0	0	0	0	0	0	12
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4	0	0	0	1	1	1	1	0	0	0	0	0	0	4
2:00	0	0	1	2	1	1	0	0	0	0	0	0	0	5	1	0	0	2	0	1	1	0	0	0	0	0	0	5	1	0	1	4	1	2	1	0	0	0	0	0	0	10
3:00	0	0	0	0	4	1	0	0	0	0	0	0	0	5	0	0	0	2	2	1	0	0	0	0	0	0	0	5	0	0	0	2	6	2	0	0	0	0	0	0	0	10
4:00	1	0	2	10	9	5	1	0	0	0	0	0	0	28	0	0	0	0	6	1	3	0	0	0	0	0	0	10	1	0	2	10	15	6	4	0	0	0	0	0	0	38
5:00	0	0	3	20	49	14	4	1	0	0	0	0	0	91	2	1	1	8	18	1	1	0	0	0	0	0	0	32	2	1	4	28	67	15	5	1	0	0	0	0	0	123
6:00	0	0	6	26	98	60	7	1	1	0	0	0	0	199	0	0	0	16	37	12	6	0	0	0	0	0	0	71	0	0	6	42	135	72	13	1	1	0	0	0	0	270
7:00	0	1	14	50	204	99	10	2	0	0	0	0	0	380	2	2	5	28	75	41	11	1	0	0	0	0	0	165	2	3	19	78	279	140	21	3	0	0	0	0	0	545
8:00	2	4	17	74	168	72	9	3	1	0	0	0	0	350	3	10	3	34	70	37	5	2	0	0	0	0	0	164	5	14	20	108	238	109	14	5	1	0	0	0	0	514
9:00	1	0	3	44	99	46	5	0	1	0	0	0	0	199	0	1	6	26	60	28	7	1	0	0	0	0	0	129	1	1	9	70	159	74	12	1	1	0	0	0	0	328
10:00	1	1	2	34	64	32	10	0	0	0	0	0	0	144	2	1	6	18	54	24	4	0	0	0	0	0	0	109	3	2	8	52	118	56	14	0	0	0	0	0	0	253
11:00	1	1	3	23	67	32	8	0	0	0	0	0	0	135	1	1	6	22	69	20	2	3	0	0	0	0	0	124	2	2	9	45	136	52	10	3	0	0	0	0	0	259
12:00	0	0	5	36	80	39	7	0	0	0	0	0	0	167	0	0	3	41	69	36	8	0	0	0	0	0	0	157	0	0	8	77	149	75	15	0	0	0	0	0	0	324
13:00	1	1	4	23	70	41	7	0	0	0	0	0	0	147	0	2	5	29	54	32	10	0	0	0	0	0	0	132	1	3	9	52	124	73	17	0	0	0	0	0	0	279
14:00	0	0	2	69	99	58	4	1	0	0	0	0	0	233	2	4	7	40	96	46	5	0	0	0	0	0	0	200	2	4	9	109	195	104	9	1	0	0	0	0	0	433
15:00	0	1	3	56	100	49	6	1	0	0	0	0	0	216	4	1	6	55	154	43	9	2	1	0	0	0	0	275	4	2	9	111	254	92	15	3	1	0	0	0	0	491
16:00	1	4	6	59	98	59	4	1	0	0	0	0	0	232	5	4	4	48	126	83	13	1	1	0	0	0	0	285	6	8	10	107	224	142	17	2	1	0	0	0	0	517
17:00	2	1	1	49	118	40	5	0	0	0	0	0	0	216	1	1	9	58	149	69	8	1	0	0	0	0	0	296	3	2	10	107	267	109	13	1	0	0	0	0	0	512
18:00	1	1	11	39	96	39	6	0	0	0	0	0	0	193	3	0	9	39	98	41	7	2	0	0	0	0	0	199	4	1	20	78	194	80	13	2	0	0	0	0	0	392
19:00	0	0	3	31	39	18	4	1	0	0	0	0	0	96	1	2	6	46	87	33	6	1	1	0	0	0	0	183	1	2	9	77	126	51	10	2	1	0	0	0	0	279
20:00	0	1	9	22	34	9	4	0	0	0	0	0	0	79	0	2	4	34	67	30	8	0	0	0	0	0	0	145	0	3	13	56	101	39	12	0	0	0	0	0	0	224
21:00	0	0	6	17	13	8	1	0	1	0	0	0	0	46	0	0	0	21	33	19	4	2	1	0	0	0	0	80	0	0	6	38	46	27	5	2	2	0	0	0	0	126
22:00	0	0	2	12	8	4	1	0	0	0	0	0	0	27	0	0	0	11	16	4	4	2	0	0	0	0	0	37	0	0	2	23	24	8	5	2	0	0	0	0	0	64
23:00	0	0	1	2	4	3	0	0	0	0	0	0	0	10	0	0	1	4	12	12	1	1	0	0	0	0	0	31	0	0	2	6	16	15	1	1	0	0	0	0	0	41
Totals	**11**	**16**	**104**	**699**	**1,525**	**729**	**103**	**11**	**4**	**0**	**0**	**0**	**0**	**3,202**	**27**	**32**	**81**	**583**	**1,355**	**619**	**126**	**19**	**4**	**0**	**0**	**0**	**0**	**2,846**	**38**	**48**	**185**	**1,282**	**2,880**	**1,348**	**229**	**30**	**8**	**0**	**0**	**0**	**0**	**6,048**
% of Totals	0%	0%	3%	22%	48%	23%	3%	0%	0%					100%	1%	1%	3%	20%	48%	22%	4%	1%	0%					100%	1%	1%	3%	21%	48%	22%	4%	0%	0%					100%

STATISTICS

00:00 - 12:00	6	7	51	284	766	362	54	7	3	0	0	0	0	1540	11	16	27	157	394	171	43	7	0	0	0	0	0	826	17	23	78	441	1160	533	97	14	3	0	0	0	0	2366
%	0%	0%	2%	9%	24%	11%	2%	0%	0%	0%	0%	0%	0%	48%	0%	0%	1%	5%	12%	5%	1%	0%	0%	0%	0%	0%	0%	26%	1%	1%	2%	14%	36%	17%	3%	0%	0%	0%	0%	0%	0%	74%
Peak Hour	7:45	7:45	8:30	8:00	7:30	7:00	8:15	7:30	8:30	0:00	0:00	0:00	0:00	7:00	7:45	8:30	9:30	11:30	7:00	7:00	6:45	11:00	0:00	0:00	0:00	0:00	0:00	7:15	7:45	8:30	7:15	8:00	7:30	7:00	7:00	7:30	8:30	0:00	0:00	0:00	0:00	7:00
Peak Volume	2	4	18	74	206	99	11	5	2	0	0	0	0	380	4	11	8	37	75	41	11	3	0	0	0	0	0	167	6	15	23	108	281	140	21	7	2	0	0	0	0	545
12:00 - 24:00	5	9	53	415	759	367	49	4	1	0	0	0	0	1662	16	16	54	426	961	448	83	12	4	0	0	0	0	2020	21	25	107	841	1720	815	132	16	5	0	0	0	0	3682
%	0%	0%	2%	13%	24%	11%	2%	0%	0%	0%	0%	0%	0%	52%	0%	0%	2%	13%	30%	14%	3%	0%	0%	0%	0%	0%	0%	63%	1%	1%	3%	26%	54%	25%	4%	0%	0%	0%	0%	0%	0%	115%
Peak Hour	16:15	15:15	18:00	14:00	16:30	13:45	12:30	14:15	20:15	12:00	12:00	12:00	12:00	16:30	15:15	15:30	17:15	16:30	15:15	16:15	16:00	22:30	15:45	12:00	12:00	12:00	12:00	17:00	15:30	15:30	18:00	14:45	17:00	16:00	12:30	14:15	15:45	12:00	12:00	12:00	12:00	16:15
Peak Volume	3	5	11	69	123	67	11	2	1	0	0	0	0	240	7	5	14	60	156	88	13	3	2	0	0	0	0	296	8	10	20	117	267	142	23	4	2	0	0	0	0	523
07:00 - 09:00	2	5	31	124	372	171	19	5	1	0	0	0	0	730	5	12	8	62	145	78	16	3	0	0	0	0	0	329	7	17	39	186	517	249	35	8	1	0	0	0	0	1059
%	0%	0%	1%	4%	12%	5%	1%	0%	0%	0%	0%	0%	0%	23%	0%	0%	0%	2%	5%	2%	0%	0%	0%	0%	0%	0%	0%	10%	0%	1%	1%	6%	16%	8%	1%	0%	0%	0%	0%	0%	0%	33%
Peak Hour	7:45	7:45	8:00	8:00	7:30	7:00	7:00	7:30	8:00	7:00	7:00	7:00	7:00	7:00	7:45	7:45	7:15	8:00	7:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:15	7:45	7:45	7:15	8:00	7:30	7:00	7:00	7:30	8:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	2	4	17	74	206	99	10	5	1	0	0	0	0	380	4	10	7	34	75	41	11	2	0	0	0	0	0	167	6	14	23	108	281	140	21	7	1	0	0	0	0	545
16:00 - 18:00	3	5	7	108	216	99	9	1	0	0	0	0	0	448	6	5	13	106	275	152	21	2	1	0	0	0	0	581	9	10	20	214	491	251	30	3	1	0	0	0	0	1029
%	0%	0%	0%	3%	7%	3%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	3%	9%	5%	1%	0%	0%	0%	0%	0%	0%	18%	0%	0%	1%	7%	15%	8%	1%	0%	0%	0%	0%	0%	0%	32%
Peak Hour	16:15	16:00	16:00	16:00	16:30	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	16:45	16:30	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:15	16:15	17:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:15
Peak Volume	3	4	6	59	123	59	7	1	0	0	0	0	0	240	5	4	10	60	149	88	13	1	1	0	0	0	0	296	6	8	11	113	267	142	19	2	1	0	0	0	0	523

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	27	33	32	38	40	3202
WESTBOUND	27	33	32	38	40	2846
TOTALS	27	33	32	38	40	6048

Prepared by National Data & Surveying Services

SPEED

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_004

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	2	0	0	0	0	0	0	5	0	0	0	0	2	2	2	0	0	0	0	0	0	6
0:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	3
0:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	2
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:15	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
2:30	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	1	1	0	0	0	0	0	0	4	1	0	1	2	0	1	1	0	0	0	0	0	0	6
2:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	2
3:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:30	0	0	0	0	2	1	0	0	0	0	0	0	0	3	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	3	2	0	0	0	0	0	0	0	5
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:00	1	0	0	2	3	0	0	0	0	0	0	0	0	6	0	0	0	0	1	1	1	0	0	0	0	0	0	3	1	0	0	2	4	1	1	0	0	0	0	0	0	9
4:15	0	0	0	2	3	1	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	3	1	1	0	0	0	0	0	0	7
4:30	0	0	1	3	2	2	1	0	0	0	0	0	0	9	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	3	3	2	1	0	0	0	0	0	0	10
4:45	0	0	1	3	1	2	0	0	0	0	0	0	0	7	0	0	0	0	4	0	1	0	0	0	0	0	0	5	0	0	1	3	5	2	1	0	0	0	0	0	0	12
5:00	0	0	1	2	4	1	1	1	0	0	0	0	0	10	0	0	1	3	4	0	1	0	0	0	0	0	0	9	0	0	2	5	8	1	2	1	0	0	0	0	0	19
5:15	0	0	1	6	7	6	0	0	0	0	0	0	0	20	0	0	0	2	3	1	0	0	0	0	0	0	0	6	0	0	1	8	10	7	0	0	0	0	0	0	0	26
5:30	0	0	0	3	16	4	2	0	0	0	0	0	0	25	0	0	0	3	7	0	0	0	0	0	0	0	0	10	0	0	0	6	23	4	2	0	0	0	0	0	0	35
5:45	0	0	1	9	22	3	1	0	0	0	0	0	0	36	2	1	0	0	4	0	0	0	0	0	0	0	0	7	2	1	1	9	26	3	1	0	0	0	0	0	0	43
6:00	0	0	0	5	9	11	1	0	1	0	0	0	0	27	0	0	0	2	6	5	0	0	0	0	0	0	0	13	0	0	0	7	15	16	1	0	1	0	0	0	0	40
6:15	0	0	1	6	34	13	2	1	0	0	0	0	0	57	0	0	0	4	4	0	2	0	0	0	0	0	0	10	0	0	1	10	38	13	4	1	0	0	0	0	0	67
6:30	0	0	0	7	22	20	4	0	0	0	0	0	0	53	0	0	0	3	16	2	1	0	0	0	0	0	0	22	0	0	0	10	38	22	5	0	0	0	0	0	0	75
6:45	0	0	5	8	33	16	0	0	0	0	0	0	0	62	0	0	0	7	11	5	3	0	0	0	0	0	0	26	0	0	5	15	44	21	3	0	0	0	0	0	0	88
7:00	0	0	0	18	41	23	2	0	0	0	0	0	0	84	0	0	0	9	15	8	1	0	0	0	0	0	0	33	0	0	0	27	56	31	3	0	0	0	0	0	0	117
7:15	0	1	3	9	50	31	1	0	0	0	0	0	0	95	0	0	1	6	21	13	4	1	0	0	0	0	0	46	0	1	4	15	71	44	5	1	0	0	0	0	0	141
7:30	0	0	9	11	61	17	1	1	0	0	0	0	0	100	1	0	2	7	17	8	3	0	0	0	0	0	0	38	1	0	11	18	78	25	4	1	0	0	0	0	0	138
7:45	0	0	2	12	52	28	6	1	0	0	0	0	0	101	1	2	2	6	22	12	3	0	0	0	0	0	0	48	1	2	4	18	74	40	9	1	0	0	0	0	0	149
8:00	1	0	2	23	38	16	0	0	0	0	0	0	0	80	1	0	2	12	13	6	0	1	0	0	0	0	0	35	2	0	4	35	51	22	0	1	0	0	0	0	0	115
8:15	0	0	0	16	55	18	3	3	0	0	0	0	0	95	0	0	0	7	23	6	3	1	0	0	0	0	0	40	0	0	0	23	78	24	6	4	0	0	0	0	0	135
8:30	1	4	7	14	41	18	1	0	0	0	0	0	0	86	2	8	1	8	13	9	1	0	0	0	0	0	0	42	3	12	8	22	54	27	2	0	0	0	0	0	0	128
8:45	0	0	8	21	34	20	5	0	1	0	0	0	0	89	0	2	0	7	21	16	1	0	0	0	0	0	0	47	0	2	8	28	55	36	6	0	1	0	0	0	0	136
9:00	0	0	2	16	32	11	2	0	0	0	0	0	0	63	0	0	1	6	10	9	4	0	0	0	0	0	0	30	0	0	3	22	42	20	6	0	0	0	0	0	0	93
9:15	1	0	1	14	31	13	0	0	1	0	0	0	0	61	0	1	1	7	16	4	0	0	0	0	0	0	0	29	1	1	2	21	47	17	0	0	1	0	0	0	0	90
9:30	0	0	0	8	24	10	1	0	0	0	0	0	0	43	0	0	1	10	20	7	3	0	0	0	0	0	0	41	0	0	1	18	44	17	4	0	0	0	0	0	0	84
9:45	0	0	0	6	12	12	2	0	0	0	0	0	0	32	0	0	3	3	14	8	0	1	0	0	0	0	0	29	0	0	3	9	26	20	2	1	0	0	0	0	0	61
10:00	0	0	0	8	15	7	1	0	0	0	0	0	0	31	0	0	1	4	14	4	1	0	0	0	0	0	0	24	0	0	1	12	29	11	2	0	0	0	0	0	0	55
10:15	0	0	1	6	21	10	3	0	0	0	0	0	0	41	1	0	3	6	11	10	1	0	0	0	0	0	0	32	1	0	4	12	32	20	4	0	0	0	0	0	0	73
10:30	1	1	0	10	11	5	1	0	0	0	0	0	0	29	0	0	1	2	16	6	2	0	0	0	0	0	0	27	1	1	1	12	27	11	3	0	0	0	0	0	0	56
10:45	0	0	1	10	17	10	5	0	0	0	0	0	0	43	1	1	1	6	13	4	0	0	0	0	0	0	0	26	1	1	2	16	30	14	5	0	0	0	0	0	0	69
11:00	0	0	0	5	18	7	1	0	0	0	0	0	0	31	0	1	1	5	14	5	0	0	0	0	0	0	0	26	0	1	1	10	32	12	1	0	0	0	0	0	0	57
11:15	1	1	2	5	13	5	2	0	0	0	0	0	0	29	0	0	0	3	19	6	0	1	0	0	0	0	0	29	1	1	2	8	32	11	2	1	0	0	0	0	0	58
11:30	0	0	1	5	20	8	3	0	0	0	0	0	0	37	1	0	3	7	18	6	1	0	0	0	0	0	0	36	1	0	4	12	38	14	4	0	0	0	0	0	0	73
11:45	0	0	0	8	16	12	2	0	0	0	0	0	0	38	0	0	2	7	18	3	1	2	0	0	0	0	0	33	0	0	2	15	34	15	3	2	0	0	0	0	0	71

Prepared by National Data & Surveying Services

SPEED

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_004

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	0	2	5	16	11	2	0	0	0	0	0	0	36	0	0	1	11	14	7	0	0	0	0	0	0	0	33	0	0	3	16	30	18	2	0	0	0	0	0	0	69
12:15	0	0	1	11	17	7	0	0	0	0	0	0	0	36	0	0	0	12	22	6	1	0	0	0	0	0	0	41	0	0	1	23	39	13	1	0	0	0	0	0	0	77
12:30	0	0	1	10	23	8	1	0	0	0	0	0	0	43	0	0	2	7	11	12	3	0	0	0	0	0	0	35	0	0	3	17	34	20	4	0	0	0	0	0	0	78
12:45	0	0	1	10	24	13	4	0	0	0	0	0	0	52	0	0	0	11	22	11	4	0	0	0	0	0	0	48	0	0	1	21	46	24	8	0	0	0	0	0	0	100
13:00	1	0	2	2	13	8	3	0	0	0	0	0	0	29	0	2	2	7	9	8	4	0	0	0	0	0	0	32	1	2	4	9	22	16	7	0	0	0	0	0	0	61
13:15	0	0	1	7	9	5	3	0	0	0	0	0	0	25	0	0	0	8	11	6	1	0	0	0	0	0	0	26	0	0	1	15	20	11	4	0	0	0	0	0	0	51
13:30	0	1	1	6	16	11	1	0	0	0	0	0	0	36	0	0	2	7	23	6	1	0	0	0	0	0	0	39	0	1	3	13	39	17	2	0	0	0	0	0	0	75
13:45	0	0	0	8	32	17	0	0	0	0	0	0	0	57	0	0	1	7	11	12	4	0	0	0	0	0	0	35	0	0	1	15	43	29	4	0	0	0	0	0	0	92
14:00	0	0	2	24	45	20	1	0	0	0	0	0	0	92	1	1	1	3	24	6	0	0	0	0	0	0	0	36	1	1	3	27	69	26	1	0	0	0	0	0	0	128
14:15	0	0	0	10	13	16	1	0	0	0	0	0	0	40	0	2	1	19	23	16	3	0	0	0	0	0	0	64	0	2	1	29	36	32	4	0	0	0	0	0	0	104
14:30	0	0	0	16	16	14	0	1	0	0	0	0	0	47	0	0	2	5	25	14	1	0	0	0	0	0	0	47	0	0	2	21	41	28	1	1	0	0	0	0	0	94
14:45	0	0	0	19	25	8	2	0	0	0	0	0	0	54	1	1	3	13	24	10	1	0	0	0	0	0	0	53	1	1	3	32	49	18	3	0	0	0	0	0	0	107
15:00	0	0	1	10	14	12	2	1	0	0	0	0	0	40	1	0	0	12	30	10	2	2	0	0	0	0	0	57	1	0	1	22	44	22	4	3	0	0	0	0	0	97
15:15	0	0	0	14	24	9	3	0	0	0	0	0	0	50	0	0	2	9	41	12	5	0	0	0	0	0	0	69	0	0	2	23	65	21	8	0	0	0	0	0	0	119
15:30	0	1	1	16	29	21	0	0	0	0	0	0	0	68	3	1	1	24	43	9	2	0	0	0	0	0	0	83	3	2	2	40	72	30	2	0	0	0	0	0	0	151
15:45	0	0	1	16	33	7	1	0	0	0	0	0	0	58	0	0	3	10	40	12	0	0	1	0	0	0	0	66	0	0	4	26	73	19	1	0	1	0	0	0	0	124
16:00	0	4	2	13	19	16	0	1	0	0	0	0	0	55	4	3	0	9	32	14	3	1	0	0	0	0	0	66	4	7	2	22	51	30	3	2	0	0	0	0	0	121
16:15	1	0	3	18	20	10	2	0	0	0	0	0	0	54	0	1	1	9	31	25	2	0	0	0	0	0	0	69	1	1	4	27	51	35	4	0	0	0	0	0	0	123
16:30	0	0	1	13	24	20	2	0	0	0	0	0	0	60	0	0	1	18	27	24	4	0	1	0	0	0	0	75	0	0	2	31	51	44	6	0	1	0	0	0	0	135
16:45	0	0	0	15	35	13	0	0	0	0	0	0	0	63	1	0	2	12	36	20	4	0	0	0	0	0	0	75	1	0	2	27	71	33	4	0	0	0	0	0	0	138
17:00	2	1	1	10	34	8	2	0	0	0	0	0	0	58	0	0	2	18	28	19	2	0	0	0	0	0	0	69	2	1	3	28	62	27	4	0	0	0	0	0	0	127
17:15	0	0	0	11	30	15	3	0	0	0	0	0	0	59	1	1	1	12	30	15	2	1	0	0	0	0	0	63	1	1	1	23	60	30	5	1	0	0	0	0	0	122
17:30	0	0	0	13	20	8	0	0	0	0	0	0	0	41	0	0	5	12	48	18	4	0	0	0	0	0	0	87	0	0	5	25	68	26	4	0	0	0	0	0	0	128
17:45	0	0	0	15	34	9	0	0	0	0	0	0	0	58	0	0	1	16	43	17	0	0	0	0	0	0	0	77	0	0	1	31	77	26	0	0	0	0	0	0	0	135
18:00	1	0	4	8	26	12	2	0	0	0	0	0	0	53	0	0	7	13	23	11	1	1	0	0	0	0	0	56	1	0	11	21	49	23	3	1	0	0	0	0	0	109
18:15	0	0	0	13	25	10	1	0	0	0	0	0	0	49	0	0	0	8	31	14	1	1	0	0	0	0	0	55	0	0	0	21	56	24	2	1	0	0	0	0	0	104
18:30	0	0	2	7	22	13	2	0	0	0	0	0	0	46	2	0	2	8	20	8	3	0	0	0	0	0	0	43	2	0	4	15	42	21	5	0	0	0	0	0	0	89
18:45	0	1	5	11	23	4	1	0	0	0	0	0	0	45	1	0	0	10	24	8	2	0	0	0	0	0	0	45	1	1	5	21	47	12	3	0	0	0	0	0	0	90
19:00	0	0	0	6	15	2	0	0	0	0	0	0	0	23	0	0	1	12	25	4	1	1	1	0	0	0	0	45	0	0	1	18	40	6	1	1	1	0	0	0	0	68
19:15	0	0	1	8	7	3	2	0	0	0	0	0	0	21	0	0	1	9	22	7	1	0	0	0	0	0	0	40	0	0	2	17	29	10	3	0	0	0	0	0	0	61
19:30	0	0	2	9	11	8	1	0	0	0	0	0	0	31	1	2	3	15	21	12	3	0	0	0	0	0	0	57	1	2	5	24	32	20	4	0	0	0	0	0	0	88
19:45	0	0	0	8	6	5	1	1	0	0	0	0	0	21	0	0	1	10	19	10	1	0	0	0	0	0	0	41	0	0	1	18	25	15	2	1	0	0	0	0	0	62
20:00	0	0	2	5	11	3	2	0	0	0	0	0	0	23	0	0	1	11	23	9	1	0	0	0	0	0	0	45	0	0	3	16	34	12	3	0	0	0	0	0	0	68
20:15	0	0	4	6	6	3	1	0	0	0	0	0	0	20	0	0	1	2	15	9	2	0	0	0	0	0	0	29	0	0	5	8	21	12	3	0	0	0	0	0	0	49
20:30	0	1	1	6	8	2	1	0	0	0	0	0	0	19	0	0	0	12	14	9	0	0	0	0	0	0	0	35	0	1	1	18	22	11	1	0	0	0	0	0	0	54
20:45	0	0	2	5	9	1	0	0	0	0	0	0	0	17	0	2	2	9	15	3	5	0	0	0	0	0	0	36	0	2	4	14	24	4	5	0	0	0	0	0	0	53
21:00	0	0	0	3	7	2	0	0	1	0	0	0	0	13	0	0	0	8	9	7	0	1	0	0	0	0	0	25	0	0	0	11	16	9	0	1	1	0	0	0	0	38
21:15	0	0	3	9	0	2	0	0	0	0	0	0	0	14	0	0	0	7	8	3	1	0	0	0	0	0	0	19	0	0	3	16	8	5	1	0	0	0	0	0	0	33
21:30	0	0	1	1	1	2	1	0	0	0	0	0	0	6	0	0	0	4	8	5	2	0	1	0	0	0	0	20	0	0	1	5	9	7	3	0	1	0	0	0	0	26
21:45	0	0	2	4	5	2	0	0	0	0	0	0	0	13	0	0	0	2	8	4	1	1	0	0	0	0	0	16	0	0	2	6	13	6	1	1	0	0	0	0	0	29
22:00	0	0	0	2	4	1	0	0	0	0	0	0	0	7	0	0	0	4	8	2	0	0	0	0	0	0	0	14	0	0	0	6	12	3	0	0	0	0	0	0	0	21
22:15	0	0	0	3	1	3	0	0	0	0	0	0	0	7	0	0	0	1	3	1	1	0	0	0	0	0	0	6	0	0	0	4	4	4	1	0	0	0	0	0	0	13
22:30	0	0	0	1	2	0	0	0	0	0	0	0	0	3	0	0	0	5	3	1	2	0	0	0	0	0	0	11	0	0	0	6	5	1	2	0	0	0	0	0	0	14
22:45	0	0	2	6	1	0	1	0	0	0	0	0	0	10	0	0	0	1	2	0	1	2	0	0	0	0	0	6	0	0	2	7	3	0	2	2	0	0	0	0	0	16
23:00	0	0	0	1	2	1	0	0	0	0	0	0	0	4	0	0	1	0	2	5	0	0	0	0	0	0	0	8	0	0	1	1	4	6	0	0	0	0	0	0	0	12
23:15	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	6	2	1	1	0	0	0	0	0	10	0	0	1	1	6	2	1	1	0	0	0	0	0	12
23:30	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	3	1	2	0	0	0	0	0	0	0	6	0	0	0	3	2	3	0	0	0	0	0	0	0	8
23:45	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	1	3	3	0	0	0	0	0	0	0	7	0	0	0	1	4	4	0	0	0	0	0	0	0	9
Totals	**11**	**16**	**104**	**699**	**1,525**	**729**	**103**	**11**	**4**	**0**	**0**	**0**	**0**	**3,202**	**27**	**32**	**81**	**583**	**1,355**	**619**	**126**	**19**	**4**	**0**	**0**	**0**	**0**	**2,846**	**38**	**48**	**185**	**1,282**	**2,880**	**1,348**	**229**	**30**	**8**	**0**	**0**	**0**	**0**	**6,048**
% of Totals	0%	0%	3%	22%	48%	23%	3%	0%	0%	0%	0%	0%	0%	100%	1%	1%	3%	20%	48%	22%	4%	1%	0%	0%	0%	0%	0%	100%	1%	1%	3%	21%	48%	22%	4%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Highland Ave W/O Parker Farms Rd/Hope Hill Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,202	2,846	6,048

DAILY TOTALS

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	5	6	12:00			36	33	69
0:15			2	1	3	12:15			36	41	77
0:30			1	1	2	12:30			43	35	78
0:45			0	1	1	12:45			52	48	100
1:00			0	1	1	13:00			29	32	61
1:15			0	2	2	13:15			25	26	51
1:30			0	0	0	13:30			36	39	75
1:45			0	1	1	13:45			57	35	92
2:00			0	1	1	14:00			92	36	128
2:15			2	0	2	14:15			40	64	104
2:30			2	4	6	14:30			47	47	94
2:45			1	0	1	14:45			54	53	107
3:00			1	1	2	15:00			40	57	97
3:15			1	0	1	15:15			50	69	119
3:30			3	2	5	15:30			68	83	151
3:45			0	2	2	15:45			58	66	124
4:00			6	3	9	16:00			55	66	121
4:15			6	1	7	16:15			54	69	123
4:30			9	1	10	16:30			60	75	135
4:45			7	5	12	16:45			63	75	138
5:00			10	9	19	17:00			58	69	127
5:15			20	6	26	17:15			59	63	122
5:30			25	10	35	17:30			41	87	128
5:45			36	7	43	17:45			58	77	135
6:00			27	13	40	18:00			53	56	109
6:15			57	10	67	18:15			49	55	104
6:30			53	22	75	18:30			46	43	89
6:45			62	26	88	18:45			45	45	90
7:00			84	33	117	19:00			23	45	68
7:15			95	46	141	19:15			21	40	61
7:30			100	38	138	19:30			31	57	88
7:45			101	48	149	19:45			21	41	62
8:00			80	35	115	20:00			23	45	68
8:15			95	40	135	20:15			20	29	49
8:30			86	42	128	20:30			19	35	54
8:45			89	47	136	20:45			17	36	53
9:00			63	30	93	21:00			13	25	38
9:15			61	29	90	21:15			14	19	33
9:30			43	41	84	21:30			6	20	26
9:45			32	29	61	21:45			13	16	29
10:00			31	24	55	22:00			7	14	21
10:15			41	32	73	22:15			7	6	13
10:30			29	27	56	22:30			3	11	14
10:45			43	26	69	22:45			10	6	16
11:00			31	26	57	23:00			4	8	12
11:15			29	29	58	23:15			2	10	12
11:30			37	36	73	23:30			2	6	8
11:45			38	33	71	23:45			2	7	9
TOTALS	0	0	1540	826	2366	TOTALS	0	0	1662	2020	3682
SPLIT %	0%	0%	65%	35%	39%	SPLIT %	0%	0%	45%	55%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			4	8	12
01:00	02:00			0	4	4
02:00	03:00			5	5	10
03:00	04:00			5	5	10
04:00	05:00			28	10	38
05:00	06:00			91	32	123
06:00	07:00			199	71	270
07:00	08:00			380	165	545
08:00	09:00			350	164	514
09:00	10:00			199	129	328
10:00	11:00			144	109	253
11:00	12:00			135	124	259
12:00	13:00			167	157	324
13:00	14:00			147	132	279
14:00	15:00			233	200	433
15:00	16:00			216	275	491
16:00	17:00			232	285	517
17:00	18:00			216	296	512
18:00	19:00			193	199	392
19:00	20:00			96	183	279
20:00	21:00			79	145	224
21:00	22:00			46	80	126
22:00	23:00			27	37	64
23:00	00:00			10	31	41

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1540	826	2366
Peak Hour			7:00	7:15	7:00
Peak Volume			380	167	545
Peak Hour Factor			0.941	0.870	0.914
Peak Period	12:00	to	00:00		
Volume			1662	2020	3682
Peak Hour			16:30	17:00	16:15
Peak Volume			240	296	523
Peak Hour Factor			0.952	0.851	0.947
Peak Period	07:00	to	09:00		
Volume			730	329	1059
Peak Hour			7:00	7:15	7:00
Peak Volume			380	167	545
Peak Hour Factor			0.941	0.870	0.914
Peak Period	16:00	to	18:00		
Volume			448	581	1029
Peak Hour			16:30	17:00	16:15
Peak Volume			240	296	523
Peak Hour Factor			0.952	0.851	0.947



Prepared by National Data & Surveying Services

CLASSIFICATION

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_001

HOURLY BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0	7	4	0	0	0	0	0	0	0	0	0	0	11
5:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	17	3	0	0	0	0	0	0	0	0	0	0	20
6:00	0	35	9	6	0	0	0	0	0	0	0	0	0	50	0	31	9	1	0	0	0	0	0	0	0	0	0	41	0	66	18	7	0	0	0	0	0	0	0	0	0	91
7:00	0	175	16	7	0	1	0	0	0	0	0	0	0	199	0	138	15	11	4	0	0	1	0	0	0	0	0	169	0	313	31	18	4	1	0	1	0	0	0	0	0	368
8:00	0	36	13	2	2	0	0	0	0	0	0	0	0	53	0	66	13	2	3	1	0	0	0	0	0	0	0	85	0	102	26	4	5	1	0	0	0	0	0	0	0	138
9:00	0	38	16	1	3	0	0	0	0	0	0	0	0	58	0	39	12	1	2	4	0	0	0	0	0	0	0	58	0	77	28	2	5	4	0	0	0	0	0	0	0	116
10:00	0	34	19	0	2	1	0	0	0	0	0	0	0	56	0	41	13	0	4	1	0	0	0	0	0	0	0	59	0	75	32	0	6	2	0	0	0	0	0	0	0	115
11:00	0	38	8	0	2	0	0	0	0	0	0	0	0	48	0	44	12	1	2	1	0	0	0	0	0	0	0	60	0	82	20	1	4	1	0	0	0	0	0	0	0	108
12:00	0	42	9	0	1	0	0	1	0	0	0	0	0	53	0	69	18	2	1	2	0	0	0	0	0	0	0	92	0	111	27	2	2	2	0	1	0	0	0	0	0	145
13:00	0	71	17	1	2	3	0	0	0	0	0	0	0	94	0	58	14	0	3	0	0	0	0	0	0	0	0	75	0	129	31	1	5	3	0	0	0	0	0	0	0	169
14:00	0	71	17	7	4	0	0	1	0	0	0	0	0	100	1	140	15	14	3	0	0	0	0	0	0	0	0	173	1	211	32	21	7	0	0	1	0	0	0	0	0	273
15:00	1	99	15	1	1	0	0	0	0	0	0	0	0	117	0	87	16	2	3	0	0	0	0	0	0	0	0	108	1	186	31	3	4	0	0	0	0	0	0	0	0	225
16:00	0	125	25	1	1	1	0	0	0	0	0	0	0	153	0	141	19	1	4	0	0	0	0	0	0	0	0	165	0	266	44	2	5	1	0	0	0	0	0	0	0	318
17:00	0	89	17	1	2	0	0	0	0	0	0	0	0	109	1	95	18	1	2	0	0	0	0	0	0	0	0	117	1	184	35	2	4	0	0	0	0	0	0	0	0	226
18:00	0	65	10	1	2	0	0	0	0	0	0	0	0	78	0	74	13	0	1	0	0	0	0	0	0	0	0	88	0	139	23	1	3	0	0	0	0	0	0	0	0	166
19:00	0	62	17	0	0	0	0	0	0	0	0	0	0	79	0	88	15	0	0	0	0	0	0	0	0	0	0	103	0	150	32	0	0	0	0	0	0	0	0	0	0	182
20:00	0	28	6	0	0	0	0	0	0	0	0	0	0	34	0	34	3	0	0	0	0	0	0	0	0	0	0	37	0	62	9	0	0	0	0	0	0	0	0	0	0	71
21:00	0	22	6	0	0	0	0	0	0	0	0	0	0	28	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	32	7	0	0	0	0	0	0	0	0	0	0	39
22:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	15	3	0	0	0	0	0	0	0	0	0	0	18
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	12	2	0	0	0	0	0	0	0	0	0	0	14
Totals	**1**	**1,061**	**223**	**28**	**22**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1,343**	**2**	**1,188**	**215**	**36**	**32**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,483**	**3**	**2,249**	**438**	**64**	**54**	**15**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2,826**
% of Totals	0%	79%	17%	2%	2%	0%		0%						100%	0%	80%	14%	2%	2%	1%		0%						100%	0%	80%	15%	2%	2%	1%		0%						100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



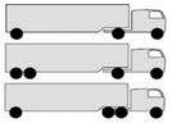
#5 2-Axle, 6-Tire Single Units



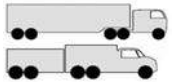
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	371	84	16	9	2	0	0	0	0	0	0	0	482	0	381	78	16	15	7	0	1	0	0	0	0	0	498	0	752	162	32	24	9	0	1	0	0	0	0	0	980
%	0%	28%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	36%	0%	26%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%	27%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	35%
Peak Hour	0:00	7:00	8:45	6:45	8:30	7:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	6:45	0:00	7:00	11:45	7:00	7:30	9:00	0:00	7:00	0:00	0:00	0:00	0:00	0:00	7:00	0:00	7:00	8:45	6:45	8:15	9:00	0:00	7:00	0:00	0:00	0:00	0:00	0:00	7:00
Peak Volume	0	175	21	13	4	1	0	0	0	0	0	0	0	200	0	138	18	11	6	4	0	1	0	0	0	0	0	169	0	313	37	21	8	4	0	1	0	0	0	0	0	368
12:00 - 24:00	1	690	139	12	13	4	0	2	0	0	0	0	0	861	2	807	137	20	17	2	0	0	0	0	0	0	0	985	3	1497	276	32	30	6	0	2	0	0	0	0	0	1846
%	0%	51%	10%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%	0%	54%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	66%	0%	53%	10%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	65%
Peak Hour	14:45	15:30	15:30	13:45	13:30	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:30	14:00	16:00	16:30	13:45	16:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	14:00	14:45	16:00	15:30	13:45	13:30	12:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	16:00
Peak Volume	1	132	32	7	4	3	0	1	0	0	0	0	0	168	1	141	23	14	5	2	0	0	0	0	0	0	0	173	2	266	48	21	8	3	0	1	0	0	0	0	0	318
07:00 - 09:00	0	211	29	9	2	1	0	0	0	0	0	0	0	252	0	204	28	13	7	1	0	1	0	0	0	0	0	254	0	415	57	22	9	2	0	1	0	0	0	0	0	506
%	0%	16%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	14%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	15%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%
Peak Hour	7:00	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:00	7:30	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	0	175	16	7	2	1	0	0	0	0	0	0	0	199	0	138	16	11	6	1	0	1	0	0	0	0	0	169	0	313	31	18	6	2	0	1	0	0	0	0	0	368
16:00 - 18:00	0	214	42	2	3	1	0	0	0	0	0	0	0	262	1	236	37	2	6	0	0	0	0	0	0	0	0	282	1	450	79	4	9	1	0	0	0	0	0	0	0	544
%	0%	16%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	16%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%
Peak Hour	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:30	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	0	125	25	1	2	1	0	0	0	0	0	0	0	153	1	141	23	1	5	0	0	0	0	0	0	0	0	165	1	266	44	2	6	1	0	0	0	0	0	0	0	318

Prepared by National Data & Surveying Services

CLASSIFICATION

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
4:45	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:15	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
5:30	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:00	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0	4	2	1	0	0	0	0	0	0	0	0	0	**7**	0	7	3	1	0	0	0	0	0	0	0	0	0	**11**
6:15	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
6:30	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**	0	17	5	0	0	0	0	0	0	0	0	0	0	**22**
6:45	0	22	4	6	0	0	0	0	0	0	0	0	0	**32**	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	0	31	6	6	0	0	0	0	0	0	0	0	0	**43**
7:00	0	42	7	2	0	0	0	0	0	0	0	0	0	**51**	0	18	0	5	0	0	0	0	0	0	0	0	0	**23**	0	60	7	7	0	0	0	0	0	0	0	0	0	**74**
7:15	0	72	4	1	0	0	0	0	0	0	0	0	0	**77**	0	45	4	1	1	0	0	0	0	0	0	0	0	**51**	0	117	8	2	1	0	0	0	0	0	0	0	0	**128**
7:30	0	31	5	4	0	0	0	0	0	0	0	0	0	**40**	0	33	5	2	1	0	0	0	0	0	0	0	0	**41**	0	64	10	6	1	0	0	0	0	0	0	0	0	**81**
7:45	0	30	0	0	0	1	0	0	0	0	0	0	0	**31**	0	42	6	3	2	0	0	1	0	0	0	0	0	**54**	0	72	6	3	2	1	0	1	0	0	0	0	0	**85**
8:00	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	0	16	1	0	0	1	0	0	0	0	0	0	0	**18**	0	23	3	0	0	1	0	0	0	0	0	0	0	**27**
8:15	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	0	11	2	1	3	0	0	0	0	0	0	0	0	**17**	0	20	3	1	3	0	0	0	0	0	0	0	0	**27**
8:30	0	10	1	1	0	0	0	0	0	0	0	0	0	**12**	0	21	4	1	0	0	0	0	0	0	0	0	0	**26**	0	31	5	2	0	0	0	0	0	0	0	0	0	**38**
8:45	0	10	9	1	2	0	0	0	0	0	0	0	0	**22**	0	18	6	0	0	0	0	0	0	0	0	0	0	**24**	0	28	15	1	2	0	0	0	0	0	0	0	0	**46**
9:00	0	16	6	0	1	0	0	0	0	0	0	0	0	**23**	0	7	2	0	2	2	0	0	0	0	0	0	0	**13**	0	23	8	0	3	2	0	0	0	0	0	0	0	**36**
9:15	0	5	3	1	1	0	0	0	0	0	0	0	0	**10**	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**	0	18	5	1	1	0	0	0	0	0	0	0	0	**25**
9:30	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**	0	11	6	0	0	1	0	0	0	0	0	0	0	**18**	0	16	9	0	0	1	0	0	0	0	0	0	0	**26**
9:45	0	12	4	0	1	0	0	0	0	0	0	0	0	**17**	0	8	2	1	0	1	0	0	0	0	0	0	0	**12**	0	20	6	1	1	1	0	0	0	0	0	0	0	**29**
10:00	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**	0	12	2	0	2	1	0	0	0	0	0	0	0	**17**	0	19	5	0	2	1	0	0	0	0	0	0	0	**27**
10:15	0	13	5	0	0	0	0	0	0	0	0	0	0	**18**	0	8	6	0	0	0	0	0	0	0	0	0	0	**14**	0	21	11	0	0	0	0	0	0	0	0	0	0	**32**
10:30	0	9	5	0	2	0	0	0	0	0	0	0	0	**16**	0	11	0	0	1	0	0	0	0	0	0	0	0	**12**	0	20	5	0	3	0	0	0	0	0	0	0	0	**28**
10:45	0	5	6	0	0	1	0	0	0	0	0	0	0	**12**	0	10	5	0	1	0	0	0	0	0	0	0	0	**16**	0	15	11	0	1	1	0	0	0	0	0	0	0	**28**
11:00	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**	0	8	2	0	1	0	0	0	0	0	0	0	0	**11**	0	15	6	0	1	0	0	0	0	0	0	0	0	**22**
11:15	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**	0	13	4	0	1	1	0	0	0	0	0	0	0	**19**	0	24	6	0	2	1	0	0	0	0	0	0	0	**33**
11:30	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	0	11	2	1	0	0	0	0	0	0	0	0	0	**14**	0	21	3	1	0	0	0	0	0	0	0	0	0	**25**
11:45	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**	0	22	5	0	1	0	0	0	0	0	0	0	0	**28**

Prepared by National Data & Surveying Services

CLASSIFICATION

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	13	3	0	1	0	0	0	0	0	0	0	0	17	0	17	3	1	0	0	0	0	0	0	0	0	0	21	0	30	6	1	1	0	0	0	0	0	0	0	0	38
12:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	10	6	1	0	1	0	0	0	0	0	0	0	18	0	18	7	1	0	1	0	0	0	0	0	0	0	27
12:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	22	5	0	1	0	0	0	0	0	0	0	0	28	0	29	7	0	1	0	0	0	0	0	0	0	0	37
12:45	0	14	3	0	0	0	0	1	0	0	0	0	0	18	0	20	4	0	0	1	0	0	0	0	0	0	0	25	0	34	7	0	0	1	0	1	0	0	0	0	0	43
13:00	0	12	4	0	1	1	0	0	0	0	0	0	0	18	0	11	3	0	1	0	0	0	0	0	0	0	0	15	0	23	7	0	2	1	0	0	0	0	0	0	0	33
13:15	0	17	3	1	0	0	0	0	0	0	0	0	0	21	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	28	6	1	0	0	0	0	0	0	0	0	0	35
13:30	0	13	2	0	1	0	0	0	0	0	0	0	0	16	0	16	4	0	1	0	0	0	0	0	0	0	0	21	0	29	6	0	2	0	0	0	0	0	0	0	0	37
13:45	0	29	8	0	0	2	0	0	0	0	0	0	0	39	0	20	4	0	1	0	0	0	0	0	0	0	0	25	0	49	12	0	1	2	0	0	0	0	0	0	0	64
14:00	0	17	6	0	0	0	0	0	0	0	0	0	0	23	0	48	7	8	0	0	0	0	0	0	0	0	0	63	0	65	13	8	0	0	0	0	0	0	0	0	0	86
14:15	0	21	4	4	3	0	0	0	0	0	0	0	0	32	0	22	1	0	2	0	0	0	0	0	0	0	0	25	0	43	5	4	5	0	0	0	0	0	0	0	0	57
14:30	0	20	3	3	0	0	0	0	0	0	0	0	0	26	0	35	4	6	0	0	0	0	0	0	0	0	0	45	0	55	7	9	0	0	0	0	0	0	0	0	0	71
14:45	0	13	4	0	1	0	0	1	0	0	0	0	0	19	1	35	3	0	1	0	0	0	0	0	0	0	0	40	1	48	7	0	2	0	0	1	0	0	0	0	0	59
15:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	24	4	0	0	0	0	0	0	0	0	0	0	28	0	40	5	0	0	0	0	0	0	0	0	0	0	45
15:15	0	22	2	0	1	0	0	0	0	0	0	0	0	25	0	18	5	1	2	0	0	0	0	0	0	0	0	26	0	40	7	1	3	0	0	0	0	0	0	0	0	51
15:30	1	34	10	0	0	0	0	0	0	0	0	0	0	45	0	27	3	1	1	0	0	0	0	0	0	0	0	32	1	61	13	1	1	0	0	0	0	0	0	0	0	77
15:45	0	27	2	1	0	0	0	0	0	0	0	0	0	30	0	18	4	0	0	0	0	0	0	0	0	0	0	22	0	45	6	1	0	0	0	0	0	0	0	0	0	52
16:00	0	40	11	1	1	0	0	0	0	0	0	0	0	53	0	43	4	1	0	0	0	0	0	0	0	0	0	48	0	83	15	2	1	0	0	0	0	0	0	0	0	101
16:15	0	31	9	0	0	0	0	0	0	0	0	0	0	40	0	24	5	0	2	0	0	0	0	0	0	0	0	31	0	55	14	0	2	0	0	0	0	0	0	0	0	71
16:30	0	23	4	0	0	1	0	0	0	0	0	0	0	28	0	43	7	0	1	0	0	0	0	0	0	0	0	51	0	66	11	0	1	1	0	0	0	0	0	0	0	79
16:45	0	31	1	0	0	0	0	0	0	0	0	0	0	32	0	31	3	0	1	0	0	0	0	0	0	0	0	35	0	62	4	0	1	0	0	0	0	0	0	0	0	67
17:00	0	31	5	1	1	0	0	0	0	0	0	0	0	38	1	32	6	1	1	0	0	0	0	0	0	0	0	41	1	63	11	2	2	0	0	0	0	0	0	0	0	79
17:15	0	21	6	0	0	0	0	0	0	0	0	0	0	27	0	21	7	0	0	0	0	0	0	0	0	0	0	28	0	42	13	0	0	0	0	0	0	0	0	0	0	55
17:30	0	19	3	0	1	0	0	0	0	0	0	0	0	23	0	21	3	0	1	0	0	0	0	0	0	0	0	25	0	40	6	0	2	0	0	0	0	0	0	0	0	48
17:45	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	39	5	0	0	0	0	0	0	0	0	0	0	44
18:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0	21	5	0	0	0	0	0	0	0	0	0	0	26
18:15	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	36	2	0	0	0	0	0	0	0	0	0	0	38
18:30	0	14	4	1	1	0	0	0	0	0	0	0	0	20	0	23	4	0	0	0	0	0	0	0	0	0	0	27	0	37	8	1	1	0	0	0	0	0	0	0	0	47
18:45	0	20	3	0	1	0	0	0	0	0	0	0	0	24	0	25	5	0	1	0	0	0	0	0	0	0	0	31	0	45	8	0	2	0	0	0	0	0	0	0	0	55
19:00	0	15	6	0	0	0	0	0	0	0	0	0	0	21	0	12	4	0	0	0	0	0	0	0	0	0	0	16	0	27	10	0	0	0	0	0	0	0	0	0	0	37
19:15	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	22	4	0	0	0	0	0	0	0	0	0	0	26	0	34	7	0	0	0	0	0	0	0	0	0	0	41
19:30	0	19	5	0	0	0	0	0	0	0	0	0	0	24	0	32	5	0	0	0	0	0	0	0	0	0	0	37	0	51	10	0	0	0	0	0	0	0	0	0	0	61
19:45	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	38	5	0	0	0	0	0	0	0	0	0	0	43
20:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	17	3	0	0	0	0	0	0	0	0	0	0	20
20:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	11	1	0	0	0	0	0	0	0	0	0	0	12
20:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	16	2	0	0	0	0	0	0	0	0	0	0	18
20:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	18	3	0	0	0	0	0	0	0	0	0	0	21
21:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	12	2	0	0	0	0	0	0	0	0	0	0	14
21:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	9	2	0	0	0	0	0	0	0	0	0	0	11
21:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	7	3	0	0	0	0	0	0	0	0	0	0	10
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	5	2	0	0	0	0	0	0	0	0	0	0	7
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	3	2	0	0	0	0	0	0	0	0	0	0	5
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Totals	**1**	**1,061**	**223**	**28**	**22**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1,343**	**2**	**1,188**	**215**	**36**	**32**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,483**	**3**	**2,249**	**438**	**64**	**54**	**15**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2,826**
% of Totals	0%	79%	17%	2%	2%	0%		0%						100%	0%	80%	14%	2%	2%	1%		0%						100%	0%	80%	15%	2%	2%	1%		0%						100%

Prepared by National Data & Surveying Services

SPEED

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_001

HOURLY BREAKDOWN

Time	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	0	0	0	1	2	0	0	0	0	0	0	0	0	**3**	0	1	0	1	3	0	0	0	0	0	0	0	0	**5**
1:00	0	0	0	2	1	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	2	1	0	0	0	0	0	0	0	0	**3**
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
3:00	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	0	1	0	0	1	0	0	0	0	0	0	0	**2**	0	0	2	1	0	1	0	0	0	0	0	0	0	**4**
4:00	0	0	1	2	1	0	0	0	0	0	0	0	0	**4**	0	1	0	1	3	0	2	0	0	0	0	0	0	**7**	0	1	1	3	4	0	2	0	0	0	0	0	0	**11**
5:00	0	0	5	2	0	0	0	0	0	0	0	0	0	**7**	0	0	3	2	7	1	0	0	0	0	0	0	0	**13**	0	0	8	4	7	1	0	0	0	0	0	0	0	**20**
6:00	0	0	10	20	18	2	0	0	0	0	0	0	0	**50**	0	1	4	17	14	3	2	0	0	0	0	0	0	**41**	0	1	14	37	32	5	2	0	0	0	0	0	0	**91**
7:00	1	0	23	113	59	3	0	0	0	0	0	0	0	**199**	1	5	10	73	61	17	2	0	0	0	0	0	0	**169**	2	5	33	186	120	20	2	0	0	0	0	0	0	**368**
8:00	1	2	6	31	10	3	0	0	0	0	0	0	0	**53**	0	5	6	37	30	7	0	0	0	0	0	0	0	**85**	1	7	12	68	40	10	0	0	0	0	0	0	0	**138**
9:00	1	2	8	33	13	1	0	0	0	0	0	0	0	**58**	0	2	7	20	20	8	1	0	0	0	0	0	0	**58**	1	4	15	53	33	9	1	0	0	0	0	0	0	**116**
10:00	1	0	5	27	18	5	0	0	0	0	0	0	0	**56**	1	1	11	21	19	4	2	0	0	0	0	0	0	**59**	2	1	16	48	37	9	2	0	0	0	0	0	0	**115**
11:00	0	2	5	23	16	2	0	0	0	0	0	0	0	**48**	0	0	7	22	23	8	0	0	0	0	0	0	0	**60**	0	2	12	45	39	10	0	0	0	0	0	0	0	**108**
12:00	2	1	10	30	9	1	0	0	0	0	0	0	0	**53**	1	2	10	43	30	6	0	0	0	0	0	0	0	**92**	3	3	20	73	39	7	0	0	0	0	0	0	0	**145**
13:00	0	2	17	48	24	3	0	0	0	0	0	0	0	**94**	0	0	8	28	31	4	4	0	0	0	0	0	0	**75**	0	2	25	76	55	7	4	0	0	0	0	0	0	**169**
14:00	0	0	19	41	32	8	0	0	0	0	0	0	0	**100**	0	2	21	72	68	9	1	0	0	0	0	0	0	**173**	0	2	40	113	100	17	1	0	0	0	0	0	0	**273**
15:00	0	0	17	55	43	2	0	0	0	0	0	0	0	**117**	0	3	6	43	42	13	1	0	0	0	0	0	0	**108**	0	3	23	98	85	15	1	0	0	0	0	0	0	**225**
16:00	1	2	22	78	42	8	0	0	0	0	0	0	0	**153**	0	3	33	58	59	11	1	0	0	0	0	0	0	**165**	1	5	55	136	101	19	1	0	0	0	0	0	0	**318**
17:00	0	1	15	67	22	4	0	0	0	0	0	0	0	**109**	0	1	6	43	59	7	1	0	0	0	0	0	0	**117**	0	2	21	110	81	11	1	0	0	0	0	0	0	**226**
18:00	2	4	14	38	16	4	0	0	0	0	0	0	0	**78**	2	1	6	27	32	17	3	0	0	0	0	0	0	**88**	4	5	20	65	48	21	3	0	0	0	0	0	0	**166**
19:00	1	0	16	47	13	2	0	0	0	0	0	0	0	**79**	1	4	18	50	24	6	0	0	0	0	0	0	0	**103**	2	4	34	97	37	8	0	0	0	0	0	0	0	**182**
20:00	0	1	9	19	3	2	0	0	0	0	0	0	0	**34**	0	0	1	12	18	4	2	0	0	0	0	0	0	**37**	0	1	10	31	21	6	2	0	0	0	0	0	0	**71**
21:00	0	0	5	9	14	0	0	0	0	0	0	0	0	**28**	0	1	1	6	2	1	0	0	0	0	0	0	0	**11**	0	1	6	15	16	1	0	0	0	0	0	0	0	**39**
22:00	0	0	3	3	3	1	0	0	0	0	0	0	0	**10**	0	0	1	4	3	0	0	0	0	0	0	0	0	**8**	0	0	4	7	6	1	0	0	0	0	0	0	0	**18**
23:00	0	0	1	1	4	0	0	0	0	0	0	0	0	**6**	0	0	0	3	3	2	0	0	0	0	0	0	0	**8**	0	0	1	4	7	2	0	0	0	0	0	0	0	**14**
Totals	**10**	**18**	**212**	**690**	**362**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,343**	**6**	**32**	**160**	**583**	**550**	**129**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**1,483**	**16**	**50**	**372**	**1,273**	**912**	**180**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**2,826**
% of Totals	1%	1%	16%	51%	27%	4%								100%	0%	2%	11%	39%	37%	9%	2%							100%	1%	2%	13%	45%	32%	6%	1%							100%

STATISTICS

00:00 - 12:00	4	7	64	254	137	16	0	0	0	0	0	0	0	482	2	15	49	194	179	49	10	0	0	0	0	0	0	498	6	22	113	448	316	65	10	0	0	0	0	0	0	980
%	0%	1%	5%	19%	10%	1%	0%	0%	0%	0%	0%	0%	0%	36%	0%	1%	4%	14%	13%	4%	1%	0%	0%	0%	0%	0%	0%	37%	0%	2%	8%	33%	24%	5%	1%	0%	0%	0%	0%	0%	0%	73%
Peak Hour	8:15	8:15	6:45	7:00	6:45	9:45	0:00	0:00	0:00	0:00	0:00	0:00	0:00	6:45	6:15	7:45	11:15	7:15	7:00	7:00	6:15	0:00	0:00	0:00	0:00	0:00	0:00	7:00	6:15	8:15	6:45	7:00	7:00	7:00	6:15	0:00	0:00	0:00	0:00	0:00	0:00	7:00
Peak Volume	2	3	25	113	68	6	0	0	0	0	0	0	0	200	1	7	12	77	61	17	4	0	0	0	0	0	0	169	2	9	33	186	120	20	4	0	0	0	0	0	0	368
12:00 - 24:00	6	11	148	436	225	35	0	0	0	0	0	0	0	861	4	17	111	389	371	80	13	0	0	0	0	0	0	985	10	28	259	825	596	115	13	0	0	0	0	0	0	1846
%	0%	1%	11%	32%	17%	3%	0%	0%	0%	0%	0%	0%	0%	64%	0%	1%	8%	29%	28%	6%	1%	0%	0%	0%	0%	0%	0%	73%	1%	2%	19%	61%	44%	9%	1%	0%	0%	0%	0%	0%	0%	137%
Peak Hour	18:15	18:00	15:30	15:30	15:30	13:45	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:30	18:15	15:15	16:00	14:00	14:00	18:15	13:00	12:00	12:00	12:00	12:00	12:00	12:00	14:00	18:15	16:15	15:30	16:15	13:45	18:15	13:00	12:00	12:00	12:00	12:00	12:00	12:00	16:00
Peak Volume	3	4	27	81	51	8	0	0	0	0	0	0	0	168	3	4	33	72	68	19	4	0	0	0	0	0	0	173	6	6	57	139	101	24	4	0	0	0	0	0	0	318
07:00 - 09:00	2	2	29	144	69	6	0	0	0	0	0	0	0	252	1	10	16	110	91	24	2	0	0	0	0	0	0	254	3	12	45	254	160	30	2	0	0	0	0	0	0	506
%	0%	0%	2%	11%	5%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	1%	1%	8%	7%	2%	0%	0%	0%	0%	0%	0%	0%	19%	0%	1%	3%	19%	12%	2%	0%	0%	0%	0%	0%	0%	0%	38%
Peak Hour	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	1	2	23	113	59	3	0	0	0	0	0	0	0	199	1	7	10	77	61	17	2	0	0	0	0	0	0	169	2	8	33	186	120	20	2	0	0	0	0	0	0	368
16:00 - 18:00	1	3	37	145	64	12	0	0	0	0	0	0	0	262	0	4	39	101	118	18	2	0	0	0	0	0	0	282	1	7	76	246	182	30	2	0	0	0	0	0	0	544
%	0%	0%	3%	11%	5%	1%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	3%	8%	9%	1%	0%	0%	0%	0%	0%	0%	0%	21%	0%	1%	6%	18%	14%	2%	0%	0%	0%	0%	0%	0%	0%	41%
Peak Hour	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:30	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	1	3	22	78	42	8	0	0	0	0	0	0	0	153	0	3	33	64	65	13	1	0	0	0	0	0	0	165	1	6	55	139	101	19	1	0	0	0	0	0	0	318

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	24	28	28	33	35	1343
SOUTHBOUND	25	30	30	34	38	1483
TOTALS	25	29	29	34	37	2826

Prepared by National Data & Surveying Services

SPEED

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0:45	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**
1:00	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**	0	0	0	1	0	0	1	0	0	0	0	0	0	**2**
4:30	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	2	0	0	0	0	0	0	0	0	**3**	0	1	0	1	2	0	0	0	0	0	0	0	0	**4**
4:45	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	0	0	1	1	0	1	0	0	0	0	0	0	**3**	0	0	1	1	2	0	1	0	0	0	0	0	0	**5**
5:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	2	1	0	0	0	0	0	0	0	**3**	0	0	0	1	2	1	0	0	0	0	0	0	0	**4**
5:15	0	0	3	1	0	0	0	0	0	0	0	0	0	**4**	0	0	1	0	2	0	0	0	0	0	0	0	0	**3**	0	0	0	4	1	2	0	0	0	0	0	0	0	**7**
5:30	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	3	0	0	0	0	0	0	0	0	**3**	0	0	0	2	0	3	0	0	0	0	0	0	0	**5**
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	2	2	0	0	0	0	0	0	0	0	0	**4**	0	0	0	2	2	0	0	0	0	0	0	0	0	**4**
6:00	0	0	1	2	1	0	0	0	0	0	0	0	0	**4**	0	0	0	5	2	0	0	0	0	0	0	0	0	**7**	0	0	1	7	3	0	0	0	0	0	0	0	0	**11**
6:15	0	0	2	1	4	0	0	0	0	0	0	0	0	**7**	0	0	1	4	1	2	0	0	0	0	0	0	0	**8**	0	0	3	5	5	2	0	0	0	0	0	0	0	**15**
6:30	0	0	0	5	2	0	0	0	0	0	0	0	0	**7**	0	0	2	5	5	1	2	0	0	0	0	0	0	**15**	0	0	2	10	7	1	2	0	0	0	0	0	0	**22**
6:45	0	0	7	12	11	2	0	0	0	0	0	0	0	**32**	0	1	1	3	6	0	0	0	0	0	0	0	0	**11**	0	1	8	15	17	2	0	0	0	0	0	0	0	**43**
7:00	1	0	9	27	14	0	0	0	0	0	0	0	0	**51**	1	1	1	7	8	3	2	0	0	0	0	0	0	**23**	2	1	10	34	22	3	2	0	0	0	0	0	0	**74**
7:15	0	0	5	40	30	2	0	0	0	0	0	0	0	**77**	0	1	2	22	21	5	0	0	0	0	0	0	0	**51**	0	1	7	62	51	7	0	0	0	0	0	0	0	**128**
7:30	0	0	4	22	13	1	0	0	0	0	0	0	0	**40**	0	1	4	19	13	4	0	0	0	0	0	0	0	**41**	0	1	8	41	26	5	0	0	0	0	0	0	0	**81**
7:45	0	0	5	24	2	0	0	0	0	0	0	0	0	**31**	0	2	3	25	19	5	0	0	0	0	0	0	0	**54**	0	2	8	49	21	5	0	0	0	0	0	0	0	**85**
8:00	0	0	2	3	4	0	0	0	0	0	0	0	0	**9**	0	0	1	11	5	1	0	0	0	0	0	0	0	**18**	0	0	3	14	9	1	0	0	0	0	0	0	0	**27**
8:15	0	1	1	8	0	0	0	0	0	0	0	0	0	**10**	0	0	2	4	9	2	0	0	0	0	0	0	0	**17**	0	1	3	12	9	2	0	0	0	0	0	0	0	**27**
8:30	1	0	2	6	3	0	0	0	0	0	0	0	0	**12**	0	5	1	9	9	2	0	0	0	0	0	0	0	**26**	1	5	3	15	12	2	0	0	0	0	0	0	0	**38**
8:45	0	1	1	14	3	3	0	0	0	0	0	0	0	**22**	0	0	2	13	7	2	0	0	0	0	0	0	0	**24**	0	1	3	27	10	5	0	0	0	0	0	0	0	**46**
9:00	1	1	2	14	5	0	0	0	0	0	0	0	0	**23**	0	1	1	6	4	0	1	0	0	0	0	0	0	**13**	1	2	3	20	9	0	1	0	0	0	0	0	0	**36**
9:15	0	1	3	4	2	0	0	0	0	0	0	0	0	**10**	0	0	1	3	6	5	0	0	0	0	0	0	0	**15**	0	1	4	7	8	5	0	0	0	0	0	0	0	**25**
9:30	0	0	1	5	2	0	0	0	0	0	0	0	0	**8**	0	0	5	7	5	1	0	0	0	0	0	0	0	**18**	0	0	6	12	7	1	0	0	0	0	0	0	0	**26**
9:45	0	0	2	10	4	1	0	0	0	0	0	0	0	**17**	0	1	0	4	5	2	0	0	0	0	0	0	0	**12**	0	1	2	14	9	3	0	0	0	0	0	0	0	**29**
10:00	0	0	1	4	4	1	0	0	0	0	0	0	0	**10**	0	0	2	8	7	0	0	0	0	0	0	0	0	**17**	0	0	3	12	11	1	0	0	0	0	0	0	0	**27**
10:15	0	0	1	9	7	1	0	0	0	0	0	0	0	**18**	0	0	4	6	2	2	0	0	0	0	0	0	0	**14**	0	0	5	15	9	3	0	0	0	0	0	0	0	**32**
10:30	0	0	3	8	2	3	0	0	0	0	0	0	0	**16**	1	0	4	4	1	1	1	0	0	0	0	0	0	**12**	1	0	7	12	3	4	1	0	0	0	0	0	0	**28**
10:45	1	0	0	6	5	0	0	0	0	0	0	0	0	**12**	0	1	1	3	9	1	1	0	0	0	0	0	0	**16**	1	1	1	9	14	1	1	0	0	0	0	0	0	**28**
11:00	0	1	2	5	3	0	0	0	0	0	0	0	0	**11**	0	0	0	5	4	2	0	0	0	0	0	0	0	**11**	0	1	2	10	7	2	0	0	0	0	0	0	0	**22**
11:15	0	0	0	9	3	2	0	0	0	0	0	0	0	**14**	0	0	2	7	6	4	0	0	0	0	0	0	0	**19**	0	0	2	16	9	6	0	0	0	0	0	0	0	**33**
11:30	0	0	1	7	3	0	0	0	0	0	0	0	0	**11**	0	0	3	4	5	2	0	0	0	0	0	0	0	**14**	0	0	4	11	8	2	0	0	0	0	0	0	0	**25**
11:45	0	1	2	2	7	0	0	0	0	0	0	0	0	**12**	0	0	2	6	8	0	0	0	0	0	0	0	0	**16**	0	1	4	8	15	0	0	0	0	0	0	0	0	**28**

Prepared by National Data & Surveying Services

SPEED

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	1	4	10	2	0	0	0	0	0	0	0	0	17	0	0	5	6	9	1	0	0	0	0	0	0	0	21	0	1	9	16	11	1	0	0	0	0	0	0	0	38
12:15	0	0	2	6	1	0	0	0	0	0	0	0	0	9	0	1	1	10	5	1	0	0	0	0	0	0	0	18	0	1	3	16	6	1	0	0	0	0	0	0	0	27
12:30	0	0	2	4	3	0	0	0	0	0	0	0	0	9	0	1	3	12	8	4	0	0	0	0	0	0	0	28	0	1	5	16	11	4	0	0	0	0	0	0	0	37
12:45	2	0	2	10	3	1	0	0	0	0	0	0	0	18	1	0	1	15	8	0	0	0	0	0	0	0	0	25	3	0	3	25	11	1	0	0	0	0	0	0	0	43
13:00	0	0	6	11	0	1	0	0	0	0	0	0	0	18	0	0	2	4	7	1	1	0	0	0	0	0	0	15	0	0	8	15	7	2	1	0	0	0	0	0	0	33
13:15	0	1	4	11	5	0	0	0	0	0	0	0	0	21	0	0	3	5	5	0	1	0	0	0	0	0	0	14	0	1	7	16	10	0	1	0	0	0	0	0	0	35
13:30	0	0	2	7	6	1	0	0	0	0	0	0	0	16	0	0	1	8	10	1	1	0	0	0	0	0	0	21	0	0	3	15	16	2	1	0	0	0	0	0	0	37
13:45	0	1	5	19	13	1	0	0	0	0	0	0	0	39	0	0	2	11	9	2	1	0	0	0	0	0	0	25	0	1	7	30	22	3	1	0	0	0	0	0	0	64
14:00	0	0	6	8	7	2	0	0	0	0	0	0	0	23	0	0	10	30	22	1	0	0	0	0	0	0	0	63	0	0	16	38	29	3	0	0	0	0	0	0	0	86
14:15	0	0	6	10	13	3	0	0	0	0	0	0	0	32	0	0	3	12	8	2	0	0	0	0	0	0	0	25	0	0	9	22	21	5	0	0	0	0	0	0	0	57
14:30	0	0	0	15	9	2	0	0	0	0	0	0	0	26	0	2	4	16	20	3	0	0	0	0	0	0	0	45	0	2	4	31	29	5	0	0	0	0	0	0	0	71
14:45	0	0	7	8	3	1	0	0	0	0	0	0	0	19	0	0	4	14	18	3	1	0	0	0	0	0	0	40	0	0	11	22	21	4	1	0	0	0	0	0	0	59
15:00	0	0	3	8	6	0	0	0	0	0	0	0	0	17	0	0	0	12	13	2	1	0	0	0	0	0	0	28	0	0	3	20	19	2	1	0	0	0	0	0	0	45
15:15	0	0	3	12	10	0	0	0	0	0	0	0	0	25	0	1	2	12	9	2	0	0	0	0	0	0	0	26	0	1	5	24	19	2	0	0	0	0	0	0	0	51
15:30	0	0	7	22	15	1	0	0	0	0	0	0	0	45	0	1	4	11	13	3	0	0	0	0	0	0	0	32	0	1	11	33	28	4	0	0	0	0	0	0	0	77
15:45	0	0	4	13	12	1	0	0	0	0	0	0	0	30	0	1	0	8	7	6	0	0	0	0	0	0	0	22	0	1	4	21	19	7	0	0	0	0	0	0	0	52
16:00	1	0	12	25	10	5	0	0	0	0	0	0	0	53	0	1	19	10	15	3	0	0	0	0	0	0	0	48	1	1	31	35	25	8	0	0	0	0	0	0	0	101
16:15	0	1	4	21	14	0	0	0	0	0	0	0	0	40	0	0	7	12	11	0	1	0	0	0	0	0	0	31	0	1	11	33	25	0	1	0	0	0	0	0	0	71
16:30	0	1	4	13	9	1	0	0	0	0	0	0	0	28	0	0	4	24	20	3	0	0	0	0	0	0	0	51	0	1	8	37	29	4	0	0	0	0	0	0	0	79
16:45	0	0	2	19	9	2	0	0	0	0	0	0	0	32	0	2	3	12	13	5	0	0	0	0	0	0	0	35	0	2	5	31	22	7	0	0	0	0	0	0	0	67
17:00	0	1	6	22	8	1	0	0	0	0	0	0	0	38	0	1	2	16	17	5	0	0	0	0	0	0	0	41	0	2	8	38	25	6	0	0	0	0	0	0	0	79
17:15	0	0	2	19	6	0	0	0	0	0	0	0	0	27	0	0	3	10	15	0	0	0	0	0	0	0	0	28	0	0	5	29	21	0	0	0	0	0	0	0	0	55
17:30	0	0	6	14	1	2	0	0	0	0	0	0	0	23	0	0	1	8	14	1	1	0	0	0	0	0	0	25	0	0	7	22	15	3	1	0	0	0	0	0	0	48
17:45	0	0	1	12	7	1	0	0	0	0	0	0	0	21	0	0	0	9	13	1	0	0	0	0	0	0	0	23	0	0	1	21	20	2	0	0	0	0	0	0	0	44
18:00	0	1	1	8	4	0	0	0	0	0	0	0	0	14	0	0	0	6	5	1	0	0	0	0	0	0	0	12	0	1	1	14	9	1	0	0	0	0	0	0	0	26
18:15	0	0	6	9	4	1	0	0	0	0	0	0	0	20	0	0	1	7	6	4	0	0	0	0	0	0	0	18	0	0	7	16	10	5	0	0	0	0	0	0	0	38
18:30	0	1	2	10	5	2	0	0	0	0	0	0	0	20	0	0	4	6	9	7	1	0	0	0	0	0	0	27	0	1	6	16	14	9	1	0	0	0	0	0	0	47
18:45	2	2	5	11	3	1	0	0	0	0	0	0	0	24	2	1	1	8	12	5	2	0	0	0	0	0	0	31	4	3	6	19	15	6	2	0	0	0	0	0	0	55
19:00	1	0	3	10	6	1	0	0	0	0	0	0	0	21	1	1	1	5	5	3	0	0	0	0	0	0	0	16	2	1	4	15	11	4	0	0	0	0	0	0	0	37
19:15	0	0	3	9	2	1	0	0	0	0	0	0	0	15	0	0	3	12	11	0	0	0	0	0	0	0	0	26	0	0	6	21	13	1	0	0	0	0	0	0	0	41
19:30	0	0	6	15	3	0	0	0	0	0	0	0	0	24	0	1	9	20	5	2	0	0	0	0	0	0	0	37	0	1	15	35	8	2	0	0	0	0	0	0	0	61
19:45	0	0	4	13	2	0	0	0	0	0	0	0	0	19	0	2	5	13	3	1	0	0	0	0	0	0	0	24	0	2	9	26	5	1	0	0	0	0	0	0	0	43
20:00	0	0	3	5	1	0	0	0	0	0	0	0	0	9	0	0	0	4	3	2	2	0	0	0	0	0	0	11	0	0	3	9	4	2	2	0	0	0	0	0	0	20
20:15	0	0	2	3	0	1	0	0	0	0	0	0	0	6	0	0	0	1	4	1	0	0	0	0	0	0	0	6	0	0	2	4	4	2	0	0	0	0	0	0	0	12
20:30	0	0	0	5	0	1	0	0	0	0	0	0	0	6	0	0	1	4	7	0	0	0	0	0	0	0	0	12	0	0	1	9	7	1	0	0	0	0	0	0	0	18
20:45	0	1	4	6	2	0	0	0	0	0	0	0	0	13	0	0	0	3	4	1	0	0	0	0	0	0	0	8	0	1	4	9	6	1	0	0	0	0	0	0	0	21
21:00	0	0	3	4	4	0	0	0	0	0	0	0	0	11	0	1	0	2	0	0	0	0	0	0	0	0	0	3	0	1	3	6	4	0	0	0	0	0	0	0	0	14
21:15	0	0	0	4	5	0	0	0	0	0	0	0	0	9	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	1	5	5	0	0	0	0	0	0	0	0	11
21:30	0	0	2	1	3	0	0	0	0	0	0	0	0	6	0	0	0	2	1	1	0	0	0	0	0	0	0	4	0	0	2	3	4	1	0	0	0	0	0	0	0	10
21:45	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0	0	0	0	4
22:00	0	0	2	1	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	5
22:15	0	0	0	2	0	1	0	0	0	0	0	0	0	3	0	0	0	1	3	0	0	0	0	0	0	0	0	4	0	0	0	3	3	1	0	0	0	0	0	0	0	7
22:30	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	3
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	0	0	1	2	0	0	0	0	0	0	0	0	0	3
23:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	1	1	0	0	0	0	0	0	0	3	0	0	1	1	2	1	0	0	0	0	0	0	0	5
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	2
23:30	0	0	0	1	2	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	4
23:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	3
Totals	**10**	**18**	**212**	**690**	**362**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,343**	**6**	**32**	**160**	**583**	**550**	**129**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**1,483**	**16**	**50**	**372**	**1,273**	**912**	**180**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**2,826**
% of Totals	1%	1%	16%	51%	27%	4%	0%	0%	0%	0%	0%	0%	0%	100%	0%	2%	11%	39%	37%	9%	2%	0%	0%	0%	0%	0%	0%	100%	1%	2%	13%	45%	32%	6%	1%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Monday
Date: 4/21/2025

City: Wallingford
Project #: CT25_410056_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,343	1,483	0	0	2,826

DAILY TOTALS

15-Minutes Interval

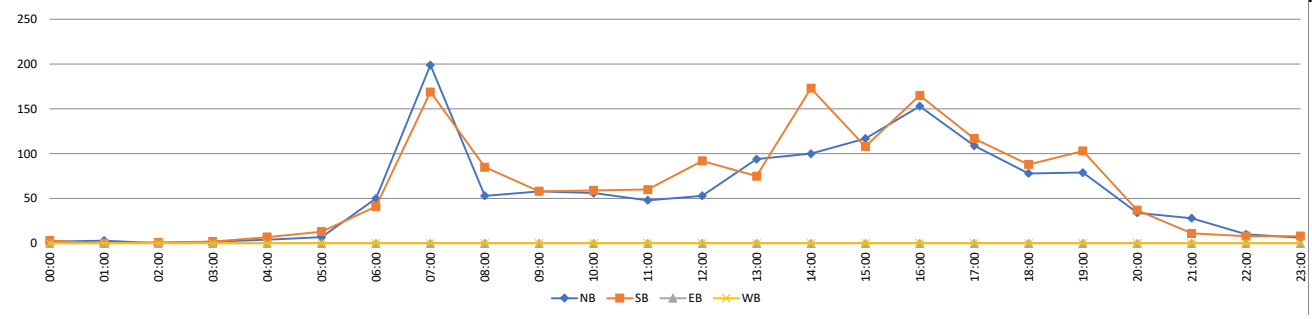
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	2			2	12:00	17	21			38
0:15	1	0			1	12:15	9	18			27
0:30	0	0			0	12:30	9	28			37
0:45	1	1			2	12:45	18	25			43
1:00	2	0			2	13:00	18	15			33
1:15	0	0			0	13:15	21	14			35
1:30	1	0			1	13:30	16	21			37
1:45	0	0			0	13:45	39	25			64
2:00	0	0			0	14:00	23	63			86
2:15	0	0			0	14:15	32	25			57
2:30	0	0			0	14:30	26	45			71
2:45	0	1			1	14:45	19	40			59
3:00	0	1			1	15:00	17	28			45
3:15	0	0			0	15:15	25	26			51
3:30	2	0			2	15:30	45	32			77
3:45	0	1			1	15:45	30	22			52
4:00	0	0			0	16:00	53	48			101
4:15	1	1			2	16:15	40	31			71
4:30	1	3			4	16:30	28	51			79
4:45	2	3			5	16:45	32	35			67
5:00	1	3			4	17:00	38	41			79
5:15	4	3			7	17:15	27	28			55
5:30	2	3			5	17:30	23	25			48
5:45	0	4			4	17:45	21	23			44
6:00	4	7			11	18:00	14	12			26
6:15	7	8			15	18:15	20	18			38
6:30	7	15			22	18:30	20	27			47
6:45	32	11			43	18:45	24	31			55
7:00	51	23			74	19:00	21	16			37
7:15	77	51			128	19:15	15	26			41
7:30	40	41			81	19:30	24	37			61
7:45	31	54			85	19:45	19	24			43
8:00	9	18			27	20:00	9	11			20
8:15	10	17			27	20:15	6	6			12
8:30	12	26			38	20:30	6	12			18
8:45	22	24			46	20:45	13	8			21
9:00	23	13			36	21:00	11	3			14
9:15	10	15			25	21:15	9	2			11
9:30	8	18			26	21:30	6	4			10
9:45	17	12			29	21:45	2	2			4
10:00	10	17			27	22:00	5	0			5
10:15	18	14			32	22:15	3	4			7
10:30	16	12			28	22:30	2	1			3
10:45	12	16			28	22:45	0	3			3
11:00	11	11			22	23:00	2	3			5
11:15	14	19			33	23:15	0	2			2
11:30	11	14			25	23:30	3	1			4
11:45	12	16			28	23:45	1	2			3
TOTALS	482	498	0	0	980	TOTALS	861	985	0	0	1846
SPLIT %	49%	51%	0%	0%	35%	SPLIT %	47%	53%	0%	0%	65%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	2	3			5
01:00	02:00	3	0			3
02:00	03:00	0	1			1
03:00	04:00	2	2			4
04:00	05:00	4	7			11
05:00	06:00	7	13			20
06:00	07:00	50	41			91
07:00	08:00	199	169			368
08:00	09:00	53	85			138
09:00	10:00	58	58			116
10:00	11:00	56	59			115
11:00	12:00	48	60			108
12:00	13:00	53	92			145
13:00	14:00	94	75			169
14:00	15:00	100	173			273
15:00	16:00	117	108			225
16:00	17:00	153	165			318
17:00	18:00	109	117			226
18:00	19:00	78	88			166
19:00	20:00	79	103			182
20:00	21:00	34	37			71
21:00	22:00	28	11			39
22:00	23:00	10	8			18
23:00	00:00	6	8			14

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	482	498			980
Peak Hour	6:45	7:00			7:00
Peak Volume	200	169			368
Peak Hour Factor	0.649	0.782			0.719
Peak Period	12:00	to	00:00		
Volume	861	985			1846
Peak Hour	15:30	14:00			16:00
Peak Volume	168	173			318
Peak Hour Factor	0.792	0.687			0.787
Peak Period	07:00	to	09:00		
Volume	252	254			506
Peak Hour	7:00	7:00			7:00
Peak Volume	199	169			368
Peak Hour Factor	0.646	0.782			0.719
Peak Period	16:00	to	18:00		
Volume	262	282			544
Peak Hour	16:00	16:00			16:00
Peak Volume	153	165			318
Peak Hour Factor	0.722	0.809			0.787



Prepared by National Data & Surveying Services

CLASSIFICATION

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_001

HOURLY BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	8	2	0	0	0	0	0	0	0	0	0	0	10
5:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	19	3	0	1	0	0	0	0	0	0	0	0	23
6:00	0	45	11	5	0	0	0	0	0	0	0	0	0	61	1	31	4	1	0	0	0	0	0	0	0	0	0	37	1	76	15	6	0	0	0	0	0	0	0	0	0	98
7:00	0	172	17	6	1	1	0	0	0	0	0	0	0	197	1	139	16	12	1	1	0	0	0	0	0	0	0	170	1	311	33	18	2	2	0	0	0	0	0	0	0	367
8:00	0	46	7	3	0	1	0	0	0	0	0	0	0	57	0	84	19	3	5	2	0	1	0	0	0	0	0	114	0	130	26	6	5	3	0	1	0	0	0	0	0	171
9:00	0	44	8	0	5	0	0	0	0	0	0	0	0	57	0	39	12	0	2	0	0	0	0	0	0	0	0	53	0	83	20	0	7	0	0	0	0	0	0	0	0	110
10:00	0	36	12	0	1	1	0	0	0	0	0	0	0	50	1	45	8	1	5	0	0	0	0	0	0	0	0	60	1	81	20	1	6	1	0	0	0	0	0	0	0	110
11:00	0	32	18	0	2	1	0	0	0	0	0	0	0	53	0	46	11	1	3	0	0	1	0	0	0	0	0	62	0	78	29	1	5	1	0	1	0	0	0	0	0	115
12:00	0	48	23	1	6	0	0	0	1	0	0	0	0	79	0	60	17	2	1	0	0	0	0	0	0	0	0	80	0	108	40	3	7	0	0	0	1	0	0	0	0	159
13:00	1	67	13	1	6	1	0	0	0	0	0	0	0	89	0	60	12	0	5	0	0	0	0	0	0	0	0	77	1	127	25	1	11	1	0	0	0	0	0	0	0	166
14:00	0	82	25	6	1	0	0	0	0	0	0	0	0	114	0	156	14	17	2	0	0	0	0	0	0	0	0	189	0	238	39	23	3	0	0	0	0	0	0	0	0	303
15:00	1	158	26	1	1	0	0	0	0	0	0	0	0	187	1	117	17	5	2	0	0	0	0	0	0	0	0	142	2	275	43	6	3	0	0	0	0	0	0	0	0	329
16:00	0	129	21	3	0	0	0	0	0	0	0	0	0	153	1	116	22	1	1	0	0	0	0	0	0	0	0	141	1	245	43	4	1	0	0	0	0	0	0	0	0	294
17:00	1	129	21	1	1	0	0	0	0	0	0	0	0	153	1	123	22	1	2	0	0	0	0	0	0	0	0	149	2	252	43	2	3	0	0	0	0	0	0	0	0	302
18:00	0	95	15	0	0	0	0	0	0	0	0	0	0	110	1	129	26	1	2	0	0	0	0	0	0	0	0	159	1	224	41	1	2	0	0	0	0	0	0	0	0	269
19:00	0	66	13	0	1	0	0	0	0	0	0	0	0	80	1	80	17	2	0	0	0	0	0	0	0	0	0	100	1	146	30	2	1	0	0	0	0	0	0	0	0	180
20:00	1	35	10	0	0	0	0	0	0	0	0	0	0	46	0	66	5	0	0	0	0	0	0	0	0	0	0	71	1	101	15	0	0	0	0	0	0	0	0	0	0	117
21:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	31	4	0	0	0	0	0	0	0	0	0	0	35
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	12	1	0	0	0	0	0	0	0	0	0	0	13
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	15	2	0	0	0	0	0	0	0	0	0	0	17
Totals	**4**	**1,234**	**244**	**27**	**26**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1,541**	**8**	**1,345**	**232**	**47**	**31**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1,668**	**12**	**2,579**	**476**	**74**	**57**	**8**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**3,209**
% of Totals	0%	80%	16%	2%	2%	0%			0%					100%	0%	81%	14%	3%	2%	0%		0%						100%	0%	80%	15%	2%	2%	0%		0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



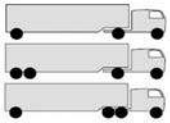
#5 2-Axle, 6-Tire Single Units



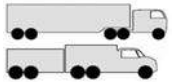
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	393	76	14	10	4	0	0	0	0	0	0	0	497	3	412	74	18	16	3	0	2	0	0	0	0	0	528	3	805	150	32	26	7	0	2	0	0	0	0	0	1025
%	0%	26%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	25%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	25%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	32%
Peak Hour	0:00	7:00	11:45	6:45	9:00	6:45	0:00	0:00	11:30	0:00	0:00	0:00	0:00	6:45	5:15	7:15	7:45	7:00	9:30	8:00	0:00	8:00	0:00	0:00	0:00	0:00	0:00	7:15	5:15	7:00	11:45	6:45	9:45	8:00	0:00	8:00	11:30	0:00	0:00	0:00	0:00	7:00
Peak Volume	0	172	27	11	5	1	0	0	1	0	0	0	0	201	1	149	22	12	6	2	0	1	0	0	0	0	0	177	1	311	43	21	9	3	0	1	1	0	0	0	0	367
12:00 - 24:00	4	841	168	13	16	1	0	0	1	0	0	0	0	1044	5	933	158	29	15	0	0	0	0	0	0	0	0	1140	9	1774	326	42	31	1	0	0	1	0	0	0	0	2184
%	0%	55%	11%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	68%	0%	56%	9%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	68%	0%	55%	10%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	68%
Peak Hour	13:00	15:30	15:00	13:45	12:00	12:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:30	16:15	14:00	17:30	14:00	12:45	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	14:00	14:45	15:15	17:30	14:00	13:00	12:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:15
Peak Volume	1	172	26	6	6	1	0	0	1	0	0	0	0	202	2	156	34	17	5	0	0	0	0	0	0	0	0	189	2	288	53	23	11	1	0	0	1	0	0	0	0	338
07:00 - 09:00	0	218	24	9	1	2	0	0	0	0	0	0	0	254	1	223	35	15	6	3	0	1	0	0	0	0	0	284	1	441	59	24	7	5	0	1	0	0	0	0	0	538
%	0%	14%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	13%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	14%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:45	7:00	8:00	8:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	8:00	8:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	0	172	17	6	1	1	0	0	0	0	0	0	0	197	1	149	22	12	5	2	0	1	0	0	0	0	0	177	1	311	33	18	5	3	0	1	0	0	0	0	0	367
16:00 - 18:00	1	258	42	4	1	0	0	0	0	0	0	0	0	306	2	239	44	2	3	0	0	0	0	0	0	0	0	290	3	497	86	6	4	0	0	0	0	0	0	0	0	596
%	0%	17%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	15%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%
Peak Hour	16:45	16:00	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:30	16:30	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	17:00	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00
Peak Volume	1	129	21	3	1	0	0	0	0	0	0	0	0	153	2	127	23	1	2	0	0	0	0	0	0	0	0	154	2	252	43	4	3	0	0	0	0	0	0	0	0	302

Prepared by National Data & Surveying Services

CLASSIFICATION

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	5	1	0	1	0	0	0	0	0	0	0	0	7
5:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	1	7	0	1	0	0	0	0	0	0	0	0	0	9	1	12	2	1	0	0	0	0	0	0	0	0	0	16
6:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	10	4	0	0	0	0	0	0	0	0	0	0	14
6:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	10	3	0	0	0	0	0	0	0	0	0	0	13
6:45	0	29	5	5	0	0	0	0	0	0	0	0	0	39	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	44	6	5	0	0	0	0	0	0	0	0	0	55
7:00	0	46	5	2	0	0	0	0	0	0	0	0	0	53	1	19	2	6	0	0	0	0	0	0	0	0	0	28	1	65	7	8	0	0	0	0	0	0	0	0	0	81
7:15	0	60	5	1	0	0	0	0	0	0	0	0	0	66	0	41	4	0	0	0	0	0	0	0	0	0	0	45	0	101	9	1	0	0	0	0	0	0	0	0	0	111
7:30	0	35	3	3	1	1	0	0	0	0	0	0	0	43	0	38	2	4	0	1	0	0	0	0	0	0	0	45	0	73	5	7	1	2	0	0	0	0	0	0	0	88
7:45	0	31	4	0	0	0	0	0	0	0	0	0	0	35	0	41	8	2	1	0	0	0	0	0	0	0	0	52	0	72	12	2	1	0	0	0	0	0	0	0	0	87
8:00	0	10	3	1	0	0	0	0	0	0	0	0	0	14	0	29	3	1	2	0	0	0	0	0	0	0	0	35	0	39	6	2	2	0	0	0	0	0	0	0	0	49
8:15	0	11	1	1	0	0	0	0	0	0	0	0	0	13	0	11	4	1	0	0	0	0	0	0	0	0	0	16	0	22	5	2	0	0	0	0	0	0	0	0	0	29
8:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	22	7	1	1	0	0	0	0	0	0	0	0	31	0	31	8	1	1	0	0	0	0	0	0	0	0	41
8:45	0	16	2	1	0	1	0	0	0	0	0	0	0	20	0	22	5	0	2	2	0	1	0	0	0	0	0	32	0	38	7	1	2	3	0	1	0	0	0	0	0	52
9:00	0	14	1	0	1	0	0	0	0	0	0	0	0	16	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	29	3	0	1	0	0	0	0	0	0	0	0	33
9:15	0	7	2	0	2	0	0	0	0	0	0	0	0	11	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	13	4	0	2	0	0	0	0	0	0	0	0	19
9:30	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0	10	2	0	1	0	0	0	0	0	0	0	0	13	0	19	5	0	1	0	0	0	0	0	0	0	0	25
9:45	0	14	2	0	2	0	0	0	0	0	0	0	0	18	0	8	6	0	1	0	0	0	0	0	0	0	0	15	0	22	8	0	3	0	0	0	0	0	0	0	0	33
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	14	3	1	1	0	0	0	0	0	0	0	0	19	0	16	3	1	1	0	0	0	0	0	0	0	0	21
10:15	0	8	5	0	0	0	0	0	0	0	0	0	0	13	0	6	0	0	3	0	0	0	0	0	0	0	0	9	0	14	5	0	3	0	0	0	0	0	0	0	0	22
10:30	0	15	4	0	1	0	0	0	0	0	0	0	0	20	0	11	3	0	1	0	0	0	0	0	0	0	0	15	0	26	7	0	2	0	0	0	0	0	0	0	0	35
10:45	0	11	3	0	0	1	0	0	0	0	0	0	0	15	1	14	2	0	0	0	0	0	0	0	0	0	0	17	1	25	5	0	0	1	0	0	0	0	0	0	0	32
11:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	15	5	0	0	0	0	0	0	0	0	0	0	20
11:15	0	11	6	0	2	0	0	0	0	0	0	0	0	19	0	13	3	1	0	0	0	0	0	0	0	0	0	17	0	24	9	1	2	0	0	0	0	0	0	0	0	36
11:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	13	5	0	2	0	0	0	0	0	0	0	0	20	0	19	8	0	2	0	0	0	0	0	0	0	0	29
11:45	0	9	6	0	0	1	0	0	0	0	0	0	0	16	0	11	1	0	1	0	0	1	0	0	0	0	0	14	0	20	7	0	1	1	0	1	0	0	0	0	0	30

Prepared by National Data & Surveying Services

CLASSIFICATION

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	16	8	0	2	0	0	0	0	0	0	0	0	26	0	12	3	1	0	0	0	0	0	0	0	0	0	16	0	28	11	1	2	0	0	0	0	0	0	0	0	42
12:15	0	7	6	0	1	0	0	0	1	0	0	0	0	15	0	17	8	1	0	0	0	0	0	0	0	0	0	26	0	24	14	1	1	0	0	0	1	0	0	0	0	41
12:30	0	13	7	0	2	0	0	0	0	0	0	0	0	22	0	20	4	0	0	0	0	0	0	0	0	0	0	24	0	33	11	0	2	0	0	0	0	0	0	0	0	46
12:45	0	12	2	1	1	0	0	0	0	0	0	0	0	16	0	11	2	0	1	0	0	0	0	0	0	0	0	14	0	23	4	1	2	0	0	0	0	0	0	0	0	30
13:00	0	8	7	0	1	0	0	0	0	0	0	0	0	16	0	18	7	0	2	0	0	0	0	0	0	0	0	27	0	26	14	0	3	0	0	0	0	0	0	0	0	43
13:15	0	14	1	1	0	1	0	0	0	0	0	0	0	17	0	14	2	0	1	0	0	0	0	0	0	0	0	17	0	28	3	1	1	1	0	0	0	0	0	0	0	34
13:30	0	15	3	0	2	0	0	0	0	0	0	0	0	20	0	10	2	0	1	0	0	0	0	0	0	0	0	13	0	25	5	0	3	0	0	0	0	0	0	0	0	33
13:45	1	30	2	0	3	0	0	0	0	0	0	0	0	36	0	18	1	0	1	0	0	0	0	0	0	0	0	20	1	48	3	0	4	0	0	0	0	0	0	0	0	56
14:00	0	26	11	0	0	0	0	0	0	0	0	0	0	37	0	52	4	8	0	0	0	0	0	0	0	0	0	64	0	78	15	8	0	0	0	0	0	0	0	0	0	101
14:15	0	24	3	4	1	0	0	0	0	0	0	0	0	32	0	39	2	0	0	0	0	0	0	0	0	0	0	41	0	63	5	4	1	0	0	0	0	0	0	0	0	73
14:30	0	18	5	2	0	0	0	0	0	0	0	0	0	25	0	32	2	7	0	0	0	0	0	0	0	0	0	41	0	50	7	9	0	0	0	0	0	0	0	0	0	66
14:45	0	14	6	0	0	0	0	0	0	0	0	0	0	20	0	33	6	2	2	0	0	0	0	0	0	0	0	43	0	47	12	2	2	0	0	0	0	0	0	0	0	63
15:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	30	7	2	1	0	0	0	0	0	0	0	0	40	0	49	11	2	1	0	0	0	0	0	0	0	0	63
15:15	0	28	9	0	0	0	0	0	0	0	0	0	0	37	1	29	3	2	1	0	0	0	0	0	0	0	0	36	1	57	12	2	1	0	0	0	0	0	0	0	0	73
15:30	1	51	6	0	0	0	0	0	0	0	0	0	0	58	0	34	4	0	0	0	0	0	0	0	0	0	0	38	1	85	10	0	0	0	0	0	0	0	0	0	0	96
15:45	0	60	7	1	1	0	0	0	0	0	0	0	0	69	0	24	3	1	0	0	0	0	0	0	0	0	0	28	0	84	10	2	1	0	0	0	0	0	0	0	0	97
16:00	0	28	4	2	0	0	0	0	0	0	0	0	0	34	0	34	3	1	0	0	0	0	0	0	0	0	0	38	0	62	7	3	0	0	0	0	0	0	0	0	0	72
16:15	0	33	8	0	0	0	0	0	0	0	0	0	0	41	1	22	3	0	0	0	0	0	0	0	0	0	0	26	1	55	11	0	0	0	0	0	0	0	0	0	0	67
16:30	0	32	3	0	0	0	0	0	0	0	0	0	0	35	0	41	7	0	0	0	0	0	0	0	0	0	0	48	0	73	10	0	0	0	0	0	0	0	0	0	0	83
16:45	0	36	6	1	0	0	0	0	0	0	0	0	0	43	0	19	9	0	1	0	0	0	0	0	0	0	0	29	0	55	15	1	1	0	0	0	0	0	0	0	0	72
17:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21	1	28	3	1	0	0	0	0	0	0	0	0	0	33	1	46	6	1	0	0	0	0	0	0	0	0	0	54
17:15	0	34	5	0	1	0	0	0	0	0	0	0	0	40	0	39	4	0	1	0	0	0	0	0	0	0	0	44	0	73	9	0	2	0	0	0	0	0	0	0	0	84
17:30	1	34	6	1	0	0	0	0	0	0	0	0	0	42	0	25	5	0	0	0	0	0	0	0	0	0	0	30	1	59	11	1	0	0	0	0	0	0	0	0	0	72
17:45	0	43	7	0	0	0	0	0	0	0	0	0	0	50	0	31	10	0	1	0	0	0	0	0	0	0	0	42	0	74	17	0	1	0	0	0	0	0	0	0	0	92
18:00	0	26	3	0	0	0	0	0	0	0	0	0	0	29	1	44	12	1	1	0	0	0	0	0	0	0	0	59	1	70	15	1	1	0	0	0	0	0	0	0	0	88
18:15	0	24	3	0	0	0	0	0	0	0	0	0	0	27	0	35	7	0	0	0	0	0	0	0	0	0	0	42	0	59	10	0	0	0	0	0	0	0	0	0	0	69
18:30	0	25	5	0	0	0	0	0	0	0	0	0	0	30	0	27	4	0	0	0	0	0	0	0	0	0	0	31	0	52	9	0	0	0	0	0	0	0	0	0	0	61
18:45	0	20	4	0	0	0	0	0	0	0	0	0	0	24	0	23	3	0	1	0	0	0	0	0	0	0	0	27	0	43	7	0	1	0	0	0	0	0	0	0	0	51
19:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	22	2	1	0	0	0	0	0	0	0	0	0	25	0	40	5	1	0	0	0	0	0	0	0	0	0	46
19:15	0	14	6	0	0	0	0	0	0	0	0	0	0	20	1	25	3	1	0	0	0	0	0	0	0	0	0	30	1	39	9	1	0	0	0	0	0	0	0	0	0	50
19:30	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	24	7	0	0	0	0	0	0	0	0	0	0	31	0	46	9	0	0	0	0	0	0	0	0	0	0	55
19:45	0	12	2	0	1	0	0	0	0	0	0	0	0	15	0	9	5	0	0	0	0	0	0	0	0	0	0	14	0	21	7	0	1	0	0	0	0	0	0	0	0	29
20:00	1	15	2	0	0	0	0	0	0	0	0	0	0	18	0	12	0	0	0	0	0	0	0	0	0	0	0	12	1	27	2	0	0	0	0	0	0	0	0	0	0	30
20:15	0	9	5	0	0	0	0	0	0	0	0	0	0	14	0	29	3	0	0	0	0	0	0	0	0	0	0	32	0	38	8	0	0	0	0	0	0	0	0	0	0	46
20:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	19	4	0	0	0	0	0	0	0	0	0	0	23
20:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	17	1	0	0	0	0	0	0	0	0	0	0	18
21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	8	1	0	0	0	0	0	0	0	0	0	0	9
21:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	13	1	0	0	0	0	0	0	0	0	0	0	14
21:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	4
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	7	1	0	0	0	0	0	0	0	0	0	0	8
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	6
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	4	2	0	0	0	0	0	0	0	0	0	0	6
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Totals	**4**	**1,234**	**244**	**27**	**26**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1,541**	**8**	**1,345**	**232**	**47**	**31**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1,668**	**12**	**2,579**	**476**	**74**	**57**	**8**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**3,209**
% of Totals	0%	80%	16%	2%	2%	0%			0%					100%	0%	81%	14%	3%	2%	0%		0%						100%	0%	80%	15%	2%	2%	0%		0%	0%					100%

Prepared by National Data & Surveying Services

SPEED

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_001

HOURLY BREAKDOWN

Time	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	0	0	0	2	1	2	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4	1	2	0	0	0	0	0	0	0	7
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	3	0	0	2	1	1	0	0	0	0	0	0	0	0	4
2:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	2	1	0	1	1	0	0	1	0	0	0	0	0	0	4
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	2	1	0	0	0	0	0	0	5	0	0	2	0	1	2	1	0	0	0	0	0	0	6
4:00	0	0	2	1	1	0	0	0	0	0	0	0	0	4	0	0	0	1	3	2	0	0	0	0	0	0	0	6	0	0	2	2	4	2	0	0	0	0	0	0	0	10
5:00	0	1	3	4	1	0	0	0	0	0	0	0	0	9	0	0	1	4	8	1	0	0	0	0	0	0	0	14	0	1	4	8	9	1	0	0	0	0	0	0	0	23
6:00	1	12	14	22	11	1	0	0	0	0	0	0	0	61	2	2	9	15	8	1	0	0	0	0	0	0	0	37	3	14	23	37	19	2	0	0	0	0	0	0	0	98
7:00	0	0	22	105	63	7	0	0	0	0	0	0	0	197	0	2	16	75	68	8	1	0	0	0	0	0	0	170	0	2	38	180	131	15	1	0	0	0	0	0	0	367
8:00	0	3	8	31	14	0	1	0	0	0	0	0	0	57	0	6	11	52	38	7	0	0	0	0	0	0	0	114	0	9	19	83	52	7	1	0	0	0	0	0	0	171
9:00	0	2	15	26	14	0	0	0	0	0	0	0	0	57	0	0	10	18	23	2	0	0	0	0	0	0	0	53	0	2	25	44	37	2	0	0	0	0	0	0	0	110
10:00	1	1	6	27	14	1	0	0	0	0	0	0	0	50	0	0	8	27	22	3	0	0	0	0	0	0	0	60	1	1	14	54	36	4	0	0	0	0	0	0	0	110
11:00	0	0	6	21	22	4	0	0	0	0	0	0	0	53	0	0	4	25	22	10	1	0	0	0	0	0	0	62	0	0	10	46	44	14	1	0	0	0	0	0	0	115
12:00	3	3	8	42	19	4	0	0	0	0	0	0	0	79	3	0	1	25	40	11	0	0	0	0	0	0	0	80	6	3	9	67	59	15	0	0	0	0	0	0	0	159
13:00	1	4	7	37	34	6	0	0	0	0	0	0	0	89	0	3	8	21	33	10	2	0	0	0	0	0	0	77	1	7	15	58	67	16	2	0	0	0	0	0	0	166
14:00	0	0	18	56	29	8	3	0	0	0	0	0	0	114	0	0	16	62	79	28	4	0	0	0	0	0	0	189	0	0	34	118	108	36	7	0	0	0	0	0	0	303
15:00	0	0	19	105	57	6	0	0	0	0	0	0	0	187	0	2	16	56	53	13	2	0	0	0	0	0	0	142	0	2	35	161	110	19	2	0	0	0	0	0	0	329
16:00	2	3	17	77	49	5	0	0	0	0	0	0	0	153	0	5	15	47	63	10	1	0	0	0	0	0	0	141	2	8	32	124	112	15	1	0	0	0	0	0	0	294
17:00	0	2	24	85	31	11	0	0	0	0	0	0	0	153	0	2	20	65	53	8	1	0	0	0	0	0	0	149	0	4	44	150	84	19	1	0	0	0	0	0	0	302
18:00	1	1	18	64	20	6	0	0	0	0	0	0	0	110	1	1	27	65	53	11	1	0	0	0	0	0	0	159	2	2	45	129	73	17	1	0	0	0	0	0	0	269
19:00	1	7	12	41	16	2	1	0	0	0	0	0	0	80	3	3	16	33	37	6	2	0	0	0	0	0	0	100	4	10	28	74	53	8	3	0	0	0	0	0	0	180
20:00	0	2	7	27	8	2	0	0	0	0	0	0	0	46	0	0	4	29	29	6	3	0	0	0	0	0	0	71	0	2	11	56	37	8	3	0	0	0	0	0	0	117
21:00	0	0	4	7	4	3	0	0	0	0	0	0	0	18	0	0	0	6	6	5	0	0	0	0	0	0	0	17	0	0	4	13	10	8	0	0	0	0	0	0	0	35
22:00	0	0	1	5	0	2	0	0	0	0	0	0	0	8	0	0	1	2	2	0	0	0	0	0	0	0	0	5	0	0	2	7	2	2	0	0	0	0	0	0	0	13
23:00	0	0	1	4	2	0	0	0	0	0	0	0	0	7	0	0	0	5	3	2	0	0	0	0	0	0	0	10	0	0	1	9	5	2	0	0	0	0	0	0	0	17
Totals	**10**	**41**	**215**	**790**	**410**	**70**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1,541**	**10**	**26**	**185**	**636**	**645**	**146**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**1,668**	**20**	**67**	**400**	**1,426**	**1,055**	**216**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**3,209**
% of Totals	1%	3%	14%	51%	27%	5%	0%							100%	1%	2%	11%	38%	39%	9%	1%							100%	1%	2%	12%	44%	33%	7%	1%							100%

STATISTICS

00:00 - 12:00	2	19	79	240	141	15	1	0	0	0	0	0	0	497	3	10	61	220	194	36	4	0	0	0	0	0	0	528	5	29	140	460	335	51	5	0	0	0	0	0	0	1025
%	0%	1%	5%	16%	9%	1%	0%	0%	0%	0%	0%	0%	0%	32%	0%	1%	4%	14%	13%	2%	0%	0%	0%	0%	0%	0%	0%	34%	0%	2%	9%	30%	22%	3%	0%	0%	0%	0%	0%	0%	0%	67%
Peak Hour	6:00	6:00	6:45	7:00	7:00	7:00	7:15	0:00	0:00	0:00	0:00	0:00	0:00	6:45	6:00	8:00	7:15	7:15	7:15	10:45	2:45	0:00	0:00	0:00	0:00	0:00	0:00	7:15	6:00	6:15	6:45	7:00	7:00	11:30	2:45	0:00	0:00	0:00	0:00	0:00	0:00	7:00
Peak Volume	1	12	29	105	63	7	1	0	0	0	0	0	0	201	2	6	21	76	70	12	2	0	0	0	0	0	0	177	3	15	45	180	131	17	2	0	0	0	0	0	0	367
12:00 - 24:00	8	22	136	550	269	55	4	0	0	0	0	0	0	1044	7	16	124	416	451	110	16	0	0	0	0	0	0	1140	15	38	260	966	720	165	20	0	0	0	0	0	0	2184
%	1%	1%	9%	36%	17%	4%	0%	0%	0%	0%	0%	0%	0%	68%	0%	1%	8%	27%	29%	7%	1%	0%	0%	0%	0%	0%	0%	74%	1%	2%	17%	63%	47%	11%	1%	0%	0%	0%	0%	0%	0%	142%
Peak Hour	12:00	19:00	17:15	15:30	15:15	13:30	13:15	12:00	12:00	12:00	12:00	12:00	12:00	15:30	12:00	15:15	17:45	17:45	14:00	14:00	13:15	12:00	12:00	12:00	12:00	12:00	12:00	14:00	12:00	19:00	17:30	17:15	15:45	13:45	13:15	12:00	12:00	12:00	12:00	12:00	12:00	15:15
Peak Volume	3	7	27	109	68	14	3	0	0	0	0	0	0	202	3	5	31	78	79	28	5	0	0	0	0	0	0	189	6	10	55	166	127	38	8	0	0	0	0	0	0	338
07:00 - 09:00	0	3	30	136	77	7	1	0	0	0	0	0	0	254	0	8	27	127	106	15	1	0	0	0	0	0	0	284	0	11	57	263	183	22	2	0	0	0	0	0	0	538
%	0%	0%	2%	9%	5%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	1%	2%	8%	7%	1%	0%	0%	0%	0%	0%	0%	0%	18%	0%	1%	4%	17%	12%	1%	0%	0%	0%	0%	0%	0%	0%	35%
Peak Hour	7:00	8:00	7:00	7:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:15	7:15	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:00	8:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	0	3	22	105	63	7	1	0	0	0	0	0	0	197	0	6	21	76	70	9	1	0	0	0	0	0	0	177	0	9	40	180	131	15	1	0	0	0	0	0	0	367
16:00 - 18:00	2	5	41	162	80	16	0	0	0	0	0	0	0	306	0	7	35	112	116	18	2	0	0	0	0	0	0	290	2	12	76	274	196	34	2	0	0	0	0	0	0	596
%	0%	0%	3%	11%	5%	1%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	2%	7%	8%	1%	0%	0%	0%	0%	0%	0%	0%	19%	0%	1%	5%	18%	13%	2%	0%	0%	0%	0%	0%	0%	0%	39%
Peak Hour	16:00	16:00	17:00	17:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	17:00	16:30	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	17:00	17:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00
Peak Volume	2	3	24	85	49	11	0	0	0	0	0	0	0	153	0	5	20	65	66	12	1	0	0	0	0	0	0	154	2	8	44	150	112	22	1	0	0	0	0	0	0	302

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	24	28	28	33	35	1541
SOUTHBOUND	25	30	30	34	38	1668
TOTALS	25	29	29	34	37	3209

Prepared by National Data & Surveying Services

SPEED

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
0:15	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**	0	0	0	2	0	1	0	0	0	0	0	0	0	**3**
0:30	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
0:45	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	1	0	0	0	0	0	0	0	0	0	0	**2**
2:15	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
3:30	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	1	0	0	0	0	0	0	**2**	0	0	1	0	0	1	1	0	0	0	0	0	0	**3**
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	1	0	1	1	0	0	0	0	0	0	0	**3**
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	1	1	1	1	0	0	0	0	0	0	0	**4**
4:45	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	1	2	0	0	0	0	0	0	0	0	**3**
5:00	0	0	0	2	1	0	0	0	0	0	0	0	0	**3**	0	0	0	1	3	0	0	0	0	0	0	0	0	**4**	0	0	0	3	4	0	0	0	0	0	0	0	0	**7**
5:15	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	3	1	0	0	0	0	0	0	0	**4**	0	0	2	0	3	1	0	0	0	0	0	0	0	**6**
5:30	0	0	1	2	0	0	0	0	0	0	0	0	0	**3**	0	0	0	1	2	0	0	0	0	0	0	0	0	**3**	0	0	1	3	2	0	0	0	0	0	0	0	0	**6**
5:45	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	2	0	0	0	0	0	0	0	0	0	**3**	0	1	1	2	0	0	0	0	0	0	0	0	0	**4**
6:00	0	0	1	5	1	0	0	0	0	0	0	0	0	**7**	0	0	3	5	1	0	0	0	0	0	0	0	0	**9**	0	0	4	10	2	0	0	0	0	0	0	0	0	**16**
6:15	0	0	1	3	4	0	0	0	0	0	0	0	0	**8**	0	0	1	1	3	1	0	0	0	0	0	0	0	**6**	0	0	2	4	7	1	0	0	0	0	0	0	0	**14**
6:30	0	0	0	6	1	0	0	0	0	0	0	0	0	**7**	0	0	2	3	1	0	0	0	0	0	0	0	0	**6**	0	0	2	9	2	0	0	0	0	0	0	0	0	**13**
6:45	1	12	12	8	5	1	0	0	0	0	0	0	0	**39**	2	2	3	6	3	0	0	0	0	0	0	0	0	**16**	3	14	15	14	8	1	0	0	0	0	0	0	0	**55**
7:00	0	0	4	28	20	1	0	0	0	0	0	0	0	**53**	0	1	0	14	11	1	1	0	0	0	0	0	0	**28**	0	1	4	42	31	2	1	0	0	0	0	0	0	**81**
7:15	0	0	9	32	23	2	0	0	0	0	0	0	0	**66**	0	0	5	17	21	2	0	0	0	0	0	0	0	**45**	0	0	14	49	44	4	0	0	0	0	0	0	0	**111**
7:30	0	0	4	26	12	1	0	0	0	0	0	0	0	**43**	0	0	8	24	11	2	0	0	0	0	0	0	0	**45**	0	0	12	50	23	3	0	0	0	0	0	0	0	**88**
7:45	0	0	5	19	8	3	0	0	0	0	0	0	0	**35**	0	1	3	20	25	3	0	0	0	0	0	0	0	**52**	0	1	8	39	33	6	0	0	0	0	0	0	0	**87**
8:00	0	2	1	8	2	0	1	0	0	0	0	0	0	**14**	0	0	5	15	13	2	0	0	0	0	0	0	0	**35**	0	2	6	23	15	2	1	0	0	0	0	0	0	**49**
8:15	0	0	2	8	3	0	0	0	0	0	0	0	0	**13**	0	1	1	10	2	2	0	0	0	0	0	0	0	**16**	0	1	3	18	5	2	0	0	0	0	0	0	0	**29**
8:30	0	0	3	6	1	0	0	0	0	0	0	0	0	**10**	0	3	1	11	15	1	0	0	0	0	0	0	0	**31**	0	3	4	17	16	1	0	0	0	0	0	0	0	**41**
8:45	0	1	2	9	8	0	0	0	0	0	0	0	0	**20**	0	2	4	16	8	2	0	0	0	0	0	0	0	**32**	0	3	6	25	16	2	0	0	0	0	0	0	0	**52**
9:00	0	0	5	9	2	0	0	0	0	0	0	0	0	**16**	0	0	3	6	8	0	0	0	0	0	0	0	0	**17**	0	0	8	15	10	0	0	0	0	0	0	0	0	**33**
9:15	0	0	1	6	4	0	0	0	0	0	0	0	0	**11**	0	0	1	4	2	1	0	0	0	0	0	0	0	**8**	0	0	2	10	6	1	0	0	0	0	0	0	0	**19**
9:30	0	0	3	5	4	0	0	0	0	0	0	0	0	**12**	0	0	4	1	7	1	0	0	0	0	0	0	0	**13**	0	0	7	6	11	1	0	0	0	0	0	0	0	**25**
9:45	0	2	6	6	4	0	0	0	0	0	0	0	0	**18**	0	0	2	7	6	0	0	0	0	0	0	0	0	**15**	0	2	8	13	10	0	0	0	0	0	0	0	0	**33**
10:00	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	3	11	5	0	0	0	0	0	0	0	0	**19**	0	0	3	12	6	0	0	0	0	0	0	0	0	**21**
10:15	0	0	0	10	3	0	0	0	0	0	0	0	0	**13**	0	0	1	3	5	0	0	0	0	0	0	0	0	**9**	0	0	1	13	8	0	0	0	0	0	0	0	0	**22**
10:30	1	1	5	7	5	1	0	0	0	0	0	0	0	**20**	0	0	2	7	6	0	0	0	0	0	0	0	0	**15**	1	1	7	14	11	1	0	0	0	0	0	0	0	**35**
10:45	0	0	1	9	5	0	0	0	0	0	0	0	0	**15**	0	0	2	6	6	3	0	0	0	0	0	0	0	**17**	0	0	3	15	11	3	0	0	0	0	0	0	0	**32**
11:00	0	0	1	4	3	1	0	0	0	0	0	0	0	**9**	0	0	0	4	4	3	0	0	0	0	0	0	0	**11**	0	0	1	8	7	4	0	0	0	0	0	0	0	**20**
11:15	0	0	3	7	8	1	0	0	0	0	0	0	0	**19**	0	0	1	5	9	2	0	0	0	0	0	0	0	**17**	0	0	4	12	17	3	0	0	0	0	0	0	0	**36**
11:30	0	0	1	2	6	0	0	0	0	0	0	0	0	**9**	0	0	1	9	5	4	1	0	0	0	0	0	0	**20**	0	0	2	11	11	4	1	0	0	0	0	0	0	**29**
11:45	0	0	1	8	5	2	0	0	0	0	0	0	0	**16**	0	0	2	7	4	1	0	0	0	0	0	0	0	**14**	0	0	3	15	9	3	0	0	0	0	0	0	0	**30**

Prepared by National Data & Surveying Services

SPEED

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	1	1	1	13	8	2	0	0	0	0	0	0	0	26	1	0	0	4	9	2	0	0	0	0	0	0	0	16	2	1	1	17	17	4	0	0	0	0	0	0	0	42
12:15	0	1	2	8	3	1	0	0	0	0	0	0	0	15	1	0	0	8	12	5	0	0	0	0	0	0	0	26	1	1	2	16	15	6	0	0	0	0	0	0	0	41
12:30	0	0	3	14	5	0	0	0	0	0	0	0	0	22	0	0	0	9	12	3	0	0	0	0	0	0	0	24	0	0	3	23	17	3	0	0	0	0	0	0	0	46
12:45	2	1	2	7	3	1	0	0	0	0	0	0	0	16	1	0	1	4	7	1	0	0	0	0	0	0	0	14	3	1	3	11	10	2	0	0	0	0	0	0	0	30
13:00	0	3	1	4	8	0	0	0	0	0	0	0	0	16	0	0	3	7	14	3	0	0	0	0	0	0	0	27	0	3	4	11	22	3	0	0	0	0	0	0	0	43
13:15	0	0	0	12	5	0	0	0	0	0	0	0	0	17	0	2	2	2	8	2	1	0	0	0	0	0	0	17	0	2	2	14	13	2	1	0	0	0	0	0	0	34
13:30	0	0	2	8	9	1	0	0	0	0	0	0	0	20	0	0	1	6	3	3	0	0	0	0	0	0	0	13	0	0	3	14	12	4	0	0	0	0	0	0	0	33
13:45	1	1	4	13	12	5	0	0	0	0	0	0	0	36	0	1	2	6	8	2	1	0	0	0	0	0	0	20	1	2	6	19	20	7	1	0	0	0	0	0	0	56
14:00	0	0	6	12	11	5	3	0	0	0	0	0	0	37	0	0	6	20	25	10	3	0	0	0	0	0	0	64	0	0	12	32	36	15	6	0	0	0	0	0	0	101
14:15	0	0	3	18	8	3	0	0	0	0	0	0	0	32	0	0	4	9	21	7	0	0	0	0	0	0	0	41	0	0	7	27	29	10	0	0	0	0	0	0	0	73
14:30	0	0	4	13	8	0	0	0	0	0	0	0	0	25	0	0	2	15	18	6	0	0	0	0	0	0	0	41	0	0	6	28	26	6	0	0	0	0	0	0	0	66
14:45	0	0	5	13	2	0	0	0	0	0	0	0	0	20	0	0	4	18	15	5	1	0	0	0	0	0	0	43	0	0	9	31	17	5	1	0	0	0	0	0	0	63
15:00	0	0	3	15	5	0	0	0	0	0	0	0	0	23	0	1	4	14	16	4	1	0	0	0	0	0	0	40	0	1	7	29	21	4	1	0	0	0	0	0	0	63
15:15	0	0	4	18	13	2	0	0	0	0	0	0	0	37	0	0	3	19	11	3	0	0	0	0	0	0	0	36	0	0	7	37	24	5	0	0	0	0	0	0	0	73
15:30	0	0	6	34	15	3	0	0	0	0	0	0	0	58	0	1	9	11	11	6	0	0	0	0	0	0	0	38	0	1	15	45	26	9	0	0	0	0	0	0	0	96
15:45	0	0	6	38	24	1	0	0	0	0	0	0	0	69	0	0	0	12	15	0	1	0	0	0	0	0	0	28	0	0	6	50	39	1	1	0	0	0	0	0	0	97
16:00	1	0	2	14	16	1	0	0	0	0	0	0	0	34	0	4	2	13	16	2	1	0	0	0	0	0	0	38	1	4	4	27	32	3	1	0	0	0	0	0	0	72
16:15	1	2	6	23	9	0	0	0	0	0	0	0	0	41	0	0	7	7	10	2	0	0	0	0	0	0	0	26	1	2	13	30	19	2	0	0	0	0	0	0	0	67
16:30	0	0	4	18	12	1	0	0	0	0	0	0	0	35	0	0	3	19	25	1	0	0	0	0	0	0	0	48	0	0	7	37	37	2	0	0	0	0	0	0	0	83
16:45	0	1	5	22	12	3	0	0	0	0	0	0	0	43	0	1	3	8	12	5	0	0	0	0	0	0	0	29	0	2	8	30	24	8	0	0	0	0	0	0	0	72
17:00	0	0	2	12	5	2	0	0	0	0	0	0	0	21	0	1	4	14	12	1	1	0	0	0	0	0	0	33	0	1	6	26	17	3	1	0	0	0	0	0	0	54
17:15	0	0	4	21	11	4	0	0	0	0	0	0	0	40	0	0	5	17	17	5	0	0	0	0	0	0	0	44	0	0	9	38	28	9	0	0	0	0	0	0	0	84
17:30	0	1	11	21	8	1	0	0	0	0	0	0	0	42	0	0	2	11	16	1	0	0	0	0	0	0	0	30	0	1	13	32	24	2	0	0	0	0	0	0	0	72
17:45	0	1	7	31	7	4	0	0	0	0	0	0	0	50	0	1	9	23	8	1	0	0	0	0	0	0	0	42	0	2	16	54	15	5	0	0	0	0	0	0	0	92
18:00	0	0	5	18	5	1	0	0	0	0	0	0	0	29	1	1	9	24	19	5	0	0	0	0	0	0	0	59	1	1	14	42	24	6	0	0	0	0	0	0	0	88
18:15	0	0	4	15	6	2	0	0	0	0	0	0	0	27	0	0	8	17	14	3	0	0	0	0	0	0	0	42	0	0	12	32	20	5	0	0	0	0	0	0	0	69
18:30	0	1	3	19	5	2	0	0	0	0	0	0	0	30	0	0	5	14	11	1	0	0	0	0	0	0	0	31	0	1	8	33	16	3	0	0	0	0	0	0	0	61
18:45	1	0	6	12	4	1	0	0	0	0	0	0	0	24	0	0	5	10	9	2	1	0	0	0	0	0	0	27	1	0	11	22	13	3	1	0	0	0	0	0	0	51
19:00	0	2	4	11	4	0	0	0	0	0	0	0	0	21	3	0	3	4	12	3	0	0	0	0	0	0	0	25	3	2	7	15	16	3	0	0	0	0	0	0	0	46
19:15	1	3	6	8	1	1	0	0	0	0	0	0	0	20	0	2	8	10	10	0	0	0	0	0	0	0	0	30	1	5	14	18	11	1	0	0	0	0	0	0	0	50
19:30	0	0	2	13	8	1	0	0	0	0	0	0	0	24	0	0	4	15	9	2	1	0	0	0	0	0	0	31	0	0	6	28	17	3	1	0	0	0	0	0	0	55
19:45	0	2	0	9	3	0	1	0	0	0	0	0	0	15	0	1	1	4	6	1	1	0	0	0	0	0	0	14	0	3	1	13	9	1	2	0	0	0	0	0	0	29
20:00	0	2	4	9	2	1	0	0	0	0	0	0	0	18	0	0	0	7	5	0	0	0	0	0	0	0	0	12	0	2	4	16	7	1	0	0	0	0	0	0	0	30
20:15	0	0	1	12	1	0	0	0	0	0	0	0	0	14	0	0	2	13	12	3	2	0	0	0	0	0	0	32	0	0	3	25	13	3	2	0	0	0	0	0	0	46
20:30	0	0	1	3	4	1	0	0	0	0	0	0	0	9	0	0	0	4	7	2	1	0	0	0	0	0	0	14	0	0	1	7	11	3	1	0	0	0	0	0	0	23
20:45	0	0	1	3	1	0	0	0	0	0	0	0	0	5	0	0	2	5	5	1	0	0	0	0	0	0	0	13	0	0	3	8	6	1	0	0	0	0	0	0	0	18
21:00	0	0	1	4	0	1	0	0	0	0	0	0	0	6	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	1	4	3	1	0	0	0	0	0	0	0	9
21:15	0	0	2	2	3	2	0	0	0	0	0	0	0	9	0	0	0	2	2	1	0	0	0	0	0	0	0	5	0	0	2	4	5	3	0	0	0	0	0	0	0	14
21:30	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	1	1	1	1	0	0	0	0	0	0	0	4
21:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	1	3	0	0	0	0	0	0	0	7	0	0	0	4	1	3	0	0	0	0	0	0	0	8
22:00	0	0	1	3	0	1	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	3	1	1	0	0	0	0	0	0	0	6
22:15	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	1	0	0	0	0	0	0	0	4
22:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	2
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	1	1	0	0	0	0	0	0	0	4	0	0	0	2	3	1	0	0	0	0	0	0	0	6
23:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	3
23:30	0	0	1	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	1	2	1	1	0	0	0	0	0	0	0	5
23:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	3
Totals	**10**	**41**	**215**	**790**	**410**	**70**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1,541**	**10**	**26**	**185**	**636**	**645**	**146**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**1,668**	**20**	**67**	**400**	**1,426**	**1,055**	**216**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**3,209**
% of Totals	1%	3%	14%	51%	27%	5%	0%	0%	0%	0%	0%	0%	0%	100%	1%	2%	11%	38%	39%	9%	1%	0%	0%	0%	0%	0%	0%	100%	1%	2%	12%	44%	33%	7%	1%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Tuesday
Date: 4/22/2025

City: Wallingford
Project #: CT25_410056_001

DAILY TOTALS	NB	SB	EB	WB	Total	DAILY TOTALS
	1,541	1,668	0	0	3,209	

15-Minutes Interval

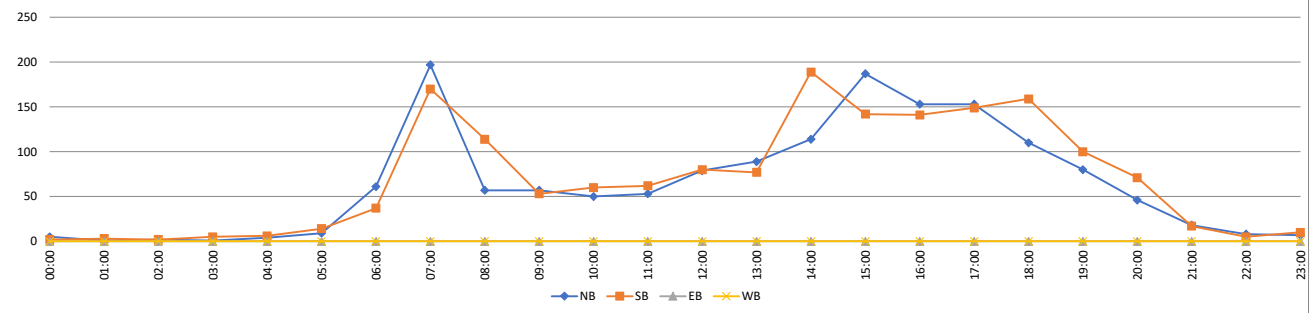
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	1	0			1	12:00	26	16			42
0:15	1	2			3	12:15	15	26			41
0:30	1	0			1	12:30	22	24			46
0:45	2	0			2	12:45	16	14			30
1:00	1	1			2	13:00	16	27			43
1:15	0	0			0	13:15	17	17			34
1:30	0	1			1	13:30	20	13			33
1:45	0	1			1	13:45	36	20			56
2:00	1	1			2	14:00	37	64			101
2:15	1	0			1	14:15	32	41			73
2:30	0	0			0	14:30	25	41			66
2:45	0	1			1	14:45	20	43			63
3:00	0	1			1	15:00	23	40			63
3:15	0	1			1	15:15	37	36			73
3:30	1	2			3	15:30	58	38			96
3:45	0	1			1	15:45	69	28			97
4:00	1	2			3	16:00	34	38			72
4:15	0	0			0	16:15	41	26			67
4:30	2	2			4	16:30	35	48			83
4:45	1	2			3	16:45	43	29			72
5:00	3	4			7	17:00	21	33			54
5:15	2	4			6	17:15	40	44			84
5:30	3	3			6	17:30	42	30			72
5:45	1	3			4	17:45	50	42			92
6:00	7	9			16	18:00	29	59			88
6:15	8	6			14	18:15	27	42			69
6:30	7	6			13	18:30	30	31			61
6:45	39	16			55	18:45	24	27			51
7:00	53	28			81	19:00	21	25			46
7:15	66	45			111	19:15	20	30			50
7:30	43	45			88	19:30	24	31			55
7:45	35	52			87	19:45	15	14			29
8:00	14	35			49	20:00	18	12			30
8:15	13	16			29	20:15	14	32			46
8:30	10	31			41	20:30	9	14			23
8:45	20	32			52	20:45	5	13			18
9:00	16	17			33	21:00	6	3			9
9:15	11	8			19	21:15	9	5			14
9:30	12	13			25	21:30	2	2			4
9:45	18	15			33	21:45	1	7			8
10:00	2	19			21	22:00	5	1			6
10:15	13	9			22	22:15	2	2			4
10:30	20	15			35	22:30	1	1			2
10:45	15	17			32	22:45	0	1			1
11:00	9	11			20	23:00	2	4			6
11:15	19	17			36	23:15	1	2			3
11:30	9	20			29	23:30	3	2			5
11:45	16	14			30	23:45	1	2			3
TOTALS	497	528	0	0	1025	TOTALS	1044	1140	0	0	2184
SPLIT %	48%	52%	0%	0%	32%	SPLIT %	48%	52%	0%	0%	68%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	5	2			7
01:00	02:00	1	3			4
02:00	03:00	2	2			4
03:00	04:00	1	5			6
04:00	05:00	4	6			10
05:00	06:00	9	14			23
06:00	07:00	61	37			98
07:00	08:00	197	170			367
08:00	09:00	57	114			171
09:00	10:00	57	53			110
10:00	11:00	50	60			110
11:00	12:00	53	62			115
12:00	13:00	79	80			159
13:00	14:00	89	77			166
14:00	15:00	114	189			303
15:00	16:00	187	142			329
16:00	17:00	153	141			294
17:00	18:00	153	149			302
18:00	19:00	110	159			269
19:00	20:00	80	100			180
20:00	21:00	46	71			117
21:00	22:00	18	17			35
22:00	23:00	8	5			13
23:00	00:00	7	10			17

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	497	528			1025
Peak Hour	6:45	7:15			7:00
Peak Volume	201	177			367
Peak Hour Factor	0.761	0.851			0.827
Peak Period	12:00	to	00:00		
Volume	1044	1140			2184
Peak Hour	15:30	14:00			15:15
Peak Volume	202	189			338
Peak Hour Factor	0.732	0.738			0.871
Peak Period	07:00	to	09:00		
Volume	254	284			538
Peak Hour	7:00	7:15			7:00
Peak Volume	197	177			367
Peak Hour Factor	0.746	0.851			0.827
Peak Period	16:00	to	18:00		
Volume	306	290			596
Peak Hour	16:00	16:30			17:00
Peak Volume	153	154			302
Peak Hour Factor	0.890	0.802			0.821



Prepared by National Data & Surveying Services

CLASSIFICATION

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_001

HOURLY BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0	0	0	0	0	0	3
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00	0	5	0	0	0	1	0	0	0	0	0	0	0	6	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	6	1	0	0	1	0	0	0	0	0	0	0	8
5:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11	0	14	2	0	0	1	0	0	0	0	0	0	0	17	0	21	6	0	0	1	0	0	0	0	0	0	0	28
6:00	0	36	11	5	1	0	0	0	0	0	0	0	0	53	0	38	6	1	0	0	0	0	0	0	0	0	0	45	0	74	17	6	1	0	0	0	0	0	0	0	0	98
7:00	0	173	14	8	0	0	0	0	0	0	0	0	0	195	0	141	13	11	3	0	0	0	1	0	0	0	0	169	0	314	27	19	3	0	0	0	1	0	0	0	0	364
8:00	0	47	11	2	1	1	0	0	0	0	0	0	0	62	0	86	15	2	1	0	0	0	1	0	0	0	0	105	0	133	26	4	2	1	0	0	1	0	0	0	0	167
9:00	0	56	10	2	4	1	0	0	0	0	0	0	0	73	0	44	11	0	3	1	0	0	0	0	0	0	0	59	0	100	21	2	7	2	0	0	0	0	0	0	0	132
10:00	0	45	8	0	3	0	0	1	0	0	0	0	0	57	0	36	8	1	3	0	0	0	0	0	0	0	0	48	0	81	16	1	6	0	0	1	0	0	0	0	0	105
11:00	0	35	20	0	2	0	0	0	0	0	0	0	0	57	0	47	18	0	1	1	0	0	0	0	0	0	0	67	0	82	38	0	3	1	0	0	0	0	0	0	0	124
12:00	0	56	14	0	3	0	0	0	0	0	0	0	0	73	1	79	14	2	3	0	0	0	1	0	0	0	0	100	1	135	28	2	6	0	0	0	1	0	0	0	0	173
13:00	0	60	14	1	6	0	0	0	0	0	0	0	0	81	0	47	19	1	3	0	0	0	1	0	0	0	0	71	0	107	33	2	9	0	0	0	1	0	0	0	0	152
14:00	1	88	23	7	4	1	0	0	0	0	0	0	0	124	1	140	22	14	1	1	0	0	0	0	0	0	0	179	2	228	45	21	5	2	0	0	0	0	0	0	0	303
15:00	0	103	29	1	3	0	0	1	0	0	0	0	0	137	0	80	21	2	3	0	0	0	0	0	0	0	0	106	0	183	50	3	6	0	0	1	0	0	0	0	0	243
16:00	0	124	28	2	2	1	0	0	0	0	0	0	0	157	1	106	34	1	1	0	0	0	0	0	0	0	0	143	1	230	62	3	3	1	0	0	0	0	0	0	0	300
17:00	1	142	17	1	0	0	0	0	0	0	0	0	0	161	2	127	17	1	0	0	0	0	0	0	0	0	0	147	3	269	34	2	0	0	0	0	0	0	0	0	0	308
18:00	0	76	14	1	1	0	0	0	0	0	0	0	0	92	1	98	21	0	1	0	0	0	0	0	0	0	0	121	1	174	35	1	2	0	0	0	0	0	0	0	0	213
19:00	0	69	14	0	0	0	0	0	0	0	0	0	0	83	0	121	19	0	0	0	0	0	0	0	0	0	0	140	0	190	33	0	0	0	0	0	0	0	0	0	0	223
20:00	0	28	5	0	0	0	0	0	0	0	0	0	0	33	0	64	10	0	0	0	0	0	1	0	0	0	0	75	0	92	15	0	0	0	0	1	0	0	0	0	0	108
21:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	34	3	0	0	0	0	0	0	0	0	0	0	37
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	15	1	0	0	0	0	0	0	0	0	0	0	16
23:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	4	4	0	0	0	0	0	0	0	0	0	0	8	0	10	7	0	0	0	0	0	0	0	0	0	0	17
Totals	**2**	**1,183**	**241**	**30**	**30**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1,494**	**6**	**1,303**	**258**	**36**	**23**	**4**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**1,635**	**8**	**2,486**	**499**	**66**	**53**	**10**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**3,129**
% of Totals	0%	79%	16%	2%	2%	0%		0%						100%	0%	80%	16%	2%	1%	0%			0%					100%	0%	79%	16%	2%	2%	0%		0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



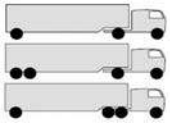
#5 2-Axle, 6-Tire Single Units



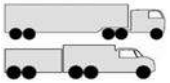
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	0	406	78	17	11	4	0	1	0	0	0	0	0	517	0	413	75	15	11	3	0	0	2	0	0	0	0	519	0	819	153	32	22	7	0	1	2	0	0	0	0	1036
%	0%	27%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%	25%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	26%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	33%
Peak Hour	0:00	7:00	11:00	6:45	9:00	8:15	0:00	9:15	0:00	0:00	0:00	0:00	0:00	7:00	11:45	7:00	11:30	7:00	11:45	4:45	0:00	0:00	6:45	0:00	0:00	0:00	0:00	7:00	11:45	7:00	11:00	6:45	9:00	8:30	0:00	9:15	6:45	0:00	0:00	0:00	0:00	7:00
Peak Volume	0	173	20	13	4	2	0	1	0	0	0	0	0	195	1	141	19	11	4	1	0	0	1	0	0	0	0	169	1	314	38	21	7	3	0	1	1	0	0	0	0	364
12:00 - 24:00	2	777	163	13	19	2	0	1	0	0	0	0	0	977	6	890	183	21	12	1	0	0	3	0	0	0	0	1116	8	1667	346	34	31	3	0	1	3	0	0	0	0	2093
%	0%	52%	11%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	65%	0%	54%	11%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	68%	0%	53%	11%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	67%
Peak Hour	14:00	15:30	15:30	13:45	12:15	13:15	12:00	14:45	12:00	12:00	12:00	12:00	12:00	15:30	16:30	14:00	15:45	13:45	12:30	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	14:00	16:30	17:00	15:30	13:45	12:30	14:00	12:00	14:45	12:00	12:00	12:00	12:00	12:00	15:45
Peak Volume	1	153	38	7	7	1	0	1	0	0	0	0	0	200	2	140	36	14	4	1	0	0	1	0	0	0	0	179	3	269	65	21	11	2	0	1	1	0	0	0	0	314
07:00 - 09:00	0	220	25	10	1	1	0	0	0	0	0	0	0	257	0	227	28	13	4	0	0	0	2	0	0	0	0	274	0	447	53	23	5	1	0	0	2	0	0	0	0	531
%	0%	15%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	14%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	14%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	7:00	7:00	7:00	7:00	7:45	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	0	173	14	8	1	1	0	0	0	0	0	0	0	195	0	141	18	11	3	0	0	0	1	0	0	0	0	169	0	314	30	19	3	1	0	0	1	0	0	0	0	364
16:00 - 18:00	1	266	45	3	2	1	0	0	0	0	0	0	0	318	3	233	51	2	1	0	0	0	0	0	0	0	0	290	4	499	96	5	3	1	0	0	0	0	0	0	0	608
%	0%	18%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	21%	0%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	16%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%
Peak Hour	16:30	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:30	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:30	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00
Peak Volume	1	142	28	2	2	1	0	0	0	0	0	0	0	161	2	140	34	1	1	0	0	0	0	0	0	0	0	173	3	269	62	3	3	1	0	0	0	0	0	0	0	308

Prepared by National Data & Surveying Services

CLASSIFICATION

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:45	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:15	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
5:30	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	0	3	0	0	0	1	0	0	0	0	0	0	0	**4**	0	5	1	0	0	1	0	0	0	0	0	0	0	**7**
5:45	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
6:00	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	0	10	1	1	0	0	0	0	0	0	0	0	0	**12**	0	15	3	1	0	0	0	0	0	0	0	0	0	**19**
6:15	0	2	3	0	1	0	0	0	0	0	0	0	0	**6**	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	8	4	0	1	0	0	0	0	0	0	0	0	**13**
6:30	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	0	17	5	0	0	0	0	0	0	0	0	0	0	**22**
6:45	0	20	4	5	0	0	0	0	0	0	0	0	0	**29**	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	0	34	5	5	0	0	0	0	0	0	0	0	0	**44**
7:00	0	41	3	3	0	0	0	0	0	0	0	0	0	**47**	0	22	1	5	0	0	0	0	0	0	0	0	0	**28**	0	63	4	8	0	0	0	0	0	0	0	0	0	**75**
7:15	0	62	6	1	0	0	0	0	0	0	0	0	0	**69**	0	42	4	1	1	0	0	0	0	0	0	0	0	**48**	0	104	10	2	1	0	0	0	0	0	0	0	0	**117**
7:30	0	36	0	4	0	0	0	0	0	0	0	0	0	**40**	0	32	3	2	1	0	0	0	1	0	0	0	0	**39**	0	68	3	6	1	0	0	0	1	0	0	0	0	**79**
7:45	0	34	5	0	0	0	0	0	0	0	0	0	0	**39**	0	45	5	3	1	0	0	0	0	0	0	0	0	**54**	0	79	10	3	1	0	0	0	0	0	0	0	0	**93**
8:00	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	0	17	4	0	0	0	0	0	0	0	0	0	0	**21**	0	24	6	0	0	0	0	0	0	0	0	0	0	**30**
8:15	0	12	3	1	0	0	0	0	0	0	0	0	0	**16**	0	15	4	1	0	0	0	0	0	0	0	0	0	**20**	0	27	7	2	0	0	0	0	0	0	0	0	0	**36**
8:30	0	10	2	0	1	1	0	0	0	0	0	0	0	**14**	0	28	5	1	1	0	0	0	1	0	0	0	0	**36**	0	38	7	1	2	1	0	0	1	0	0	0	0	**50**
8:45	0	18	4	1	0	0	0	0	0	0	0	0	0	**23**	0	26	2	0	0	0	0	0	0	0	0	0	0	**28**	0	44	6	1	0	0	0	0	0	0	0	0	0	**51**
9:00	0	22	5	1	2	1	0	0	0	0	0	0	0	**31**	0	17	5	0	2	0	0	0	0	0	0	0	0	**24**	0	39	10	1	4	1	0	0	0	0	0	0	0	**55**
9:15	0	11	3	1	0	0	0	0	0	0	0	0	0	**15**	0	8	1	0	0	1	0	0	0	0	0	0	0	**10**	0	19	4	1	0	1	0	0	0	0	0	0	0	**25**
9:30	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	0	23	2	0	0	0	0	0	0	0	0	0	0	**25**
9:45	0	8	2	0	2	0	0	0	0	0	0	0	0	**12**	0	11	3	0	1	0	0	0	0	0	0	0	0	**15**	0	19	5	0	3	0	0	0	0	0	0	0	0	**27**
10:00	0	10	1	0	1	0	0	1	0	0	0	0	0	**13**	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**	0	21	3	0	2	0	0	1	0	0	0	0	0	**27**
10:15	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**	0	18	5	0	0	0	0	0	0	0	0	0	0	**23**
10:30	0	10	2	0	1	0	0	0	0	0	0	0	0	**13**	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**	0	16	3	0	2	0	0	0	0	0	0	0	0	**21**
10:45	0	16	3	0	1	0	0	0	0	0	0	0	0	**20**	0	10	2	1	1	0	0	0	0	0	0	0	0	**14**	0	26	5	1	2	0	0	0	0	0	0	0	0	**34**
11:00	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	0	7	7	0	0	0	0	0	0	0	0	0	0	**14**	0	13	8	0	0	0	0	0	0	0	0	0	0	**21**
11:15	0	10	7	0	1	0	0	0	0	0	0	0	0	**18**	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	0	20	8	0	1	0	0	0	0	0	0	0	0	**29**
11:30	0	5	4	0	0	0	0	0	0	0	0	0	0	**9**	0	17	5	0	0	1	0	0	0	0	0	0	0	**23**	0	22	9	0	0	1	0	0	0	0	0	0	0	**32**
11:45	0	14	8	0	1	0	0	0	0	0	0	0	0	**23**	0	13	5	0	1	0	0	0	0	0	0	0	0	**19**	0	27	13	0	2	0	0	0	0	0	0	0	0	**42**

Prepared by National Data & Surveying Services

CLASSIFICATION

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	23	5	1	0	0	0	0	0	0	0	0	0	29	0	38	5	1	0	0	0	0	0	0	0	0	0	44
12:15	0	13	4	0	0	0	0	0	0	0	0	0	0	17	0	20	4	1	1	0	0	0	1	0	0	0	0	27	0	33	8	1	1	0	0	0	1	0	0	0	0	44
12:30	0	9	7	0	2	0	0	0	0	0	0	0	0	18	1	16	2	0	2	0	0	0	0	0	0	0	0	21	1	25	9	0	4	0	0	0	0	0	0	0	0	39
12:45	0	19	3	0	1	0	0	0	0	0	0	0	0	23	0	20	3	0	0	0	0	0	0	0	0	0	0	23	0	39	6	0	1	0	0	0	0	0	0	0	0	46
13:00	0	10	3	1	4	0	0	0	0	0	0	0	0	18	0	16	4	1	0	0	0	0	0	0	0	0	0	21	0	26	7	2	4	0	0	0	0	0	0	0	0	39
13:15	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	10	3	0	2	0	0	0	0	0	0	0	0	15	0	22	5	0	2	0	0	0	0	0	0	0	0	29
13:30	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	8	5	0	1	0	0	0	0	0	0	0	0	14	0	22	9	0	1	0	0	0	0	0	0	0	0	32
13:45	0	24	5	0	2	0	0	0	0	0	0	0	0	31	0	13	7	0	0	0	0	0	1	0	0	0	0	21	0	37	12	0	2	0	0	0	1	0	0	0	0	52
14:00	0	29	9	0	2	1	0	0	0	0	0	0	0	41	1	41	3	8	0	0	0	0	0	0	0	0	0	53	1	70	12	8	2	1	0	0	0	0	0	0	0	94
14:15	0	27	4	4	1	0	0	0	0	0	0	0	0	36	0	24	5	0	0	0	0	0	0	0	0	0	0	29	0	51	9	4	1	0	0	0	0	0	0	0	0	65
14:30	0	19	5	3	1	0	0	0	0	0	0	0	0	28	0	47	7	6	1	0	0	0	0	0	0	0	0	61	0	66	12	9	2	0	0	0	0	0	0	0	0	89
14:45	1	13	5	0	0	0	0	0	0	0	0	0	0	19	0	28	7	0	0	1	0	0	0	0	0	0	0	36	1	41	12	0	0	1	0	0	0	0	0	0	0	55
15:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	18	6	1	1	0	0	0	0	0	0	0	0	26	0	30	9	1	1	0	0	0	0	0	0	0	0	41
15:15	0	16	6	0	0	0	0	0	0	0	0	0	0	22	0	26	3	0	0	0	0	0	0	0	0	0	0	29	0	42	9	0	0	0	0	0	0	0	0	0	0	51
15:30	0	43	14	0	2	0	0	1	0	0	0	0	0	60	0	14	3	0	1	0	0	0	0	0	0	0	0	18	0	57	17	0	3	0	0	1	0	0	0	0	0	78
15:45	0	32	6	1	1	0	0	0	0	0	0	0	0	40	0	22	9	1	1	0	0	0	0	0	0	0	0	33	0	54	15	2	2	0	0	0	0	0	0	0	0	73
16:00	0	37	9	1	0	0	0	0	0	0	0	0	0	47	1	26	7	1	0	0	0	0	0	0	0	0	0	35	1	63	16	2	0	0	0	0	0	0	0	0	0	82
16:15	0	41	9	0	2	1	0	0	0	0	0	0	0	53	0	15	8	0	1	0	0	0	0	0	0	0	0	24	0	56	17	0	3	1	0	0	0	0	0	0	0	77
16:30	0	25	4	0	0	0	0	0	0	0	0	0	0	29	0	41	12	0	0	0	0	0	0	0	0	0	0	53	0	66	16	0	0	0	0	0	0	0	0	0	0	82
16:45	0	21	6	1	0	0	0	0	0	0	0	0	0	28	0	24	7	0	0	0	0	0	0	0	0	0	0	31	0	45	13	1	0	0	0	0	0	0	0	0	0	59
17:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32	1	44	5	1	0	0	0	0	0	0	0	0	0	51	1	73	8	1	0	0	0	0	0	0	0	0	0	83
17:15	1	31	4	0	0	0	0	0	0	0	0	0	0	36	1	31	6	0	0	0	0	0	0	0	0	0	0	38	2	62	10	0	0	0	0	0	0	0	0	0	0	74
17:30	0	34	6	0	0	0	0	0	0	0	0	0	0	40	0	26	6	0	0	0	0	0	0	0	0	0	0	32	0	60	12	0	0	0	0	0	0	0	0	0	0	72
17:45	0	48	4	1	0	0	0	0	0	0	0	0	0	53	0	26	0	0	0	0	0	0	0	0	0	0	0	26	0	74	4	1	0	0	0	0	0	0	0	0	0	79
18:00	0	21	7	1	0	0	0	0	0	0	0	0	0	29	0	36	5	0	0	0	0	0	0	0	0	0	0	41	0	57	12	1	0	0	0	0	0	0	0	0	0	70
18:15	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	29	8	0	0	0	0	0	0	0	0	0	0	37	0	54	11	0	0	0	0	0	0	0	0	0	0	65
18:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	11	4	0	1	0	0	0	0	0	0	0	0	16	0	28	5	0	1	0	0	0	0	0	0	0	0	34
18:45	0	13	3	0	1	0	0	0	0	0	0	0	0	17	1	22	4	0	0	0	0	0	0	0	0	0	0	27	1	35	7	0	1	0	0	0	0	0	0	0	0	44
19:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24	0	26	7	0	0	0	0	0	0	0	0	0	0	33	0	45	12	0	0	0	0	0	0	0	0	0	0	57
19:15	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	33	5	0	0	0	0	0	0	0	0	0	0	38
19:30	0	23	4	0	0	0	0	0	0	0	0	0	0	27	0	40	9	0	0	0	0	0	0	0	0	0	0	49	0	63	13	0	0	0	0	0	0	0	0	0	0	76
19:45	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	34	1	0	0	0	0	0	0	0	0	0	0	35	0	49	3	0	0	0	0	0	0	0	0	0	0	52
20:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	24	4	0	0	0	0	0	0	0	0	0	0	28	0	33	4	0	0	0	0	0	0	0	0	0	0	37
20:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	21	5	0	0	0	0	0	0	0	0	0	0	26
20:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	12	1	0	0	0	0	0	1	0	0	0	0	14	0	16	2	0	0	0	0	0	1	0	0	0	0	19
20:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	17	3	0	0	0	0	0	0	0	0	0	0	20	0	22	4	0	0	0	0	0	0	0	0	0	0	26
21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	7	2	0	0	0	0	0	0	0	0	0	0	9
21:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	13	0	0	0	0	0	0	0	0	0	0	0	13
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	7	1	0	0	0	0	0	0	0	0	0	0	8
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	4	3	0	0	0	0	0	0	0	0	0	0	7
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	3	3	0	0	0	0	0	0	0	0	0	0	6
Totals	**2**	**1,183**	**241**	**30**	**30**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1,494**	**6**	**1,303**	**258**	**36**	**23**	**4**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**1,635**	**8**	**2,486**	**499**	**66**	**53**	**10**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**3,129**
% of Totals	0%	79%	16%	2%	2%	0%		0%						100%	0%	80%	16%	2%	1%	0%			0%					100%	0%	79%	16%	2%	2%	0%		0%	0%					100%

Prepared by National Data & Surveying Services

SPEED

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_001

HOURLY BREAKDOWN

Time	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**
2:00	1	0	0	1	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**	1	0	0	1	0	0	1	0	0	0	0	0	0	**3**
3:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	1	1	0	0	0	0	0	0	0	**3**	0	0	0	2	1	1	0	0	0	0	0	0	0	**4**
4:00	0	1	0	2	2	0	1	0	0	0	0	0	0	**6**	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**	0	1	0	2	4	0	1	0	0	0	0	0	0	**8**
5:00	0	0	3	4	4	0	0	0	0	0	0	0	0	**11**	0	1	2	7	5	1	1	0	0	0	0	0	0	**17**	0	1	5	11	9	1	1	0	0	0	0	0	0	**28**
6:00	0	5	4	23	20	1	0	0	0	0	0	0	0	**53**	0	1	5	14	17	5	3	0	0	0	0	0	0	**45**	0	6	9	37	37	6	3	0	0	0	0	0	0	**98**
7:00	0	9	11	82	76	16	1	0	0	0	0	0	0	**195**	1	9	8	59	70	19	3	0	0	0	0	0	0	**169**	1	18	19	141	146	35	4	0	0	0	0	0	0	**364**
8:00	2	3	2	18	35	2	0	0	0	0	0	0	0	**62**	3	3	6	32	47	13	1	0	0	0	0	0	0	**105**	5	6	8	50	82	15	1	0	0	0	0	0	0	**167**
9:00	1	2	6	27	29	8	0	0	0	0	0	0	0	**73**	0	0	10	23	20	6	0	0	0	0	0	0	0	**59**	1	2	16	50	49	14	0	0	0	0	0	0	0	**132**
10:00	1	3	10	30	10	3	0	0	0	0	0	0	0	**57**	0	2	5	18	16	6	1	0	0	0	0	0	0	**48**	1	5	15	48	26	9	1	0	0	0	0	0	0	**105**
11:00	0	2	8	29	16	2	0	0	0	0	0	0	0	**57**	0	2	5	23	28	9	0	0	0	0	0	0	0	**67**	0	4	13	52	44	11	0	0	0	0	0	0	0	**124**
12:00	0	0	7	33	24	8	1	0	0	0	0	0	0	**73**	1	1	12	40	36	10	0	0	0	0	0	0	0	**100**	1	1	19	73	60	18	1	0	0	0	0	0	0	**173**
13:00	0	1	9	36	26	8	1	0	0	0	0	0	0	**81**	1	1	9	24	26	8	2	0	0	0	0	0	0	**71**	1	2	18	60	52	16	3	0	0	0	0	0	0	**152**
14:00	1	8	8	49	49	8	1	0	0	0	0	0	0	**124**	1	7	21	63	66	17	3	1	0	0	0	0	0	**179**	2	15	29	112	115	25	4	1	0	0	0	0	0	**303**
15:00	2	1	11	54	61	8	0	0	0	0	0	0	0	**137**	0	3	15	37	37	10	2	2	0	0	0	0	0	**106**	2	4	26	91	98	18	2	2	0	0	0	0	0	**243**
16:00	8	1	13	67	56	12	0	0	0	0	0	0	0	**157**	1	4	14	58	50	13	2	1	0	0	0	0	0	**143**	9	5	27	125	106	25	2	1	0	0	0	0	0	**300**
17:00	0	3	17	71	58	11	1	0	0	0	0	0	0	**161**	0	1	14	55	58	19	0	0	0	0	0	0	0	**147**	0	4	31	126	116	30	1	0	0	0	0	0	0	**308**
18:00	0	2	7	46	31	6	0	0	0	0	0	0	0	**92**	0	2	12	63	31	9	3	1	0	0	0	0	0	**121**	0	4	19	109	62	15	3	1	0	0	0	0	0	**213**
19:00	0	0	13	44	15	8	3	0	0	0	0	0	0	**83**	0	1	16	71	29	21	2	0	0	0	0	0	0	**140**	0	1	29	115	44	29	5	0	0	0	0	0	0	**223**
20:00	0	1	8	13	9	2	0	0	0	0	0	0	0	**33**	0	0	6	36	25	7	1	0	0	0	0	0	0	**75**	0	1	14	49	34	9	1	0	0	0	0	0	0	**108**
21:00	0	0	3	6	6	0	0	0	0	0	0	0	0	**15**	0	0	3	9	6	1	2	1	0	0	0	0	0	**22**	0	0	6	15	12	1	2	1	0	0	0	0	0	**37**
22:00	0	0	1	4	5	2	0	0	0	0	0	0	0	**12**	0	0	0	2	1	1	0	0	0	0	0	0	0	**4**	0	0	1	6	6	3	0	0	0	0	0	0	0	**16**
23:00	0	0	0	5	3	1	0	0	0	0	0	0	0	**9**	0	0	0	3	2	3	0	0	0	0	0	0	0	**8**	0	0	0	8	5	4	0	0	0	0	0	0	0	**17**
Totals	**16**	**42**	**141**	**645**	**535**	**106**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1,494**	**8**	**38**	**163**	**638**	**576**	**179**	**27**	**6**	**0**	**0**	**0**	**0**	**0**	**1,635**	**24**	**80**	**304**	**1,283**	**1,111**	**285**	**36**	**6**	**0**	**0**	**0**	**0**	**0**	**3,129**
% of Totals	1%	3%	9%	43%	36%	7%	1%							100%	0%	2%	10%	39%	35%	11%	2%	0%						100%	1%	3%	10%	41%	36%	9%	1%	0%						100%

STATISTICS

00:00 - 12:00	5	25	44	217	192	32	2	0	0	0	0	0	0	517	4	18	41	177	209	60	10	0	0	0	0	0	0	519	9	43	85	394	401	92	12	0	0	0	0	0	0	1036
%	0%	2%	3%	15%	13%	2%	0%	0%	0%	0%	0%	0%	0%	35%	0%	1%	3%	12%	14%	4%	1%	0%	0%	0%	0%	0%	0%	35%	1%	3%	6%	26%	27%	6%	1%	0%	0%	0%	0%	0%	0%	69%
Peak Hour	7:45	6:45	7:00	7:00	6:45	7:00	4:00	0:00	0:00	0:00	0:00	0:00	0:00	7:00	7:45	7:00	11:30	7:00	7:15	7:00	5:30	0:00	0:00	0:00	0:00	0:00	0:00	7:00	7:45	6:45	11:45	7:00	7:00	7:00	5:30	0:00	0:00	0:00	0:00	0:00	0:00	7:00
Peak Volume	2	14	11	82	78	16	1	0	0	0	0	0	0	195	3	9	13	59	74	19	4	0	0	0	0	0	0	169	5	20	20	141	146	35	4	0	0	0	0	0	0	364
12:00 - 24:00	11	17	97	428	343	74	7	0	0	0	0	0	0	977	4	20	122	461	367	119	17	6	0	0	0	0	0	1116	15	37	219	889	710	193	24	6	0	0	0	0	0	2093
%	1%	1%	6%	29%	23%	5%	0%	0%	0%	0%	0%	0%	0%	65%	0%	1%	8%	31%	25%	8%	1%	0%	0%	0%	0%	0%	0%	75%	1%	2%	15%	60%	48%	13%	2%	0%	0%	0%	0%	0%	0%	140%
Peak Hour	15:15	14:00	15:30	15:30	15:30	16:15	19:00	12:00	12:00	12:00	12:00	12:00	12:00	15:30	13:15	14:00	16:30	16:30	14:00	19:00	13:45	14:30	12:00	12:00	12:00	12:00	12:00	14:00	15:15	14:00	15:45	17:30	17:00	16:15	13:45	14:30	12:00	12:00	12:00	12:00	12:00	15:45
Peak Volume	8	8	18	83	76	14	3	0	0	0	0	0	0	200	2	7	24	72	66	21	4	2	0	0	0	0	0	179	9	15	37	132	116	30	6	2	0	0	0	0	0	314
07:00 - 09:00	2	12	13	100	111	18	1	0	0	0	0	0	0	257	4	12	14	91	117	32	4	0	0	0	0	0	0	274	6	24	27	191	228	50	5	0	0	0	0	0	0	531
%	0%	1%	1%	7%	7%	1%	0%	0%	0%	0%	0%	0%	0%	17%	0%	1%	1%	6%	8%	2%	0%	0%	0%	0%	0%	0%	0%	18%	0%	2%	2%	13%	15%	3%	0%	0%	0%	0%	0%	0%	0%	36%
Peak Hour	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	2	9	11	82	76	16	1	0	0	0	0	0	0	195	3	9	8	59	74	19	3	0	0	0	0	0	0	169	5	18	19	141	146	35	4	0	0	0	0	0	0	364
16:00 - 18:00	8	4	30	138	114	23	1	0	0	0	0	0	0	318	1	5	28	113	108	32	2	1	0	0	0	0	0	290	9	9	58	251	222	55	3	1	0	0	0	0	0	608
%	1%	0%	2%	9%	8%	2%	0%	0%	0%	0%	0%	0%	0%	21%	0%	0%	2%	8%	7%	2%	0%	0%	0%	0%	0%	0%	0%	19%	1%	1%	4%	17%	15%	4%	0%	0%	0%	0%	0%	0%	0%	41%
Peak Hour	16:00	17:00	17:00	17:00	17:00	16:15	17:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:30	16:30	16:15	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	16:30	17:00	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00
Peak Volume	8	3	17	71	58	14	1	0	0	0	0	0	0	161	1	4	24	72	58	19	2	1	0	0	0	0	0	173	9	5	35	126	116	30	2	1	0	0	0	0	0	308

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	25	29	29	34	37	1494
SOUTHBOUND	25	30	30	35	39	1635
TOTALS	25	30	30	34	38	3129

Prepared by National Data & Surveying Services

SPEED

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	0	1	1	1	0	0	0	0	0	0	0	**3**
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
4:00	0	1	0	1	1	0	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	1	1	0	0	0	0	0	0	0	0	**3**
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**
4:45	0	0	0	1	0	0	1	0	0	0	0	0	0	**2**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	1	1	0	1	0	0	0	0	0	0	**3**
5:00	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	1	2	0	0	0	0	0	0	0	0	0	**3**	0	0	1	3	1	0	0	0	0	0	0	0	0	**5**
5:15	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	2	2	1	0	0	0	0	0	0	0	**5**	0	0	0	3	3	1	0	0	0	0	0	0	0	**7**
5:30	0	0	2	0	1	0	0	0	0	0	0	0	0	**3**	0	1	0	2	0	0	1	0	0	0	0	0	0	**4**	0	1	2	2	1	0	1	0	0	0	0	0	0	**7**
5:45	0	0	1	2	1	0	0	0	0	0	0	0	0	**4**	0	0	1	1	3	0	0	0	0	0	0	0	0	**5**	0	0	2	3	4	0	0	0	0	0	0	0	0	**9**
6:00	0	0	0	3	4	0	0	0	0	0	0	0	0	**7**	0	1	1	3	5	1	1	0	0	0	0	0	0	**12**	0	1	1	6	9	1	1	0	0	0	0	0	0	**19**
6:15	0	0	1	2	3	0	0	0	0	0	0	0	0	**6**	0	0	0	3	1	1	2	0	0	0	0	0	0	**7**	0	0	1	5	4	1	2	0	0	0	0	0	0	**13**
6:30	0	0	2	8	1	0	0	0	0	0	0	0	0	**11**	0	0	3	3	3	2	0	0	0	0	0	0	0	**11**	0	0	5	11	4	2	0	0	0	0	0	0	0	**22**
6:45	0	5	1	10	12	1	0	0	0	0	0	0	0	**29**	0	0	1	5	8	1	0	0	0	0	0	0	0	**15**	0	5	2	15	20	2	0	0	0	0	0	0	0	**44**
7:00	0	3	2	20	21	1	0	0	0	0	0	0	0	**47**	0	4	2	11	7	3	1	0	0	0	0	0	0	**28**	0	7	4	31	28	4	1	0	0	0	0	0	0	**75**
7:15	0	1	1	22	36	8	1	0	0	0	0	0	0	**69**	0	1	1	9	27	9	1	0	0	0	0	0	0	**48**	0	2	2	31	63	17	2	0	0	0	0	0	0	**117**
7:30	0	5	4	18	9	4	0	0	0	0	0	0	0	**40**	1	1	4	18	12	2	1	0	0	0	0	0	0	**39**	1	6	8	36	21	6	1	0	0	0	0	0	0	**79**
7:45	0	0	4	22	10	3	0	0	0	0	0	0	0	**39**	0	3	1	21	24	5	0	0	0	0	0	0	0	**54**	0	3	5	43	34	8	0	0	0	0	0	0	0	**93**
8:00	0	0	0	5	3	1	0	0	0	0	0	0	0	**9**	0	0	0	7	11	3	0	0	0	0	0	0	0	**21**	0	0	0	12	14	4	0	0	0	0	0	0	0	**30**
8:15	0	1	1	3	11	0	0	0	0	0	0	0	0	**16**	0	1	3	7	6	3	0	0	0	0	0	0	0	**20**	0	2	4	10	17	3	0	0	0	0	0	0	0	**36**
8:30	2	0	1	3	7	1	0	0	0	0	0	0	0	**14**	3	2	2	10	16	2	1	0	0	0	0	0	0	**36**	5	2	3	13	23	3	1	0	0	0	0	0	0	**50**
8:45	0	2	0	7	14	0	0	0	0	0	0	0	0	**23**	0	0	1	8	14	5	0	0	0	0	0	0	0	**28**	0	2	1	15	28	5	0	0	0	0	0	0	0	**51**
9:00	0	0	2	15	12	2	0	0	0	0	0	0	0	**31**	0	0	1	15	7	1	0	0	0	0	0	0	0	**24**	0	0	3	30	19	3	0	0	0	0	0	0	0	**55**
9:15	0	1	1	6	6	1	0	0	0	0	0	0	0	**15**	0	0	2	3	4	1	0	0	0	0	0	0	0	**10**	0	1	3	9	10	2	0	0	0	0	0	0	0	**25**
9:30	0	0	2	4	6	3	0	0	0	0	0	0	0	**15**	0	0	3	3	2	2	0	0	0	0	0	0	0	**10**	0	0	5	7	8	5	0	0	0	0	0	0	0	**25**
9:45	1	1	1	2	5	2	0	0	0	0	0	0	0	**12**	0	0	4	2	7	2	0	0	0	0	0	0	0	**15**	1	1	5	4	12	4	0	0	0	0	0	0	0	**27**
10:00	1	0	2	6	4	0	0	0	0	0	0	0	0	**13**	0	0	0	2	8	4	0	0	0	0	0	0	0	**14**	1	0	2	8	12	4	0	0	0	0	0	0	0	**27**
10:15	0	0	4	7	0	0	0	0	0	0	0	0	0	**11**	0	0	3	8	0	0	1	0	0	0	0	0	0	**12**	0	0	7	15	0	0	1	0	0	0	0	0	0	**23**
10:30	0	1	2	9	0	1	0	0	0	0	0	0	0	**13**	0	1	0	4	2	1	0	0	0	0	0	0	0	**8**	0	2	2	13	2	2	0	0	0	0	0	0	0	**21**
10:45	0	2	2	8	6	2	0	0	0	0	0	0	0	**20**	0	1	2	4	6	1	0	0	0	0	0	0	0	**14**	0	3	4	12	12	3	0	0	0	0	0	0	0	**34**
11:00	0	0	2	5	0	0	0	0	0	0	0	0	0	**7**	0	0	1	6	6	1	0	0	0	0	0	0	0	**14**	0	0	3	11	6	1	0	0	0	0	0	0	0	**21**
11:15	0	1	3	7	6	1	0	0	0	0	0	0	0	**18**	0	0	0	2	7	2	0	0	0	0	0	0	0	**11**	0	1	3	9	13	3	0	0	0	0	0	0	0	**29**
11:30	0	0	0	6	3	0	0	0	0	0	0	0	0	**9**	0	2	3	8	8	2	0	0	0	0	0	0	0	**23**	0	2	3	14	11	2	0	0	0	0	0	0	0	**32**
11:45	0	1	3	11	7	1	0	0	0	0	0	0	0	**23**	0	0	1	7	7	4	0	0	0	0	0	0	0	**19**	0	1	4	18	14	5	0	0	0	0	0	0	0	**42**

Prepared by National Data & Surveying Services

SPEED

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	0	2	7	5	1	0	0	0	0	0	0	0	15	0	0	4	14	7	4	0	0	0	0	0	0	0	29	0	0	6	21	12	5	0	0	0	0	0	0	0	44
12:15	0	0	1	8	6	1	1	0	0	0	0	0	0	17	1	0	5	9	10	2	0	0	0	0	0	0	0	27	1	0	6	17	16	3	1	0	0	0	0	0	0	44
12:30	0	0	2	9	5	2	0	0	0	0	0	0	0	18	0	1	2	7	10	1	0	0	0	0	0	0	0	21	0	1	4	16	15	3	0	0	0	0	0	0	0	39
12:45	0	0	2	9	8	4	0	0	0	0	0	0	0	23	0	0	1	10	9	3	0	0	0	0	0	0	0	23	0	0	3	19	17	7	0	0	0	0	0	0	0	46
13:00	0	0	4	5	9	0	0	0	0	0	0	0	0	18	0	1	2	9	7	2	0	0	0	0	0	0	0	21	0	1	6	14	16	2	0	0	0	0	0	0	0	39
13:15	0	0	3	6	3	2	0	0	0	0	0	0	0	14	0	0	3	5	5	2	0	0	0	0	0	0	0	15	0	0	6	11	8	4	0	0	0	0	0	0	0	29
13:30	0	1	1	8	6	2	0	0	0	0	0	0	0	18	0	0	2	6	5	1	0	0	0	0	0	0	0	14	0	1	3	14	11	3	0	0	0	0	0	0	0	32
13:45	0	0	1	17	8	4	1	0	0	0	0	0	0	31	1	0	2	4	9	3	2	0	0	0	0	0	0	21	1	0	3	21	17	7	3	0	0	0	0	0	0	52
14:00	0	1	2	13	21	3	1	0	0	0	0	0	0	41	1	4	8	22	17	0	0	1	0	0	0	0	0	53	1	5	10	35	38	3	1	1	0	0	0	0	0	94
14:15	0	2	3	16	15	0	0	0	0	0	0	0	0	36	0	0	1	10	11	6	1	0	0	0	0	0	0	29	0	2	4	26	26	6	1	0	0	0	0	0	0	65
14:30	1	4	2	13	8	0	0	0	0	0	0	0	0	28	0	2	11	19	23	5	1	0	0	0	0	0	0	61	1	6	13	32	31	5	1	0	0	0	0	0	0	89
14:45	0	1	1	7	5	5	0	0	0	0	0	0	0	19	0	1	1	12	15	6	1	0	0	0	0	0	0	36	0	2	2	19	20	11	1	0	0	0	0	0	0	55
15:00	0	0	0	6	9	0	0	0	0	0	0	0	0	15	0	1	3	10	10	1	0	1	0	0	0	0	0	26	0	1	3	16	19	1	0	1	0	0	0	0	0	41
15:15	1	0	2	8	9	2	0	0	0	0	0	0	0	22	0	0	3	13	8	4	0	1	0	0	0	0	0	29	1	0	5	21	17	6	0	1	0	0	0	0	0	51
15:30	0	1	4	21	29	5	0	0	0	0	0	0	0	60	0	1	1	5	7	3	1	0	0	0	0	0	0	18	0	2	5	26	36	8	1	0	0	0	0	0	0	78
15:45	1	0	5	19	14	1	0	0	0	0	0	0	0	40	0	1	8	9	12	2	1	0	0	0	0	0	0	33	1	1	13	28	26	3	1	0	0	0	0	0	0	73
16:00	6	1	4	18	15	3	0	0	0	0	0	0	0	47	1	2	3	16	10	2	1	0	0	0	0	0	0	35	7	3	7	34	25	5	1	0	0	0	0	0	0	82
16:15	1	0	5	25	18	4	0	0	0	0	0	0	0	53	0	1	0	8	10	4	0	1	0	0	0	0	0	24	1	1	5	33	28	8	0	1	0	0	0	0	0	77
16:30	0	0	3	10	15	1	0	0	0	0	0	0	0	29	0	1	9	25	15	3	0	0	0	0	0	0	0	53	0	1	12	35	30	4	0	0	0	0	0	0	0	82
16:45	1	0	1	14	8	4	0	0	0	0	0	0	0	28	0	0	2	9	15	4	1	0	0	0	0	0	0	31	1	0	3	23	23	8	1	0	0	0	0	0	0	59
17:00	0	1	5	13	8	5	0	0	0	0	0	0	0	32	0	1	8	19	18	5	0	0	0	0	0	0	0	51	0	2	13	32	26	10	0	0	0	0	0	0	0	83
17:15	0	0	2	14	18	2	0	0	0	0	0	0	0	36	0	0	5	19	10	4	0	0	0	0	0	0	0	38	0	0	7	33	28	6	0	0	0	0	0	0	0	74
17:30	0	1	4	20	15	0	0	0	0	0	0	0	0	40	0	0	0	11	15	6	0	0	0	0	0	0	0	32	0	1	4	31	30	6	0	0	0	0	0	0	0	72
17:45	0	1	6	24	17	4	1	0	0	0	0	0	0	53	0	0	1	6	15	4	0	0	0	0	0	0	0	26	0	1	7	30	32	8	1	0	0	0	0	0	0	79
18:00	0	2	2	14	8	3	0	0	0	0	0	0	0	29	0	1	2	20	13	3	2	0	0	0	0	0	0	41	0	3	4	34	21	6	2	0	0	0	0	0	0	70
18:15	0	0	2	17	7	2	0	0	0	0	0	0	0	28	0	0	3	20	10	4	0	0	0	0	0	0	0	37	0	0	5	37	17	6	0	0	0	0	0	0	0	65
18:30	0	0	0	8	9	1	0	0	0	0	0	0	0	18	0	1	1	8	3	2	1	0	0	0	0	0	0	16	0	1	1	16	12	3	1	0	0	0	0	0	0	34
18:45	0	0	3	7	7	0	0	0	0	0	0	0	0	17	0	0	6	15	5	0	0	1	0	0	0	0	0	27	0	0	9	22	12	0	0	1	0	0	0	0	0	44
19:00	0	0	3	11	6	4	0	0	0	0	0	0	0	24	0	0	4	15	8	6	0	0	0	0	0	0	0	33	0	0	7	26	14	10	0	0	0	0	0	0	0	57
19:15	0	0	1	10	1	2	1	0	0	0	0	0	0	15	0	1	4	9	4	4	1	0	0	0	0	0	0	23	0	1	5	19	5	6	2	0	0	0	0	0	0	38
19:30	0	0	5	17	3	2	0	0	0	0	0	0	0	27	0	0	3	30	9	7	0	0	0	0	0	0	0	49	0	0	8	47	12	9	0	0	0	0	0	0	0	76
19:45	0	0	4	6	5	0	2	0	0	0	0	0	0	17	0	0	5	17	8	4	1	0	0	0	0	0	0	35	0	0	9	23	13	4	3	0	0	0	0	0	0	52
20:00	0	0	2	4	3	0	0	0	0	0	0	0	0	9	0	0	1	16	8	3	0	0	0	0	0	0	0	28	0	0	3	20	11	3	0	0	0	0	0	0	0	37
20:15	0	1	3	4	4	1	0	0	0	0	0	0	0	13	0	0	3	5	4	1	0	0	0	0	0	0	0	13	0	1	6	9	8	2	0	0	0	0	0	0	0	26
20:30	0	0	3	2	0	0	0	0	0	0	0	0	0	5	0	0	1	6	4	2	1	0	0	0	0	0	0	14	0	0	4	8	4	2	1	0	0	0	0	0	0	19
20:45	0	0	0	3	2	1	0	0	0	0	0	0	0	6	0	0	1	9	9	1	0	0	0	0	0	0	0	20	0	0	1	12	11	2	0	0	0	0	0	0	0	26
21:00	0	0	1	3	1	0	0	0	0	0	0	0	0	5	0	0	0	2	4	0	0	0	0	0	0	0	0	6	0	0	1	5	5	0	0	0	0	0	0	0	0	11
21:15	0	0	0	1	2	0	0	0	0	0	0	0	0	3	0	0	1	3	1	0	1	0	0	0	0	0	0	6	0	0	1	4	3	0	1	0	0	0	0	0	0	9
21:30	0	0	0	2	3	0	0	0	0	0	0	0	0	5	0	0	2	3	0	1	1	1	0	0	0	0	0	8	0	0	2	5	3	1	1	1	0	0	0	0	0	13
21:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	0	0	0	0	0	0	0	4
22:00	0	0	1	1	3	1	0	0	0	0	0	0	0	6	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	1	2	4	1	0	0	0	0	0	0	0	8
22:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	0	0	0	0	3
22:30	0	0	0	1	2	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
22:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	2	0	1	0	0	0	0	0	0	0	3	0	0	0	1	2	1	0	0	0	0	0	0	0	4	0	0	0	3	2	2	0	0	0	0	0	0	0	7
23:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2
23:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	2	2	0	0	0	0	0	0	0	0	4	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	3	2	1	0	0	0	0	0	0	0	6
Totals	**16**	**42**	**141**	**645**	**535**	**106**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1,494**	**8**	**38**	**163**	**638**	**576**	**179**	**27**	**6**	**0**	**0**	**0**	**0**	**0**	**1,635**	**24**	**80**	**304**	**1,283**	**1,111**	**285**	**36**	**6**	**0**	**0**	**0**	**0**	**0**	**3,129**
% of Totals	1%	3%	9%	43%	36%	7%	1%	0%	0%	0%	0%	0%	0%	100%	0%	2%	10%	39%	35%	11%	2%	0%	0%	0%	0%	0%	0%	100%	1%	3%	10%	41%	36%	9%	1%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Hope Hill Rd N/O Highland Ave/Parker Farms Rd

Day: Wednesday
Date: 4/23/2025

City: Wallingford
Project #: CT25_410056_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,494	1,635	0	0	3,129

DAILY TOTALS

15-Minutes Interval

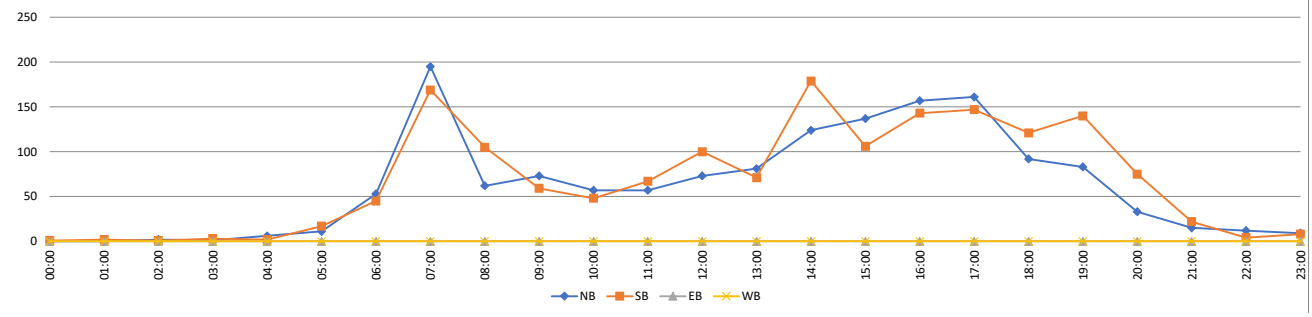
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	15	29			44
0:15	0	0			0	12:15	17	27			44
0:30	0	0			0	12:30	18	21			39
0:45	0	1			1	12:45	23	23			46
1:00	0	1			1	13:00	18	21			39
1:15	0	1			1	13:15	14	15			29
1:30	0	0			0	13:30	18	14			32
1:45	0	0			0	13:45	31	21			52
2:00	1	0			1	14:00	41	53			94
2:15	0	0			0	14:15	36	29			65
2:30	1	0			1	14:30	28	61			89
2:45	0	1			1	14:45	19	36			55
3:00	0	0			0	15:00	15	26			41
3:15	0	0			0	15:15	22	29			51
3:30	1	2			3	15:30	60	18			78
3:45	0	1			1	15:45	40	33			73
4:00	3	0			3	16:00	47	35			82
4:15	0	0			0	16:15	53	24			77
4:30	1	1			2	16:30	29	53			82
4:45	2	1			3	16:45	28	31			59
5:00	2	3			5	17:00	32	51			83
5:15	2	5			7	17:15	36	38			74
5:30	3	4			7	17:30	40	32			72
5:45	4	5			9	17:45	53	26			79
6:00	7	12			19	18:00	29	41			70
6:15	6	7			13	18:15	28	37			65
6:30	11	11			22	18:30	18	16			34
6:45	29	15			44	18:45	17	27			44
7:00	47	28			75	19:00	24	33			57
7:15	69	48			117	19:15	15	23			38
7:30	40	39			79	19:30	27	49			76
7:45	39	54			93	19:45	17	35			52
8:00	9	21			30	20:00	9	28			37
8:15	16	20			36	20:15	13	13			26
8:30	14	36			50	20:30	5	14			19
8:45	23	28			51	20:45	6	20			26
9:00	31	24			55	21:00	5	6			11
9:15	15	10			25	21:15	3	6			9
9:30	15	10			25	21:30	5	8			13
9:45	12	15			27	21:45	2	2			4
10:00	13	14			27	22:00	6	2			8
10:15	11	12			23	22:15	1	2			3
10:30	13	8			21	22:30	4	0			4
10:45	20	14			34	22:45	1	0			1
11:00	7	14			21	23:00	3	4			7
11:15	18	11			29	23:15	1	1			2
11:30	9	23			32	23:30	1	1			2
11:45	23	19			42	23:45	4	2			6
TOTALS	517	519	0	0	1036	TOTALS	977	1116	0	0	2093
SPLIT %	50%	50%	0%	0%	33%	SPLIT %	47%	53%	0%	0%	67%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	0	1			1
01:00	02:00	0	2			2
02:00	03:00	2	1			3
03:00	04:00	1	3			4
04:00	05:00	6	2			8
05:00	06:00	11	17			28
06:00	07:00	53	45			98
07:00	08:00	195	169			364
08:00	09:00	62	105			167
09:00	10:00	73	59			132
10:00	11:00	57	48			105
11:00	12:00	57	67			124
12:00	13:00	73	100			173
13:00	14:00	81	71			152
14:00	15:00	124	179			303
15:00	16:00	137	106			243
16:00	17:00	157	143			300
17:00	18:00	161	147			308
18:00	19:00	92	121			213
19:00	20:00	83	140			223
20:00	21:00	33	75			108
21:00	22:00	15	22			37
22:00	23:00	12	4			16
23:00	00:00	9	8			17

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	517	519			1036
Peak Hour	7:00	7:00			7:00
Peak Volume	195	169			364
Peak Hour Factor	0.707	0.782			0.778
Peak Period	12:00	to	00:00		
Volume	977	1116			2093
Peak Hour	15:30	14:00			15:45
Peak Volume	200	179			314
Peak Hour Factor	0.833	0.734			0.957
Peak Period	07:00	to	09:00		
Volume	257	274			531
Peak Hour	7:00	7:00			7:00
Peak Volume	195	169			364
Peak Hour Factor	0.707	0.782			0.778
Peak Period	16:00	to	18:00		
Volume	318	290			608
Peak Hour	17:00	16:30			17:00
Peak Volume	161	173			308
Peak Hour Factor	0.759	0.816			0.928



Project ID: 25-410055-001
Location: Hope Hill Rd/70 Parker Farms Rd & Highland Ave/Parker Farms Rd **Day: Tuesday**
City: Wallingford **Date: 4/22/2025**

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Hope Hill Rd/70 Parker Farms Rd Northbound						Hope Hill Rd/70 Parker Farms Rd Southbound						Highland Ave/Parker Farms Rd Eastbound						Highland Ave/Parker Farms Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	16	0	9	0	0	25	25	31	0	0	0	56	0	8	26	0	0	34	115
7:15 AM	0	0	0	0	0	0	25	0	23	0	0	48	34	32	0	0	0	66	0	12	30	0	0	42	156
7:30 AM	0	0	0	0	0	0	29	0	12	0	0	41	25	23	0	0	0	48	0	13	14	0	0	27	116
7:45 AM	0	0	0	0	0	0	30	0	21	0	0	51	15	30	0	0	0	45	0	14	18	0	0	32	128
Total	0	0	0	0	0	0	100	0	65	0	0	165	99	116	0	0	0	215	0	47	88	0	0	135	515
8:00 AM	0	0	0	0	0	0	25	0	10	0	0	35	6	29	0	0	0	35	0	9	5	0	0	14	84
8:15 AM	0	0	0	0	0	0	9	0	6	0	0	15	9	35	0	0	0	44	0	15	2	0	0	17	76
8:30 AM	0	0	0	0	0	0	15	0	19	0	0	34	6	44	0	0	0	50	0	21	4	0	0	25	109
8:45 AM	0	0	0	0	0	0	7	0	20	0	0	27	15	39	0	0	0	54	0	41	9	0	0	50	131
Total	0	0	0	0	0	0	56	0	55	0	0	111	36	147	0	0	0	183	0	86	20	0	0	106	400
9:00 AM	0	0	0	0	0	0	7	0	10	0	0	17	7	45	0	0	0	52	0	13	4	0	0	17	86
9:15 AM	0	0	0	0	0	0	7	0	3	0	0	10	8	18	0	0	0	26	0	13	3	0	0	16	52
9:30 AM	0	0	0	0	0	0	13	1	5	0	0	19	7	24	1	0	0	32	0	11	3	0	0	14	65
9:45 AM	0	0	1	0	0	1	7	0	6	0	0	13	9	31	0	0	0	40	0	12	8	0	0	20	74
Total	0	0	1	0	0	1	34	1	24	0	0	59	31	118	1	0	0	150	0	49	18	0	0	67	277
BREAK																									
10:00 AM	0	0	0	0	1	0	13	0	8	0	0	21	4	18	0	0	0	22	0	16	1	0	1	17	60
10:15 AM	0	0	0	0	0	0	5	0	7	0	0	12	9	20	0	0	0	29	0	13	2	0	0	15	56
10:30 AM	0	0	0	0	0	0	9	0	6	0	1	15	7	17	0	0	0	24	0	17	7	0	0	24	63
10:45 AM	0	0	0	0	0	0	6	0	12	0	0	18	7	25	0	0	0	32	0	18	6	0	0	24	74
Total	0	0	0	0	1	0	33	0	33	0	1	66	27	80	0	0	0	107	0	64	16	0	1	80	253
11:00 AM	0	1	0	0	0	1	9	0	5	0	0	14	6	19	0	0	0	25	0	18	2	0	0	20	60
11:15 AM	0	0	0	0	0	0	5	0	9	0	0	14	10	20	0	0	0	30	0	14	7	0	0	21	65
11:30 AM	0	0	0	0	0	0	4	0	13	0	0	17	7	30	0	0	0	37	0	21	2	0	0	23	77
11:45 AM	0	0	0	0	0	0	5	0	8	0	0	13	9	33	0	0	0	42	0	19	4	0	0	23	78
Total	0	1	0	0	0	1	23	0	35	0	0	58	32	102	0	0	0	134	0	72	15	0	0	87	280
12:00 PM	0	0	0	0	0	0	7	0	8	1	0	16	13	28	0	0	0	41	0	20	9	0	0	29	86
12:15 PM	0	0	0	0	0	0	8	0	14	0	0	22	9	27	0	0	0	36	0	15	5	0	0	20	78
12:30 PM	0	0	0	0	0	0	11	0	14	0	0	25	11	24	0	0	0	35	0	15	6	1	0	22	82
12:45 PM	0	0	0	0	0	0	4	0	9	0	0	13	8	18	0	0	0	26	0	17	7	0	0	24	63
Total	0	0	0	0	0	0	30	0	45	1	0	76	41	97	0	0	0	138	0	67	27	1	0	95	309
1:00 PM	0	0	0	0	0	0	10	0	15	0	0	25	9	13	0	0	0	22	0	20	5	0	0	25	72
1:15 PM	0	0	0	0	0	0	10	0	12	0	0	22	10	20	0	0	0	30	0	21	8	0	0	29	81
1:30 PM	0	0	0	0	0	0	8	0	5	0	0	13	6	26	0	0	0	32	0	12	15	0	0	27	72
1:45 PM	0	0	0	0	0	0	13	0	5	0	0	18	18	16	0	0	0	34	1	15	22	0	0	38	90
Total	0	0	0	0	0	0	41	0	37	0	0	78	43	75	0	0	0	118	1	68	50	0	0	119	315
BREAK																									
2:00 PM	0	0	1	0	1	1	33	0	28	0	0	61	10	27	0	0	0	37	0	24	12	0	1	36	135
2:15 PM	0	0	0	0	0	0	22	0	19	0	0	41	13	22	0	0	0	35	0	24	14	0	0	38	114
2:30 PM	0	0	0	0	0	0	19	0	20	0	0	39	12	31	0	0	0	43	0	25	13	0	0	38	120
2:45 PM	0	0	0	0	0	0	10	0	19	0	4	29	8	28	0	0	0	36	0	23	11	0	0	34	99
Total	0	0	1	0	1	1	84	0	86	0	4	170	43	108	0	0	0	151	0	96	50	0	1	146	468
3:00 PM	0	0	0	0	0	0	24	0	19	0	0	43	15	44	0	0	0	59	0	23	11	0	0	34	136
3:15 PM	0	0	0	0	0	0	9	0	19	0	0	28	25	33	0	0	0	58	0	29	11	0	0	40	126
3:30 PM	0	0	0	0	0	0	16	0	22	0	0	38	29	52	0	0	0	81	0	34	29	0	0	63	182
3:45 PM	0	0	0	0	1	0	11	0	20	0	0	31	34	17	0	0	0	51	0	20	30	0	1	50	132
Total	0	0	0	0	1	0	60	0	80	0	0	140	103	146	0	0	0	249	0	106	81	0	1	187	576
4:00 PM	0	0	0	0	0	0	12	0	22	0	0	34	18	28	0	0	0	46	0	24	16	0	0	40	120
4:15 PM	0	0	0	0	2	0	13	0	13	0	0	26	19	40	0	0	0	59	0	26	18	0	2	44	129
4:30 PM	0	0	0	0	0	0	18	0	20	0	0	38	20	28	0	0	0	48	0	20	14	0	0	34	120
4:45 PM	0	0	0	0	1	0	18	0	10	0	0	28	30	36	0	0	0	66	0	36	14	0	1	50	144
Total	0	0	0	0	3	0	61	0	65	0	0	126	87	132	0	0	0	219	0	106	62	0	3	168	513
5:00 PM	0	0	0	0	0	0	13	0	19	0	0	32	14	32	0	0	0	46	0	22	10	0	0	32	110
5:15 PM	0	0	0	0	0	0	19	0	35	0	0	54	23	42	0	0	0	65	0	17	21	0	0	38	157
5:30 PM	0	0	0	0	0	0	13	0	11	0	0	24	20	29	0	0	0	49	0	32	20	0	0	52	125
5:45 PM	0	0	0	0	1	0	16	0	20	0	0	36	28	23	0	0	0	51	0	22	22	0	0	44	131
Total	0	0	0	0	1	0	61	0	85	0	0	146	85	126	0	0	0	211	0	93	73	0	0	166	523
6:00 PM	0	0	0	0	0	0	23	0	29	0	0	52	14	33	0	0	0	47	0	21	10	0	0	31	130
6:15 PM	0	0	0	0	0	0	24	0	19	0	1	43	13	14	0	0	0	27	0	20	6	0	0	26	96
6:30 PM	0	0	0	0	0	0	12	0	18	0	0	30	16	17	0	0	0	33	0	20	9	0	0	29	92
6:45 PM	0	0	0	0	0	0	13	0	16	0	0	29	9	19	0	0	0	28	0	14	9	0	0	23	80
Total	0	0	0	0	0	0	72	0	82	0	1	154	52	83	0	0	0	135	0	75	34	0	0	109	398
Grand Total	0	1	2	0	7	3	655	1	692	1	6	1349	679	1330	1	0	0	2010	1	929	534	1	6	1465	4827
Apprch %	0.0	33.3	66.7	0.0	233.3		48.6	0.1	51.3	0.1	0.4		33.8	66.2	0.0	0.0	0.0		0.1	63.4	36.5	0.1	0.4		
Total %	0.0	0.0	0.0	0.0	0.1	0.1	13.6	0.0	14.3	0.0	0.1	27.9	14.1	27.6	0.0	0.0	0.0	41.6	0.0	19.2	11.1	0.0	0.1	30.4	
Cars, PU, Vans	0	1	1	0		2	618	1	660	1		1280	655	1279	1	0		1935	0	874	516	1		1391	4608
% Cars, PU, Vans	0.0	100.0	50.0	0.0		66.7	94.4	100.0	95.4	100.0		94.9	96.5	96.2	100.0	0.0		96.3	0.0	94.1	96.6	100.0		94.9	95.5
Heavy trucks	0	0	1	0		1	37	0	32	0		69	24	51	0	0		75	1	55	18	0		74	219
%Heavy trucks	0.0	0.0	50.0	0.0		33.3	5.6	0.0	4.6	0.0		5.1	3.5	3.8	0.0	0.0		3.7	100.0	5.9	3.4	0.0		5.1	4.5

Project ID: 25-410055-001
Location: Hope Hill Rd/70 Parker Farms Rd & Highland Ave/P
City: Wallingford

PEAK HOURS

Day: Tuesday
Date: 4/22/2025

AM

	Hope Hill Rd/70 Parker Farms Rd Northbound					Hope Hill Rd/70 Parker Farms Rd Southbound					Highland Ave/Parker Farms Rd Eastbound					Highland Ave/Parker Farms Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 10:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	0	0	0	0	16	0	9	0	25	25	31	0	0	56	0	8	26	0	34	115
7:15 AM	0	0	0	0	0	25	0	23	0	48	34	32	0	0	66	0	12	30	0	42	156
7:30 AM	0	0	0	0	0	29	0	12	0	41	25	23	0	0	48	0	13	14	0	27	116
7:45 AM	0	0	0	0	0	30	0	21	0	51	15	30	0	0	45	0	14	18	0	32	128
Total Volume	0	0	0	0	0	100	0	65	0	165	99	116	0	0	215	0	47	88	0	135	515
% App. Total	0.0	0.0	0.0	0.0	0	60.6	0.0	39.4	0.0	100	46.0	54.0	0.0	0.0	100	0.0	34.8	65.2	0.0	100	
PHF										0.777					0.744					0.869	0.887
Cars, PU, Vans	0	0	0	0	0	95	0	59	0	154	95	116	0	0	211	0	46	84	0	130	495
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	95.0	0.0	90.8	0.0	93.3	96.0	100.0	0.0	0.0	98.1	0.0	97.9	95.5	0.0	96.3	96.1
Heavy trucks	0	0	0	0	0	5	0	6	0	11	4	0	0	0	4	0	1	4	0	5	20
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	5.0	0.0	9.2	0.0	6.7	4.0	0.0	0.0	0.0	1.9	0.0	2.1	4.5	0.0	3.7	3.9

NOON

	Hope Hill Rd/70 Parker Farms Rd Northbound					Hope Hill Rd/70 Parker Farms Rd Southbound					Highland Ave/Parker Farms Rd Eastbound					Highland Ave/Parker Farms Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 10:00 AM - 02:00 PM																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	0	0	0	0	5	0	8	0	13	9	33	0	0	42	0	19	4	0	23	78
12:00 PM	0	0	0	0	0	7	0	8	1	16	13	28	0	0	41	0	20	9	0	29	86
12:15 PM	0	0	0	0	0	8	0	14	0	22	9	27	0	0	36	0	15	5	0	20	78
12:30 PM	0	0	0	0	0	11	0	14	0	25	11	24	0	0	35	0	15	6	1	22	82
Total Volume	0	0	0	0	0	31	0	44	1	76	42	112	0	0	154	0	69	24	1	94	324
% App. Total	0.0	0.0	0.0	0.0	0	40.8	0.0	57.9	1.3	100	27.3	72.7	0.0	0.0	100	0.0	73.4	25.5	1.1	100	
PHF										0.778					0.906					0.869	0.923
Cars, PU, Vans	0	0	0	0	0	28	0	41	1	70	39	106	0	0	145	0	66	23	1	90	305
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	90.3	0.0	93.2	100.0	92.1	92.9	94.6	0.0	0.0	94.2	0.0	95.7	95.8	100.0	95.7	94.1
Heavy trucks	0	0	0	0	0	3	0	3	0	6	3	6	0	0	9	0	3	1	0	4	19
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	9.7	0.0	6.8	0.0	7.9	7.1	5.4	0.0	0.0	5.8	0.0	4.3	4.2	0.0	4.3	5.9

PM

	Hope Hill Rd/70 Parker Farms Rd Northbound					Hope Hill Rd/70 Parker Farms Rd Southbound					Highland Ave/Parker Farms Rd Eastbound					Highland Ave/Parker Farms Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 02:00 PM - 07:00 PM																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
3:30 PM	0	0	0	0	0	16	0	22	0	38	29	52	0	0	81	0	34	29	0	63	182
3:45 PM	0	0	0	0	0	11	0	20	0	31	34	17	0	0	51	0	20	30	0	50	132
4:00 PM	0	0	0	0	0	12	0	22	0	34	18	28	0	0	46	0	24	16	0	40	120
4:15 PM	0	0	0	0	0	13	0	13	0	26	19	40	0	0	59	0	26	18	0	44	129
Total Volume	0	0	0	0	0	52	0	77	0	129	100	137	0	0	237	0	104	93	0	197	563
% App. Total	0.0	0.0	0.0	0.0	0	40.3	0.0	59.7	0.0	100	42.2	57.8	0.0	0.0	100	0.0	52.8	47.2	0.0	100	
PHF										0.833					0.774					0.882	0.841
Cars, PU, Vans	0	0	0	0	0	52	0	76	0	128	98	132	0	0	230	0	97	92	0	189	547
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	98.7	0.0	99.2	98.0	96.4	0.0	0.0	97.0	0.0	93.3	98.9	0.0	95.9	97.2
Heavy trucks	0	0	0	0	0	0	0	1	0	1	2	5	0	0	7	0	7	1	0	8	16
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.8	2.0	3.6	0.0	0.0	3.0	0.0	6.7	1.1	0.0	4.1	2.8

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hope Hill Rd/70 Parker Farms Rd & Highland Ave/Parker Farms Rd
City: Wallingford
Control: 3-Way Stop(SB/EB/WB)

Project ID: 25-410055-001
Date: 4/22/2025

Data - Total

NS/EW Streets:	Hope Hill Rd/70 Parker Farms Rd				Hope Hill Rd/70 Parker Farms Rd					Highland Ave/Parker Farms Rd					Highland Ave/Parker Farms Rd								
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2			
	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
7:00 AM	0	0	0	0	16	0	9	0	2	25	31	0	0	3	0	8	26	0	18	1	81	4	224
7:15 AM	0	0	0	0	25	0	23	0	0	34	32	0	0	19	0	12	30	0	21	4	83	7	290
7:30 AM	0	0	0	0	29	0	12	0	0	25	23	0	0	9	0	13	14	0	17	6	94	6	248
7:45 AM	0	0	0	0	30	0	21	0	4	15	30	0	0	7	0	14	18	0	28	2	93	5	267
8:00 AM	0	0	0	0	25	0	10	0	3	6	29	0	0	7	0	9	5	0	34	1	71	9	209
8:15 AM	0	0	0	0	9	0	6	0	1	9	35	0	0	5	0	15	2	0	25	2	71	9	189
8:30 AM	0	0	0	0	15	0	19	0	2	6	44	0	0	12	0	21	4	0	37	1	75	6	242
8:45 AM	0	0	0	0	7	0	20	0	4	15	39	0	0	8	0	41	9	0	24	0	69	9	245
9:00 AM	0	0	0	0	7	0	10	0	0	7	45	0	0	1	0	13	4	0	33	5	43	11	179
9:15 AM	0	0	0	0	7	0	3	0	1	8	18	0	0	5	0	13	3	0	24	1	45	1	129
9:30 AM	0	0	0	0	13	1	5	0	0	7	24	1	0	4	0	11	3	0	25	1	40	2	137
9:45 AM	0	0	1	0	7	0	6	0	2	9	31	0	0	5	0	12	8	0	17	1	30	3	132
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	1	0	190	1	144	0	19	166	381	1	0	85	0	182	126	0	303	25	795	72	2491
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	53.67%	0.28%	40.68%	0.00%	5.37%	26.22%	60.19%	0.16%	0.00%	13.43%	0.00%	29.79%	20.62%	0.00%	49.59%	2.80%	89.13%	8.07%	
PEAK HR :	07:00 AM - 08:00 AM																						TOTAL
PEAK HR VOL :	0	0	0	0	100	0	65	0	6	99	116	0	0	38	0	47	88	0	84	13	351	22	1029
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.833	0.000	0.707	0.000	0.375	0.728	0.906	0.000	0.000	0.500	0.000	0.839	0.733	0.000	0.750	0.542	0.934	0.786	0.887
							0.777					0.744					0.869				0.910		

NOON	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2			
	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
10:00 AM	0	0	0	0	13	0	8	0	0	4	18	0	0	4	0	16	1	0	19	0	22	6	111
10:15 AM	0	0	0	0	5	0	7	0	0	9	20	0	0	3	0	13	2	0	25	2	52	1	139
10:30 AM	0	0	0	0	9	0	6	0	0	7	17	0	0	3	0	17	7	0	37	3	39	8	153
10:45 AM	0	0	0	0	6	0	12	0	2	7	25	0	0	5	0	18	6	0	28	2	31	5	147
11:00 AM	0	1	0	0	9	0	5	0	1	6	19	0	0	8	0	18	2	0	27	1	19	3	119
11:15 AM	0	0	0	0	5	0	9	0	3	10	20	0	0	4	0	14	7	0	33	2	33	7	147
11:30 AM	0	0	0	0	4	0	13	0	4	7	30	0	0	2	0	21	2	0	27	1	30	2	143
11:45 AM	0	0	0	0	5	0	8	0	1	9	33	0	0	6	0	19	4	0	29	3	27	5	149
12:00 PM	0	0	0	0	7	0	8	1	1	13	28	0	0	3	0	20	9	0	31	4	28	6	159
12:15 PM	0	0	0	0	8	0	14	0	4	9	27	0	0	4	0	15	5	0	34	1	24	2	147
12:30 PM	0	0	0	0	11	0	14	0	2	11	24	0	0	7	0	15	6	1	45	2	26	5	169
12:45 PM	0	0	0	0	4	0	9	0	0	8	18	0	0	6	0	17	7	0	30	0	29	4	132
1:00 PM	0	0	0	0	10	0	15	0	2	9	13	0	0	4	0	20	5	0	25	3	23	1	130
1:15 PM	0	0	0	0	10	0	12	0	1	10	20	0	0	2	0	21	8	0	22	1	29	3	139
1:30 PM	0	0	0	0	8	0	5	0	2	6	26	0	0	7	0	12	15	0	25	0	34	9	149
1:45 PM	0	0	0	0	13	0	5	0	0	18	16	0	0	5	1	15	22	0	25	1	34	8	163
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
TOTAL VOLUMES :	0	1	0	0	127	0	150	1	23	143	354	0	0	73	1	271	108	1	462	26	480	75	2296
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	42.19%	0.00%	49.83%	0.33%	7.64%	25.09%	62.11%	0.00%	0.00%	12.81%	0.12%	32.15%	12.81%	0.12%	54.80%	4.48%	82.62%	12.91%	
PEAK HR :	11:45 AM - 12:45 PM																						TOTAL
PEAK HR VOL :	0	0	0	0	31	0	44	1	8	42	112	0	0	20	0	69	24	1	139	10	105	18	624
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.705	0.000	0.786	0.250	0.500	0.808	0.848	0.000	0.000	0.714	0.000	0.863	0.667	0.250	0.772	0.625	0.938	0.750	0.923
							0.778					0.906					0.869						

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2			
	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
2:00 PM	0	0	1	0	33	0	28	0	4	10	27	0	0	7	0	24	12	0	31	8	45	30	260
2:15 PM	0	0	0	0	22	0	19	0	2	13	22	0	0	7	0	24	14	0	50	3	49	2	227
2:30 PM	0	0	0	0	19	0	20	0	1	12	31	0	0	5	0	25	13	0	37	1	44	5	213
2:45 PM	0	0	0	0	10	0	19	0	0	8	28	0	0	8	0	23	11	0	51	2	51	9	220
3:00 PM	0	0	0	0	24	0	19	0	1	15	44	0	0	9	0	23	11	0	45	0	31	4	226
3:15 PM	0	0	0	0	9	0	19	0	1	25	33	0	0	7	0	29	11	0	60	2	49	4	249
3:30 PM	0	0	0	0	16	0	22	0	4	29	52	0	0	11	0	34	29	0	62	0	54	9	322
3:45 PM	0	0	0	0	11	0	20	0	2	34	17	0	0	11	0	20	30	0	68	3	43	10	269
4:00 PM	0	0	0	0	12	0	22	0	3	18	28	0	0	15	0	24	16	0	45	2	39	6	230
4:15 PM	0	0	0	0	13	0	13	0	2	19	40	0	0	11	0	26	18	0	69	4	41	6	262
4:30 PM	0	0	0	0	18	0	20	0	6	20	28	0	0	9	0	20	14	0	57	1	37	5	235
4:45 PM	0	0	0	0	18	0	10	0	3	30	36	0	0	19	0	36	14	0	61	2	45	7	281
5:00 PM	0	0	0	0	13	0	19	0	1	14	32	0	0	9	0	22	10	0	60	1	39	5	225
5:15 PM	0	0	0	0	19	0	35	0	0	23	42	0	0	9	0	17	21	0	55	2	47	11	281
5:30 PM	0	0	0	0	13	0	11	0	2	20	29	0	0	6	0	32	20	0	61	0	48	8	250
5:45 PM	0	0	0	0	16	0	20	0	1	28	23	0	0	4	0	22	22	0	47	0	39	6	228
6:00 PM	0	0	0	0	23	0	29	0	3	14	33	0	0	4	0	21	10	0	39	1	38	10	225
6:15 PM	0	0	0	0	24	0	19	0	1	13	14	0	0	1	0	20	6	0	47	0	30	4	179
6:30 PM	0	0	0	0	12	0	18	0	2	16	17	0	0	2	0	20	9	0	26	2	24	2	150
6:45 PM	0	0	0	0	13	0	16	0	2	9	19	0	0	7	0	14	9	0	32	0	30	2	153
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	1	0	338	0	398	0	41	370	595	0	0	161	0	476	300	0	1003	34	823	145	4685
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	43.50%	0.00%	51.22%	0.00%	5.28%	32.86%	52.84%	0.00%	0.00%	14.30%	0.00%	26.76%	16.86%	0.00%	56.38%	3.39%	82.14%	14.47%	
PEAK HR :	03:30 PM - 04:30 PM																						TOTAL
PEAK HR VOL :	0	0	0	0	52	0	77	0	11	100	137	0	0	48	0	104	93	0	244	9	177	31	1083
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.813	0.000	0.875	0.000	0.688	0.735	0.659	0.000	0.000	0.800	0.000	0.765	0.775	0.000	0.884	0.563	0.819	0.775	0.841
							0.833					0.774					0.882				0.861		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hope Hill Rd/70 Parker Farms Rd & Highland Ave/Parker Farms Rd
City: Wallingford
Control: 3-Way Stop(SB/EB/WB)

Project ID: 25-410055-001
Date: 4/22/2025

Data - Cars

NS/EW Streets: Hope Hill Rd/70 Parker Farms Rd | Hope Hill Rd/70 Parker Farms Rd | Highland Ave/Parker Farms Rd | Highland Ave/Parker Farms Rd

AM

	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2			
	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
7:00 AM	0	0	0	0	14	0	7	0	2	24	31	0	0	3	0	8	25	0	18	1	81	3	217
7:15 AM	0	0	0	0	25	0	22	0	0	34	32	0	0	17	0	12	29	0	21	3	83	7	285
7:30 AM	0	0	0	0	29	0	11	0	0	22	23	0	0	9	0	13	13	0	17	6	93	6	242
7:45 AM	0	0	0	0	27	0	19	0	4	15	30	0	0	6	0	13	17	0	28	2	93	5	259
8:00 AM	0	0	0	0	24	0	9	0	1	6	29	0	0	7	0	9	5	0	29	1	70	9	199
8:15 AM	0	0	0	0	8	0	6	0	1	9	34	0	0	4	0	14	2	0	23	1	69	9	180
8:30 AM	0	0	0	0	15	0	18	0	1	6	41	0	0	11	0	17	4	0	34	1	74	6	228
8:45 AM	0	0	0	0	6	0	17	0	4	13	37	0	0	8	0	33	9	0	23	0	63	9	222
9:00 AM	0	0	0	0	7	0	10	0	0	7	41	0	0	1	0	12	4	0	30	4	42	10	168
9:15 AM	0	0	0	0	6	0	3	0	1	7	18	0	0	5	0	12	2	0	23	1	43	1	122
9:30 AM	0	0	0	0	12	1	5	0	0	7	21	1	0	4	0	10	3	0	24	1	38	2	129
9:45 AM	0	0	1	0	7	0	5	0	2	9	30	0	0	3	0	10	7	0	16	0	30	3	123
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	1	0	180	1	132	0	16	159	367	1	0	78	0	163	120	0	286	21	779	70	2374
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	54.71%	0.30%	40.12%	0.00%	4.86%	26.28%	60.66%	0.17%	0.00%	12.89%	0.00%	28.65%	21.09%	0.00%	50.26%	2.41%	89.54%	8.05%	
PEAK HR :	07:00 AM - 08:00 AM																						TOTAL
PEAK HR VOL :	0	0	0	0	95	0	59	0	6	95	116	0	0	35	0	46	84	0	84	12	350	21	1003
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.819	0.000	0.670	0.000	0.375	0.699	0.906	0.000	0.000	0.515	0.000	0.885	0.724	0.000	0.750	0.500	0.941	0.750	0.880
							0.800					0.741					0.863						

NOON

	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2			
	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
10:00 AM	0	0	0	0	11	0	8	0	0	4	17	0	0	4	0	16	1	0	19	0	22	5	107
10:15 AM	0	0	0	0	3	0	6	0	0	8	20	0	0	3	0	13	2	0	25	2	47	1	130
10:30 AM	0	0	0	0	9	0	6	0	0	7	17	0	0	3	0	15	7	0	36	3	36	6	145
10:45 AM	0	0	0	0	6	0	12	0	2	7	24	0	0	5	0	16	6	0	26	1	31	5	141
11:00 AM	0	1	0	0	9	0	5	0	1	6	19	0	0	8	0	14	2	0	26	1	19	2	113
11:15 AM	0	0	0	0	5	0	8	0	3	8	18	0	0	4	0	14	7	0	31	2	33	6	139
11:30 AM	0	0	0	0	4	0	11	0	4	7	24	0	0	2	0	19	2	0	27	1	30	2	133
11:45 AM	0	0	0	0	5	0	6	0	1	9	29	0	0	6	0	19	3	0	26	2	27	4	137
12:00 PM	0	0	0	0	6	0	8	1	1	13	27	0	0	2	0	20	9	0	29	4	26	6	152
12:15 PM	0	0	0	0	8	0	13	0	4	7	26	0	0	4	0	14	5	0	33	1	23	2	140
12:30 PM	0	0	0	0	9	0	14	0	2	10	24	0	0	7	0	13	6	1	43	2	24	5	160
12:45 PM	0	0	0	0	3	0	8	0	0	7	17	0	0	5	0	16	7	0	28	0	28	4	123
1:00 PM	0	0	0	0	9	0	15	0	2	9	12	0	0	3	0	20	4	0	25	3	23	1	126
1:15 PM	0	0	0	0	9	0	11	0	1	9	19	0	0	2	0	19	7	0	20	1	28	3	129
1:30 PM	0	0	0	0	7	0	5	0	2	6	26	0	0	7	0	12	15	0	25	0	33	8	146
1:45 PM	0	0	0	0	13	0	5	0	0	17	15	0	0	5	0	15	19	0	25	1	34	8	157
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
TOTAL VOLUMES :	0	1	0	0	116	0	141	1	23	134	334	0	0	70	0	255	102	1	444	24	464	68	2178
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	41.28%	0.00%	50.18%	0.36%	8.19%	24.91%	62.08%	0.00%	0.00%	13.01%	0.00%	31.80%	12.72%	0.12%	55.36%	4.32%	83.45%	12.23%	
PEAK HR :	11:45 AM - 12:45 PM																						TOTAL
PEAK HR VOL :	0	0	0	0	28	0	41	1	8	39	106	0	0	19	0	66	23	1	131	9	100	17	589
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.778	0.000	0.732	0.250	0.500	0.750	0.914	0.000	0.000	0.679	0.000	0.825	0.639	0.250	0.762	0.563	0.926	0.708	0.920
							0.780					0.932					0.877						

PM

	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2			
	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
2:00 PM	0	0	0	0	29	0	24	0	3	10	26	0	0	7	0	23	12	0	30	8	44	30	246
2:15 PM	0	0	0	0	22	0	19	0	2	12	20	0	0	6	0	23	11	0	48	3	45	2	213
2:30 PM	0	0	0	0	15	0	17	0	1	10	31	0	0	5	0	23	12	0	34	1	44	5	198
2:45 PM	0	0	0	0	10	0	18	0	0	8	24	0	0	7	0	22	11	0	49	2	49	9	209
3:00 PM	0	0	0	0	21	0	19	0	1	15	42	0	0	8	0	22	11	0	45	0	30	4	218
3:15 PM	0	0	0	0	8	0	19	0	1	25	33	0	0	7	0	23	11	0	60	2	49	4	242
3:30 PM	0	0	0	0	16	0	22	0	4	29	50	0	0	10	0	28	29	0	62	0	52	8	310
3:45 PM	0	0	0	0	11	0	19	0	2	33	16	0	0	9	0	19	30	0	68	2	42	10	261
4:00 PM	0	0	0	0	12	0	22	0	2	17	27	0	0	15	0	24	15	0	45	2	37	6	224
4:15 PM	0	0	0	0	13	0	13	0	2	19	39	0	0	11	0	26	18	0	69	4	40	6	260
4:30 PM	0	0	0	0	18	0	20	0	6	20	27	0	0	9	0	20	14	0	57	1	37	5	234
4:45 PM	0	0	0	0	17	0	10	0	3	29	36	0	0	19	0	35	13	0	61	2	43	7	275
5:00 PM	0	0	0	0	12	0	19	0	1	14	32	0	0	9	0	22	10	0	59	1	39	5	223
5:15 PM	0	0	0	0	18	0	35	0	0	23	42	0	0	9	0	17	21	0	55	2	47	11	280
5:30 PM	0	0	0	0	13	0	11	0	2	19	28	0	0	6	0	32	20	0	61	0	48	8	248
5:45 PM	0	0	0	0	16	0	19	0	1	28	23	0	0	4	0	22	22	0	47	0	39	6	227
6:00 PM	0	0	0	0	22	0	28	0	3	14	32	0	0	4	0	21	10	0	39	1	38	10	222
6:15 PM	0	0	0	0	24	0	19	0	1	13	14	0	0	1	0	20	6	0	46	0	30	4	178
6:30 PM	0	0	0	0	12	0	18	0	2	16	17	0	0	2	0	20	9	0	26	2	24	2	150
6:45 PM	0	0	0	0	13	0	16	0	2	8	19	0	0	7	0	14	9	0	32	0	30	2	152
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	322	0	387	0	39	362	578	0	0	155	0	456	294	0	993	33	807	144	4570
APPROACH %'s :					43.05%	0.00%	51.74%	0.00%	5.21%	33.06%	52.79%	0.00%	0.00%	14.16%	0.00%	26.16%	16.87%	0.00%	56.97%	3.35%	82.01%	14.63%	
PEAK HR :	03:30 PM - 04:30 PM																						TOTAL
PEAK HR VOL :	0	0	0	0	52	0	76	0	10	98	132	0	0	45	0	97	92	0	244	8	171	30	1055
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.813	0.000	0.864	0.000	0.625	0.742	0.660	0.000	0.000	0.750	0.000	0.866	0.767	0.000	0.884	0.500	0.822	0.750	0.851
							0.821					0.772					0.910						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hope Hill Rd/70 Parker Farms Rd & Highland Ave/Parker Farms Rd
City: Wallingford
Control: 3-Way Stop(SB/EB/WB)

Project ID: 25-410055-001
Date: 4/22/2025

Data - HT

NS/EW Streets:	Hope Hill Rd/70 Parker Farms Rd				Hope Hill Rd/70 Parker Farms Rd					Highland Ave/Parker Farms Rd					Highland Ave/Parker Farms Rd								
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2			
	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
7:00 AM	0	0	0	0	2	0	2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	7
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	5
7:30 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	1	0	0	0	1	0	6
7:45 AM	0	0	0	0	3	0	2	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	8
8:00 AM	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	5	0	1	0	10
8:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	1	0	0	2	1	2	0	9
8:30 AM	0	0	0	0	0	0	1	0	1	0	3	0	0	1	0	4	0	0	3	0	1	0	14
8:45 AM	0	0	0	0	1	0	3	0	0	2	2	0	0	0	0	8	0	0	1	0	6	0	23
9:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	3	1	1	1	11
9:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	1	0	2	0	7
9:30 AM	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	1	0	0	1	0	2	0	8
9:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	1	0	1	1	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	10	0	12	0	3	7	14	0	0	7	0	19	6	0	17	4	16	2	117
APPROACH %'s :					40.00%	0.00%	48.00%	0.00%	12.00%	25.00%	50.00%	0.00%	0.00%	25.00%	0.00%	45.24%	14.29%	0.00%	40.48%	18.18%	72.73%	9.09%	
PEAK HR :	07:00 AM - 08:00 AM																						TOTAL
PEAK HR VOL :	0	0	0	0	5	0	6	0	0	4	0	0	0	3	0	1	4	0	0	1	1	1	26
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.417	0.000	0.750	0.000	0.000	0.333	0.000	0.000	0.000	0.375	0.000	0.250	1.000	0.000	0.000	0.250	0.250	0.250	0.813
							0.550					0.583					0.625						

NOON	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2			
	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
10:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	4
10:15 AM	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	9
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	2	8
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	2	1	0	0	6
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	1	6
11:15 AM	0	0	0	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0	2	0	0	1	8
11:30 AM	0	0	0	0	0	0	2	0	0	0	6	0	0	0	0	2	0	0	0	0	0	0	10
11:45 AM	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	1	0	3	1	0	1	12
12:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	2	0	7
12:15 PM	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	1	0	0	1	0	1	0	7
12:30 PM	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	2	0	0	2	0	2	0	9
12:45 PM	0	0	0	0	1	0	1	0	0	1	1	0	0	1	0	1	0	0	2	0	1	0	9
1:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	4
1:15 PM	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2	1	0	2	0	1	0	10
1:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
1:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3	0	0	0	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	11	0	9	0	0	9	20	0	0	3	1	16	6	0	18	2	16	7	118
APPROACH %'s :					55.00%	0.00%	45.00%	0.00%	0.00%	28.13%	62.50%	0.00%	0.00%	9.38%	2.44%	39.02%	14.63%	0.00%	43.90%	8.00%	64.00%	28.00%	
PEAK HR :	11:45 AM - 12:45 PM																						TOTAL
PEAK HR VOL :	0	0	0	0	3	0	3	0	0	3	6	0	0	1	0	3	1	0	8	1	5	1	35
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.000	0.000	0.375	0.375	0.000	0.000	0.250	0.000	0.375	0.250	0.000	0.667	0.250	0.625	0.250	0.729
							0.750					0.625					0.750						

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2			
	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
2:00 PM	0	0	1	0	4	0	4	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	14
2:15 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	1	3	0	2	0	4	0	14
2:30 PM	0	0	0	0	4	0	3	0	0	2	0	0	0	0	0	2	1	0	3	0	0	0	15
2:45 PM	0	0	0	0	0	0	1	0	0	0	4	0	0	1	0	1	0	0	2	0	2	0	11
3:00 PM	0	0	0	0	3	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	1	0	8
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	7
3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	6	0	0	0	0	2	1	12
3:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	2	0	1	0	0	0	1	1	0	8
4:00 PM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	0	0	2	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	2	0	6
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	1	0	16	0	11	0	2	8	17	0	0	6	0	20	6	0	10	1	16	1	115
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	55.17%	0.00%	37.93%	0.00%	6.90%	25.81%	54.84%	0.00%	0.00%	19.35%	0.00%	55.56%	16.67%	0.00%	27.78%	5.56%	88.89%	5.56%	
PEAK HR :	03:30 PM - 04:30 PM																						TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	1	2	5	0	0	3	0	7	1	0	0	1	6	1	28
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500	0.625	0.000	0.000	0.375	0.000	0.292	0.250	0.000	0.000	0.250	0.750	0.250	0.583
							0.500					0.625					0.333						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hope Hill Rd/70 Parker Farms Rd & Highland Ave/Parker Farms Rd
City: Wallingford
Control: 3-Way Stop(SB/EB/WB)

Project ID: 25-410055-001
Date: 4/22/2025

Data - HT

NS/EW Streets:	Hope Hill Rd/70 Parker Farms Rd				Hope Hill Rd/70 Parker Farms Rd					Highland Ave/Parker Farms Rd					Highland Ave/Parker Farms Rd								
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2			
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SR2	0 EL	1 ET	0 ER	0 EU	0 EU2	0 WL	1 WT	0 WR	0 WU	0 WT2	0 E2L2	0 E2T2	0 E2U2	TOTAL
7:00 AM	0	0	0	0	2	0	2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	7
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	5
7:30 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	1	0	0	0	1	0	6
7:45 AM	0	0	0	0	3	0	2	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	8
8:00 AM	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	5	0	1	0	10
8:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	1	0	0	2	1	2	0	9
8:30 AM	0	0	0	0	0	0	1	0	1	0	3	0	0	1	0	4	0	0	3	0	1	0	14
8:45 AM	0	0	0	0	1	0	3	0	0	2	2	0	0	0	0	8	0	0	1	0	6	0	23
9:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	3	1	1	1	11
9:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	1	0	2	0	7
9:30 AM	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	1	0	0	1	0	2	0	8
9:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	1	0	1	1	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	10	0	12	0	3	7	14	0	0	7	0	19	6	0	17	4	16	2	117
APPROACH %'s :					40.00%	0.00%	48.00%	0.00%	12.00%	25.00%	50.00%	0.00%	0.00%	25.00%	0.00%	45.24%	14.29%	0.00%	40.48%	18.18%	72.73%	9.09%	
PEAK HR :	07:00 AM - 08:00 AM																						TOTAL
PEAK HR VOL :					5%		9%		0%	4%	0%			8%		2%	5%		0%	8%	0%	5%	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.004	0.000	0.012	0.000	0.000	0.003	0.000	0.000	0.000	0.010	0.000	0.005	0.011	0.000	0.000	0.019	0.001	0.011	0.014
							0.007					0.010					0.008						

NS/EW Streets:	Hope Hill Rd/70 Parker Farms Rd				Hope Hill Rd/70 Parker Farms Rd					Highland Ave/Parker Farms Rd					Highland Ave/Parker Farms Rd								
NOON	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2			
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SR2	0 EL	1 ET	0 ER	0 EU	0 EU2	0 WL	1 WT	0 WR	0 WU	0 WT2	0 E2L2	0 E2T2	0 E2U2	TOTAL
10:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
10:15 AM	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	9
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	2	8
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	2	1	0	0	6
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	1	6
11:15 AM	0	0	0	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0	2	0	0	1	8
11:30 AM	0	0	0	0	0	0	2	0	0	0	6	0	0	0	0	2	0	0	0	0	0	0	10
11:45 AM	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	1	0	3	1	0	1	12
12:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	2	0	7
12:15 PM	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	1	0	0	1	0	1	0	7
12:30 PM	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	2	0	0	2	0	2	0	9
12:45 PM	0	0	0	0	1	0	1	0	0	1	1	0	0	1	0	1	0	0	2	0	1	0	9
1:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	4
1:15 PM	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2	1	0	2	0	1	0	10
1:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
1:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3	0	0	0	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	11	0	9	0	0	9	20	0	0	3	1	16	6	0	18	2	16	7	118
APPROACH %'s :					55.00%	0.00%	45.00%	0.00%	0.00%	28.13%	62.50%	0.00%	0.00%	9.38%	2.44%	39.02%	14.63%	0.00%	43.90%	8.00%	64.00%	28.00%	
PEAK HR :	11:45 AM - 12:45 PM																						TOTAL
PEAK HR VOL :					10%		7%	0%	0%	7%	5%			5%		4%	4%	0%	6%	10%	5%	6%	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.012	0.000	0.009	0.000	0.000	0.009	0.003	0.000	0.000	0.013	0.000	0.005	0.010	0.000	0.005	0.025	0.006	0.014	0.014
							0.021					0.011					0.009						

NS/EW Streets:	Hope Hill Rd/70 Parker Farms Rd				Hope Hill Rd/70 Parker Farms Rd					Highland Ave/Parker Farms Rd					Highland Ave/Parker Farms Rd								
PM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2			
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SR2	0 EL	1 ET	0 ER	0 EU	0 EU2	0 WL	1 WT	0 WR	0 WU	0 WT2	0 E2L2	0 E2T2	0 E2U2	TOTAL
2:00 PM	0	0	1	0	4	0	4	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	14
2:15 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	1	3	0	2	0	4	0	14
2:30 PM	0	0	0	0	4	0	3	0	0	2	0	0	0	0	0	2	1	0	3	0	0	0	15
2:45 PM	0	0	0	0	0	0	1	0	0	0	4	0	0	1	0	1	0	0	2	0	2	0	11
3:00 PM	0	0	0	0	3	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	1	0	8
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	7
3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	6	0	0	0	0	2	1	12
3:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	2	0	1	0	0	0	1	1	0	8
4:00 PM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	0	0	2	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	2	0	6
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	1	0	16	0	11	0	2	8	17	0	0	6	0	20	6	0	10	1	16	1	115
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	55.17%	0.00%	37.93%	0.00%	6.90%	25.81%	54.84%	0.00%	0.00%	19.35%	0.00%	55.56%	16.67%	0.00%	27.78%	5.56%	88.89%	5.56%	
PEAK HR :	03:30 PM - 04:30 PM																						TOTAL
PEAK HR VOL :					0%		1%		9%	2%	4%			6%		7%	1%		0%	11%	3%	3%	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.003	0.000	0.023	0.005	0.005	0.000	0.000	0.008	0.000	0.003	0.003	0.000	0.000	0.028	0.004	0.008	0.010
							0.026					0.007					0.003						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hope Hill Rd/70 Parker Farms Rd & Highland Ave/Parker Farms Rd
City: Wallingford
Control: 3-Way Stop(SB/EB/WB)

Project ID: 25-410055-001
Date: 4/22/2025

Data - Bikes

NS/EW Streets: Hope Hill Rd/70 Parker Farms Rd | Hope Hill Rd/70 Parker Farms Rd | Highland Ave/Parker Farms Rd | Highland Ave/Parker Farms Rd

AM

	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2			
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SR2	0 EL	1 ET	0 ER	0 EU	0 EU2	0 WL	1 WT	0 WR	0 WU	0 WT2	0 E2L2	0 E2T2	0 E2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%														
PEAK HR :	07:00 AM - 08:00 AM																						TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON

	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2			
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SR2	0 EL	1 ET	0 ER	0 EU	0 EU2	0 WL	1 WT	0 WR	0 WU	0 WT2	0 E2L2	0 E2T2	0 E2U2	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																							
PEAK HR :	11:45 AM - 12:45 PM																						TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM

	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2			
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SR2	0 EL	1 ET	0 ER	0 EU	0 EU2	0 WL	1 WT	0 WR	0 WU	0 WT2	0 E2L2	0 E2T2	0 E2U2	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2L2	E2T2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	2	0	0	1	1	0	0	0	0	0	1	0	0	0	0	1	9
APPROACH %'s :					60.00%	0.00%	40.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
PEAK HR :	03:30 PM - 04:30 PM																						TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hope Hill Rd/70 Parker Farms Rd & Highland Ave/Parker Farms Rd
City: Wallingford

Project ID: 25-410055-001
Date: 4/22/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Hope Hill Rd/70 Parker Farms Rd		Hope Hill Rd/70 Parker Farms Rd		Highland Ave/Parker Farms Rd		Highland Ave/Parker Farms Rd				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		WEST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :											
PEAK HR :	07:00 AM - 08:00 AM										TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :											

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		WEST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	0	1	0	1	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	1	0	1	0	0	0	0	3
APPROACH %'s :	0.00%	100.00%	0.00%	100.00%	0.00%	100.00%					
PEAK HR :	11:45 AM - 12:45 PM										TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :											

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		WEST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	1	0	1	0	0	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	4	0	0	0	0	0	0	0	0	0	4
3:00 PM	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	1	0	1	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	1	1	1	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	1	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	1	3	3	2	3	0	0	0	0	16
APPROACH %'s :	80.00%	20.00%	50.00%	50.00%	40.00%	60.00%					
PEAK HR :	03:30 PM - 04:30 PM										TOTAL
PEAK HR VOL :	0	0	2	1	2	1	0	0	0	0	6
PEAK HR FACTOR :			0.500	0.250	0.500	0.250					0.375
			0.375		0.375						

Prepared by National Data & Surveying Services

Hope Hill Rd/70 Parker Farms Rd & Highland Ave/Parker Farms Rd

Peak Hour Turning Movement Count

ID: 25-410055-001
City: Wallingford

Day: Tuesday
Date: 4/22/2025

PEAK HOURS

AM	07:00 AM - 08:00 AM
NOON	11:45 AM - 12:45 PM
PM	03:30 PM - 04:30 PM

COUNT PERIODS

AM	7:00 AM - 10:00 AM
NOON	10:00 AM - 02:00 PM
PM	2:00 PM - 07:00 PM

CONTROL: 3-Way Stop(SB/EB/WB)

	AM	NOON	PM
TEV	515	324	563
PHF	0.89	0.92	0.84

SOUTHBOUND — Hope Hill Rd/70 Parker Farms Rd

	Left	Thru	Right	U-Turn	Total
AM	65	0	100	0	187
NOON	44	0	31	1	67
PM	77	0	52	0	193

EASTBOUND — Highland Ave/Parker Farms Rd

	AM	NOON	PM
Thru	112	113	181
Left	0	0	0
Right	99	42	100
U-Turn	116	112	137
Total	0	0	0

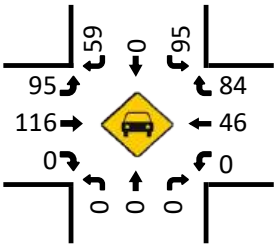
WESTBOUND — Highland Ave/Parker Farms Rd

	PM	NOON	AM
Thru	93	24	88
Left	104	69	47
Right	0	0	0
U-Turn	0	1	0
Total	189	144	216

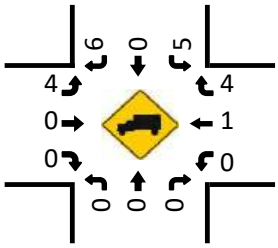
NORTHBOUND — Hope Hill Rd/70 Parker Farms Rd

	Left	Thru	Right	U-Turn	Total
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	0	0	0	0	0

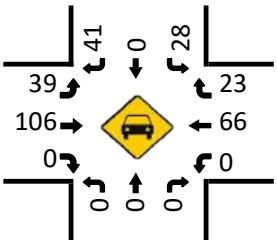
Cars (AM)



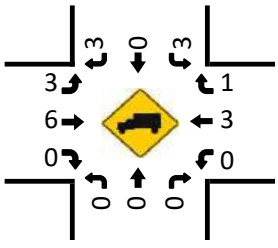
HT (AM)



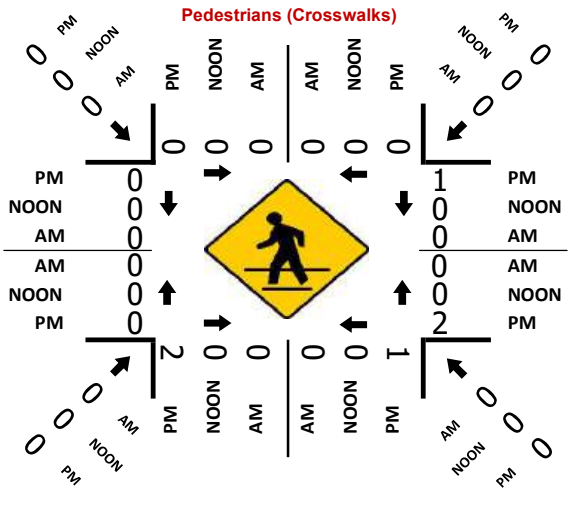
Cars (NOON)



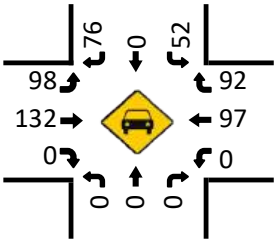
HT (NOON)



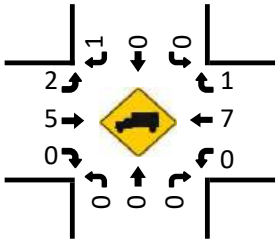
Pedestrians (Crosswalks)



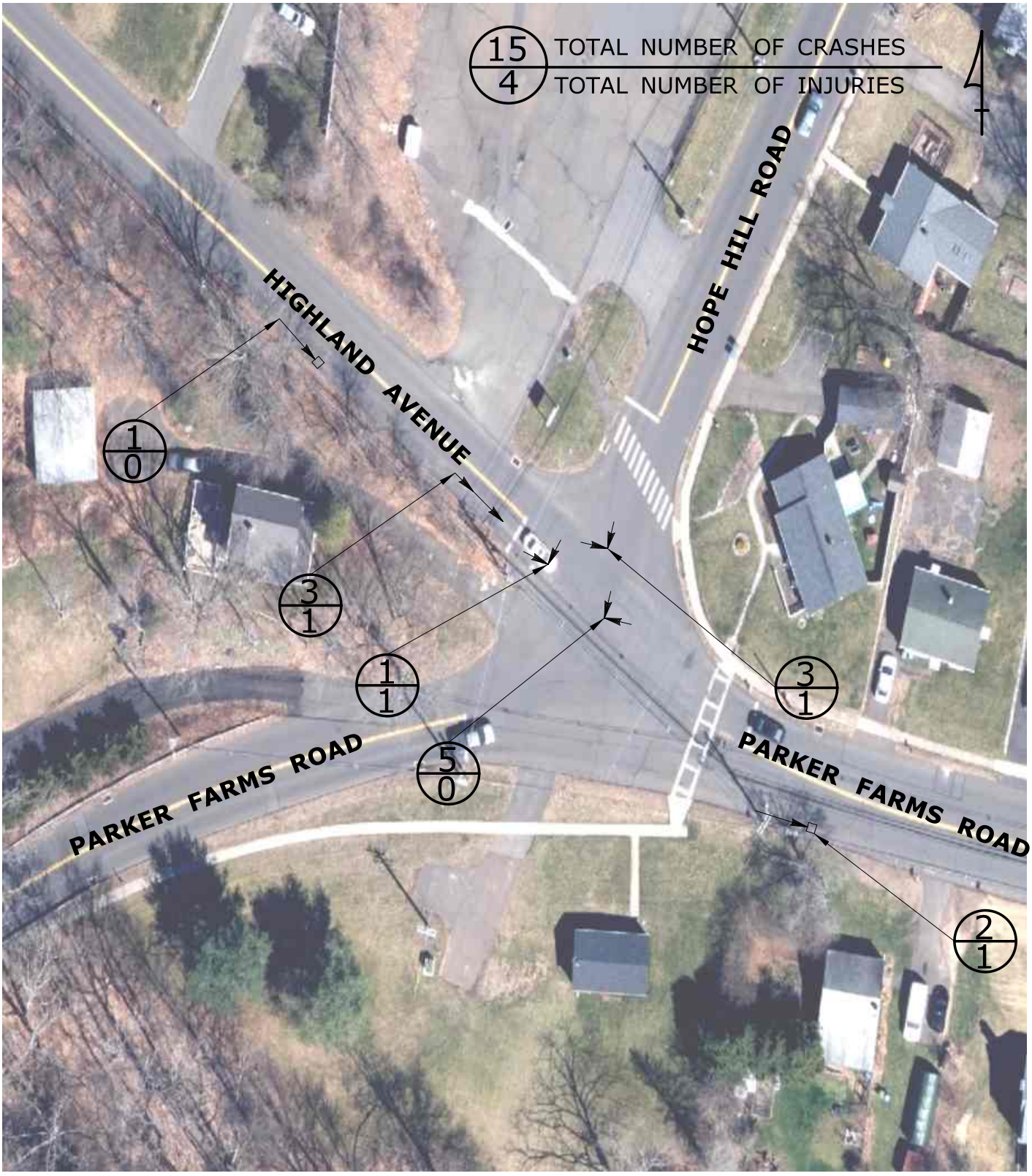
Cars (PM)



HT (PM)



Appendix B – Crash Data and Collision Diagram



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY. OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

SCALE: NONE

PERIOD COVERED
01/01/22 TO 04/30/25

HEAD ON COLLISION
REAR END COLLISION
SIDESWIPE COLLISION
BACKING COLLISION
FIXED OBJECT
OVERTURN
ANGLE COLLISION
OUT OF CONTROL
PEDESTRIAN
BICYCLE
MOTOR VEHICLE

WALLINGFORD

LOCATION - PARKER FARMS ROAD AND HOPE HILL ROAD AT HIGHLAND AVENUE

COMPILED BY: SV 05/08/25

DRAWN BY: SV 05/08/25

Crash Summary Sheet

Parker Farms Road at Highland Avenue And Hope Hill Road

01/01/2022 through 04/30/2025

Year	Total Crashes	
	Number	%
2022	5	33%
2023	6	40%
2024	4	27%
2025 *	0	0%
Total	**15**	**100%**

**Based on Data till 04/30/2025*

Severity Type	Total Crashes	
	Number	%
Fatal Injury (K)	0	0%
Suspected Serious Injury (A)	0	0%
Suspected Minor Injury (B)	3	20%
Possible Injury (C)	1	7%
No Apparent Injury (O)	11	73%
Total	**15**	**100%**

Weather Condition	Total Crashes	
	Number	%
Clear	13	87%
Rain	1	7%
Cloudy	0	0%
Snow	0	0%
Unknown	1	7%
Total	**15**	**100%**

Manner of Crash / Collision Impact	Total Crashes	
	Number	%
Angle	9	60%
Fixed Object	3	20%
Head On	0	0%
Rear End	3	20%
Sideswipe	0	0%
Pedestrian/Bicyclist	0	0%
Other	0	0%
Total	**15**	**100%**

Time of day	Total Crashes	
	Number	%
12 AM to 6 AM	0	0%
6 AM to 9 AM	3	20%
9 AM to 12 PM	2	13%
12 PM to 3 PM	3	20%
3 PM to 6 PM	3	20%
6 PM to 9 PM	3	20%
9 PM to 12 AM	1	7%
Total	**15**	**100%**

Appendix C – Near-Miss Screenshots





134745B: 20:19

2:08 PM

Pedestrian having difficulty crossing Parker Farms Road at crosswalk



141745B: 1:13

2:19 PM

SB Thru / EB Thru Hard Stop



141745B: 7:04

2:24 PM

NB Left (School Bus) Hard Stop / SB Thru



144746B: 9:30

2:57 PM

NB Left / EB Thru (Hard Stop)



144746B: 18:37

3:06 PM

WB Left- Didn’t grant ROW (Stopped in Middle)/ SB Thru (Hard Stop)

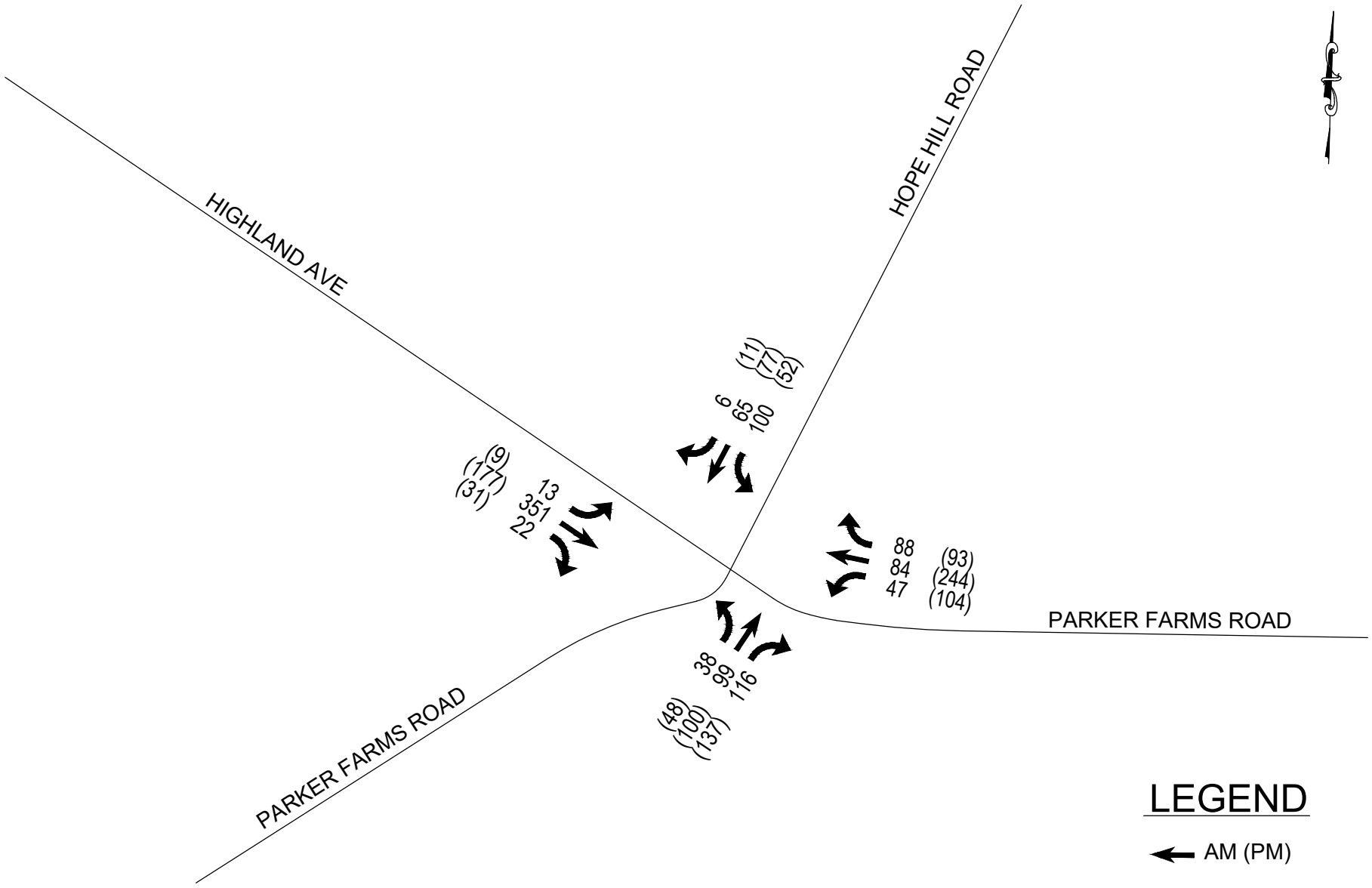


151746B: 29:42

3:47 PM

SB Thru / NB Thru- wanted to make left (Hard Stop) / WB Left (Hard Stop)

Appendix D – Peak-hour Turning Movement Counts



akrf
500 SUMMER STREET,
SUITE 400,
STAMFORD, CT, 06901
203-666-2030
WWW.AKRF.COM

CLIENT

SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS (SCRCOG)

PROJECT

INTERSECTION SAFETY IMPROVEMENTS STUDY

WALLINGFORD, CT

SHEET TITLE

PEAK HOUR TRAFFIC VOLUMES

DRAWN BY	CHECKED BY
RK	CVZ
SCALE	DATE
	MAY 2025

SHEET NO.

1

Appendix E – Existing Conditions Synchro Analysis

Intersection	
Intersection Delay, s/veh	22.2
Intersection LOS	C

Movement	EBL	EBR	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations										
Traffic Vol, veh/h	99	116	100	65	13	351	22	47	84	88
Future Vol, veh/h	99	116	100	65	13	351	22	47	84	88
Peak Hour Factor	0.74	0.74	0.78	0.78	0.91	0.91	0.91	0.87	0.87	0.87
Heavy Vehicles, %	4	0	5	9	8	0	5	2	0	5
Mvmt Flow	134	157	128	83	14	386	24	54	97	101
Number of Lanes	1	0	1	0	0	1	0	0	1	0

Approach	SB	SE	NW
Opposing Approach		NW	SE
Opposing Lanes	0	1	1
Conflicting Approach Left	NW	SB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	EB	EB	SB
Conflicting Lanes Right	1	1	1
HCM Control Delay, s/veh	15.6	29.9	16
HCM LOS	C	D	C

Lane	NWLn1	EBLn1	SELn1	SBLn1
Vol Left, %	21%	54%	3%	58%
Vol Thru, %	38%	0%	91%	0%
Vol Right, %	40%	46%	6%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	219	253	386	171
LT Vol	47	137	13	100
Through Vol	84	0	351	0
RT Vol	88	116	22	71
Lane Flow Rate	252	342	424	219
Geometry Grp	1	1	1	1
Degree of Util (X)	0.477	0.647	0.785	0.434
Departure Headway (Hd)	6.825	6.811	6.662	7.127
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	526	530	543	504
Service Time	4.891	4.839	4.687	5.194
HCM Lane V/C Ratio	0.479	0.645	0.781	0.435
HCM Control Delay, s/veh	16	21.5	29.9	15.6
HCM Lane LOS	C	C	D	C
HCM 95th-tile Q	2.5	4.6	7.3	2.2

Intersection	
Intersection Delay, s/veh	30.6
Intersection LOS	D

Movement	EBL	EBR	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations										
Traffic Vol, veh/h	100	137	52	77	9	177	31	104	244	93
Future Vol, veh/h	100	137	52	77	9	177	31	104	244	93
Peak Hour Factor	0.77	0.77	0.83	0.83	0.86	0.86	0.86	0.88	0.88	0.88
Heavy Vehicles, %	2	4	0	1	11	3	3	7	0	1
Mvmt Flow	130	178	63	93	10	206	36	118	277	106
Number of Lanes	1	0	1	0	0	1	0	0	1	0

Approach	SB	SE	NW
Opposing Approach		NW	SE
Opposing Lanes	0	1	1
Conflicting Approach Left	NW	SB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	EB	EB	SB
Conflicting Lanes Right	1	1	1
HCM Control Delay, s/veh	14.2	17.6	46.7
HCM LOS	B	C	E

Lane	NWLn1	EBLn1	SELn1	SBLn1
Vol Left, %	24%	52%	4%	37%
Vol Thru, %	55%	0%	82%	0%
Vol Right, %	21%	48%	14%	63%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	441	285	217	140
LT Vol	104	148	9	52
Through Vol	244	0	177	0
RT Vol	93	137	31	88
Lane Flow Rate	501	370	252	169
Geometry Grp	1	1	1	1
Degree of Util (X)	0.919	0.707	0.507	0.343
Departure Headway (Hd)	6.604	6.875	7.232	7.318
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	551	526	497	489
Service Time	4.604	4.941	5.303	5.404
HCM Lane V/C Ratio	0.909	0.703	0.507	0.346
HCM Control Delay, s/veh	46.7	25	17.6	14.2
HCM Lane LOS	E	C	C	B
HCM 95th-tile Q	11.2	5.6	2.8	1.5

Appendix F – Existing Conditions Base Maps



akrf
500 SUMMER STREET
SUITE 400
STAMFORD, CT 06901
203-666-2030
WWW.AKRF.COM

N

OWNER

SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS (SCRCOG)

PROJECT

INTERSECTION SAFETY STUDY

INTERSECTION OF PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD

WALLINGFORD, CT

MILESTONE

CONCEPTUAL

REV.	DESCRIPTION	DATE
1		

DESIGN PROFESSIONAL

PROJECT #:	241358
DATE:	2.13.2025
SCALE:	
FORMAT:	24" x 36" (ARCH D)
DRAWN BY:	CVZ
CHECKED BY:	MB

SHEET TITLE:

EXISTING CONDITIONS

SHEET NUMBER:

EX-1

OF



0 20 40 80
SCALE: 1" = 40'

akrf
500 SUMMER STREET
SUITE 400
STAMFORD, CT 06901
203-666-2030
WWW.AKRF.COM

N

OWNER

SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS (SCRCOG)

PROJECT

INTERSECTION SAFETY STUDY

INTERSECTION OF PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD

WALLINGFORD, CT

MILESTONE

CONCEPTUAL

REV.	DESCRIPTION	DATE
1		

DESIGN PROFESSIONAL

PROJECT #:	241358
DATE:	2.13.2025
SCALE:	
FORMAT:	24" x 36" (ARCH D)
DRAWN BY:	CVZ
CHECKED BY:	MB

SHEET TITLE:

EXISTING CONDITIONS

WITH UTILITIES

SHEET NUMBER:

EX-1

OF

Appendix G - Best-Fit Horizontal Alignment Analysis

Best-Fit Horizontal Geometric Assessment[1]

akrf

Highland Avenue/Parker Farms Road (West to East)

No.	Type	Length	Radius	Direction	Start Station	End Station	Delta angle	Chord length	Chord Direction	Start Direction	End Direction	PI Station	Degree of Curvature by Arc	Approximate Design Speed (mph)	Roadway Section
1	Line	124.59'		S4° 30' 48"E	10+00.00'	11+24.59'									
2	Curve	132.77'	1000.00'		11+24.59'	12+57.36'	7.6073 (d)	132.67'	S8° 19' 01"E	S4° 30' 48"E	S12° 07' 14"E	11+91.07'	5.7296 (d)	45	Highland (West Leg)
3	Line	107.56'		S12° 07' 14"E	12+57.36'	13+64.92'									
4	Curve	345.95'	475.00'		13+64.92'	17+10.87'	41.7293 (d)	338.35'	S32° 59' 07"E	S12° 07' 14"E	S53° 51' 00"E	15+45.97'	12.0623 (d)	35	Highland (West Leg)
5	Line	252.25'		S53° 51' 00"E	17+10.87'	19+63.12'									
6	Curve	45.73'	250.00'		19+63.12'	20+08.85'	10.4800 (d)	45.66'	S48° 36' 36"E	S53° 51' 00"E	S43° 22' 12"E	19+86.05'	22.9183 (d)	27	Within Intersection
7	Line	13.82'		S43° 22' 12"E	20+08.85'	20+22.66'									
8	Curve	104.63'	200.00'		20+22.66'	21+27.29'	29.9736 (d)	103.44'	S58° 21' 24"E	S43° 22' 12"E	S73° 20' 36"E	20+76.20'	28.6479 (d)	25	Within Intersection
9	Line	10.18'		S73° 20' 36"E	21+27.29'	21+37.48'									
10	Curve	177.08'	800.00'		21+37.48'	23+14.55'	12.6821 (d)	176.71'	S79° 41' 04"E	S73° 20' 36"E	S86° 01' 32"E	22+26.38'	7.1620 (d)	41	Parker Farms (East Leg)
11	Line	108.64'		S86° 01' 32"E	23+14.55'	24+23.20'									
12	Curve	21.40'	1000.00'		24+23.20'	24+44.59'	1.2261 (d)	21.40'	S86° 38' 19"E	S86° 01' 32"E	S87° 15' 06"E	24+33.90'	5.7296 (d)	> 45	Parker Farms (East Leg)
13	Line	274.04'		S87° 15' 06"E	24+44.59'	27+18.63'									

*Assumes Normal Crown of 1.5%.

[1]Best-fit horizontal geometric assessment based on aerial imagery obtained from NearMap dated 10/3/2025.

Parker Farms Road/Hope Hill Road (South to North)

No.	Type	Length	Radius	Direction	Start Station	End Station	Delta angle	Chord length	Chord Direction	Start Direction	End Direction	PI Station	Degree of Curvature by Arc	Approximate Design Speed (mph)	Roadway Section
1	Line	201.35'		N60° 06' 55"E	30+00.00'	32+01.35'									
2	Curve	14.67'	1000.00'		32+01.35'	32+16.02'	0.8406 (d)	14.67'	N59° 41' 42"E	N60° 06' 55"E	N59° 16' 29"E	32+08.68'	5.7296 (d)	45	Parker Farms (South Leg)
3	Line	82.48'		N59° 16' 29"E	32+16.02'	32+98.50'									
4	Curve	234.88'	600.00'		32+98.50'	35+33.38'	22.4290 (d)	233.38'	N70° 29' 21"E	N59° 16' 29"E	N81° 42' 14"E	34+17.46'	9.5493 (d)	37	Parker Farms (South Leg)
5	Line	17.34'		N81° 42' 14"E	35+33.38'	35+50.71'									
6	Curve	45.26'	50.00'		35+50.71'	35+95.98'	51.8679 (d)	43.73'	N55° 46' 12"E	N81° 42' 14"E	N29° 50' 09"E	35+75.03'	114.5916 (d)	<20	Within Intersection
7	Line	641.05'		N29° 50' 09"E	35+95.98'	42+37.03'									
8	Curve	209.12'	575.00'		42+37.03'	44+46.16'	20.8381 (d)	207.97'	N19° 25' 01"E	N29° 50' 09"E	N8° 59' 52"E	43+42.76'	9.9645 (d)	37	Hope Hill Road (North Leg)
9	Line	264.47'		N8° 59' 52"E	44+46.16'	47+10.63'									

*Assumes Normal Crown of 1.5%.

[1]Best-fit horizontal geometric assessment based on aerial imagery obtained from NearMap dated 10/3/2025.

Appendix H - Best-Fit Vertical Alignment Analysis

Best-Fit Vertical Geometric Assessment

Highland Avenue/Parker Farms Road (West to East)

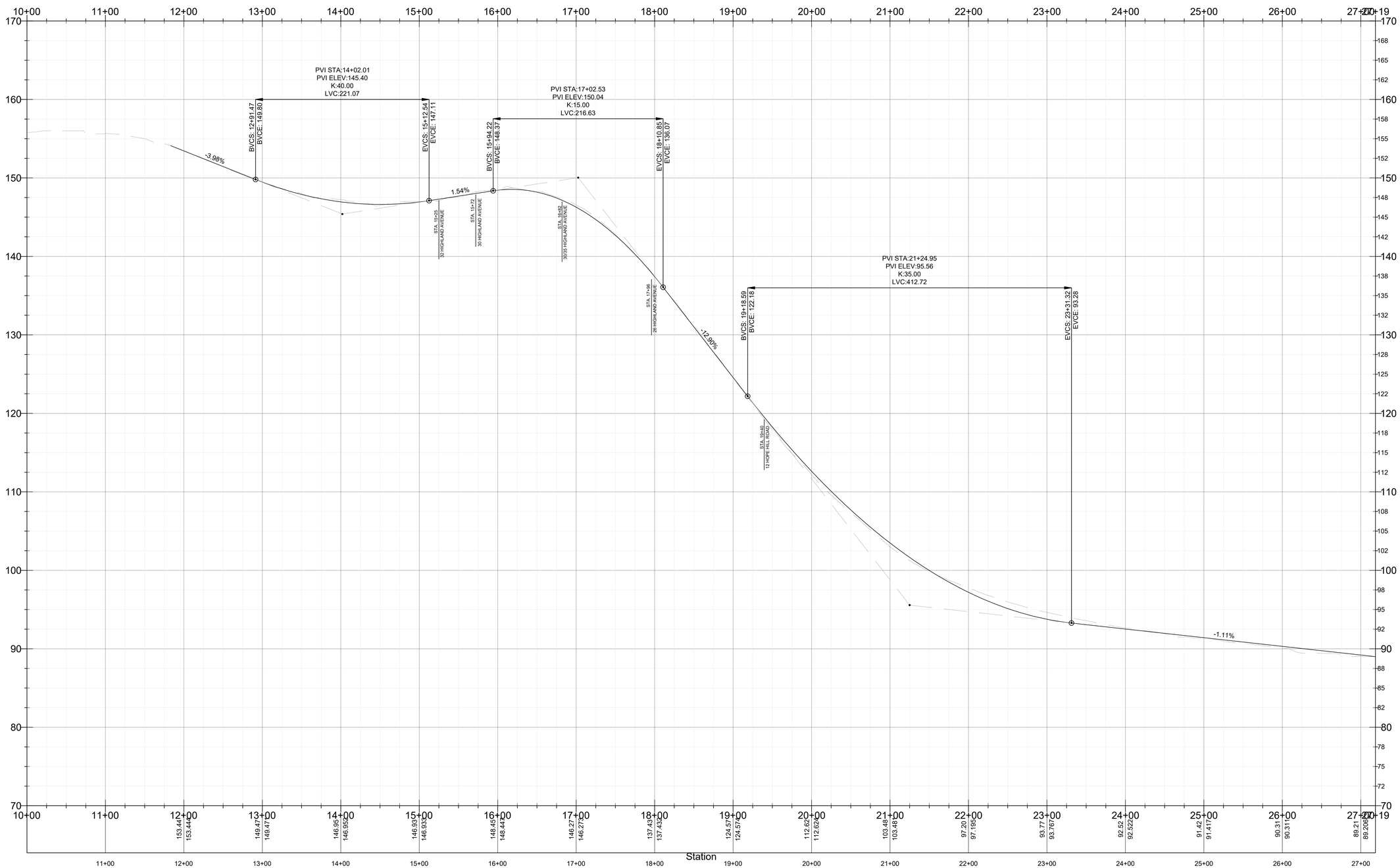
													CREST						SAG					
													Section 9-3.02				3R Criteria		Headlight Criteria				3R Criteria	
No.	PVI Station	PVI Elevation	Grade In	Grade Out	A (Grade Change)	Profile Curve Type	Profile Curve Length	K Value	Curve Radius	Roadway Section	85th Percentile Speed (mph)	Design Speed (mph)	Best-Fit Design Speed per Figure 9-3C (Approach Grade)	Recommended K for Design Speed Figure 9-3C (Approach Grade)	Best-Fit Design Speed per Figure 9-3C (Level) for Design Exception Purposes	Minimum K for Design Speed Figure 9-3C (Level) for Design Exception Purposes	Existing Vertical Curve within 15 mph of 85th Percentile Speed?	Criteria Met?	Best-Fit Design Speed per Figure 9-3D (Approach Grade)	Recommended K for Design Speed Figure 9-3D (Approach Grade)	Best-Fit Design Speed per Figure 9-3D (Level) for Design Exception Purposes	Minimum K for Design Speed Figure 9-3D (Level) for Design Exception Purposes	Minumum K to meet Comfort Critera (Fig 2-6A)	Comfort Criteria Met?
1	11+83.24'	154.11'		-3.98%																				
2	14+02.01'	145.40'	-3.98%	1.54%	5.53%	Sag	221.07'	40	4000.00'	Highland Ave (West Leg)	37	35							30 mph	53	31 mph	49	27	Y
3	17+02.53'	150.04'	1.54%	-12.90%	14.44%	Crest	216.63'	15	1500.00'	Highland Ave (West Leg)	37	35	25 mph	44	27 mph	29	Y	Y						
4	21+24.95'	95.56'	-12.90%	-1.11%	11.79%	Sag	412.72'	35	3500.00'	Through Intersection		25							27 mph	35	29 mph	26	14	Y
5	27+18.63'	89.00'	-1.11%																					

[1]Best-fit vertical geometric assessment based on aerial imagery obtained from NearMap dated 10/3/2025 and LIDAR -derived contours obtained from CTECO.

Parker Farms Road/Hope Hill Road (South to North)

													CREST						SAG					
													Section 9-3.02				3R Criteria		Headlight Criteria				3R Criteria	
No.	PVI Station	PVI Elevation	Grade In	Grade Out	A (Grade Change)	Profile Curve Type	Profile Curve Length	K Value	Curve Radius	Roadway Section	85th Percentile Speed (mph)	Design Speed (mph)	Best-Fit Design Speed per Figure 9-3C (Approach Grade)	Recommended K for Design Speed Figure 9-3C (Approach Grade)	Best-Fit Design Speed per Figure 9-3C (Level) for Design Exception Purposes	Minimum K for Design Speed Figure 9-3C (Level) for Design Exception Purposes	Existing Vertical Curve within 15 mph of 85th Percentile Speed?	Criteria Met?	Best-Fit Design Speed per Figure 9-3D (Approach Grade)	Recommended K for Design Speed Figure 9-3D (Approach Grade)	Best-Fit Design Speed per Figure 9-3D (Level) for Design Exception Purposes	Minimum K for Design Speed Figure 9-3D (Level) for Design Exception Purposes	Minumum K to meet Comfort Critera (Fig 2-6A)	Comfort Criteria Met?
1	30+00.39'	128.61'		-8.90%																				
2	32+28.15'	108.34'	-8.90%	-1.48%	7.41%	Sag	148.27'	20	2000.00'	Parker Farms Road (South Leg)	35	30							20 mph	44	22 mph	37	20	Y
3	33+86.95'	105.99'	-1.48%	0.67%	2.16%	Sag	86.35'	40	4000.00'	Parker Farms Road (South Leg)	35	30							31 mph	37	31 mph	37	20	Y
4	35+48.27'	107.07'	0.67%	5.92%	5.25%	Sag	78.70'	15	1500.00'	Through Intersection		25							<20 mph	28	<20 mph	26	14	Y
5	36+19.85'	111.31'	5.92%	0.68%	5.24%	Crest	52.39'	10	1000.00'	Through Intersection		25	23 mph	13	23 mph	12	Y	Y						
6	37+94.14'	112.50'	0.68%	-0.83%	1.51%	Crest	75.40'	50	5000.00'	Hope Hill Road (North Leg)	34	30	42 mph	19	42 mph	19	Y	Y						
7	42+16.18'	109.01'	-0.83%	2.05%	2.88%	Sag	259.02'	90	9000.00'	Hope Hill Road (North Leg)	34	30							47 mph	38	48 mph	37	20	Y
8	44+70.23'	114.22'	2.05%																					

Highland & Parker Farms East- Existing PROFILE



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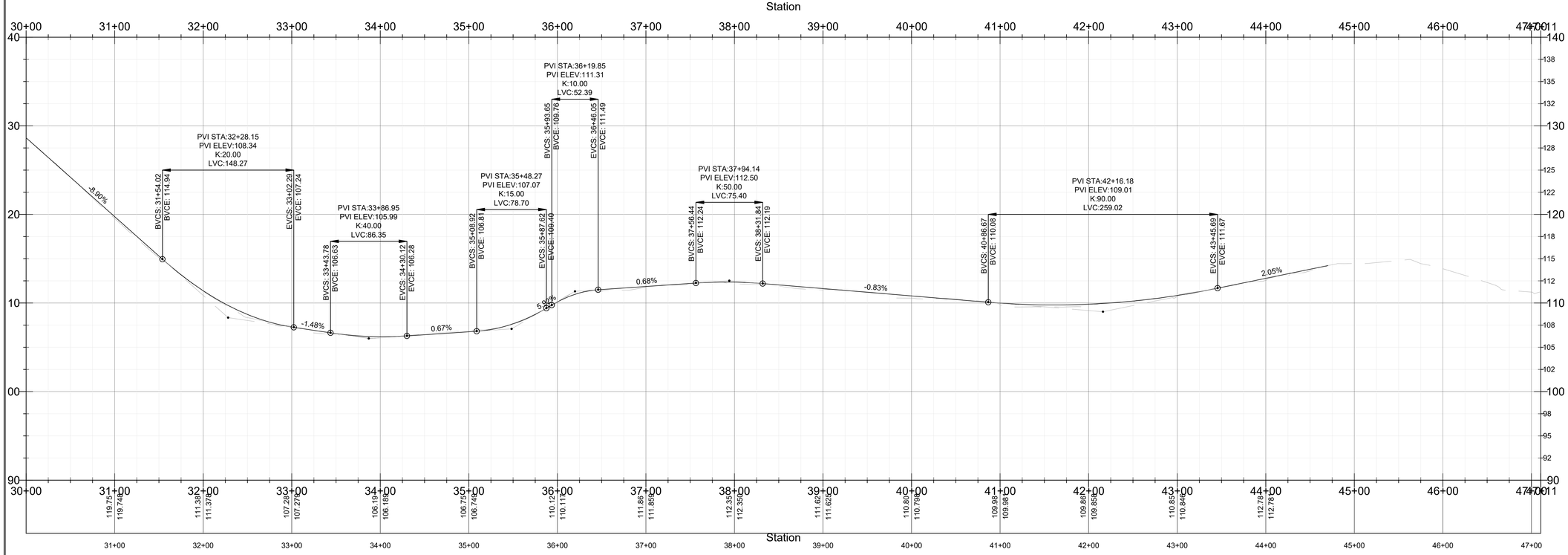
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Parker Farms West & Hope Hill Road- Existing PROFILE



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Appendix I – Turning Template Diagrams- Existing Conditions



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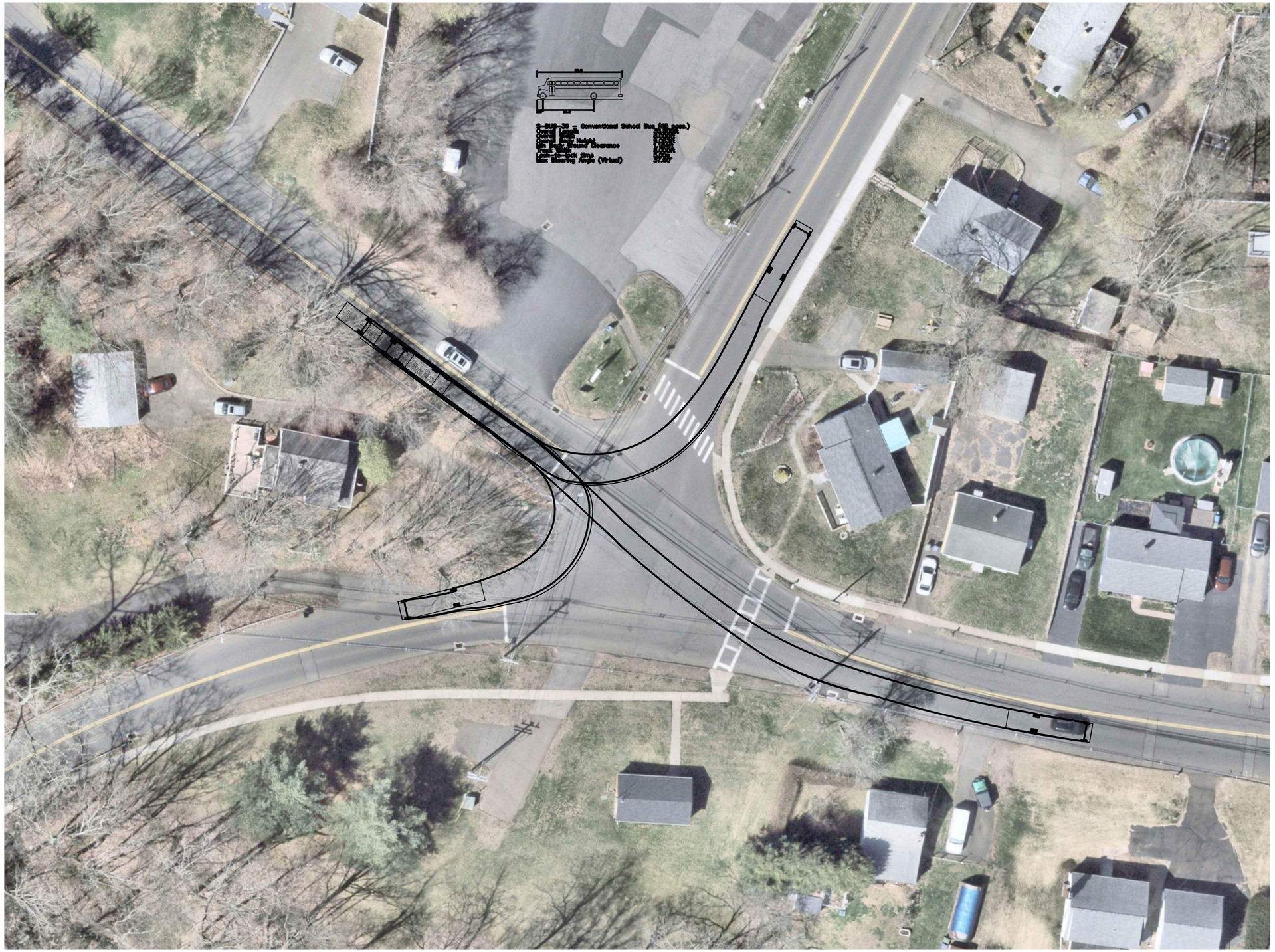
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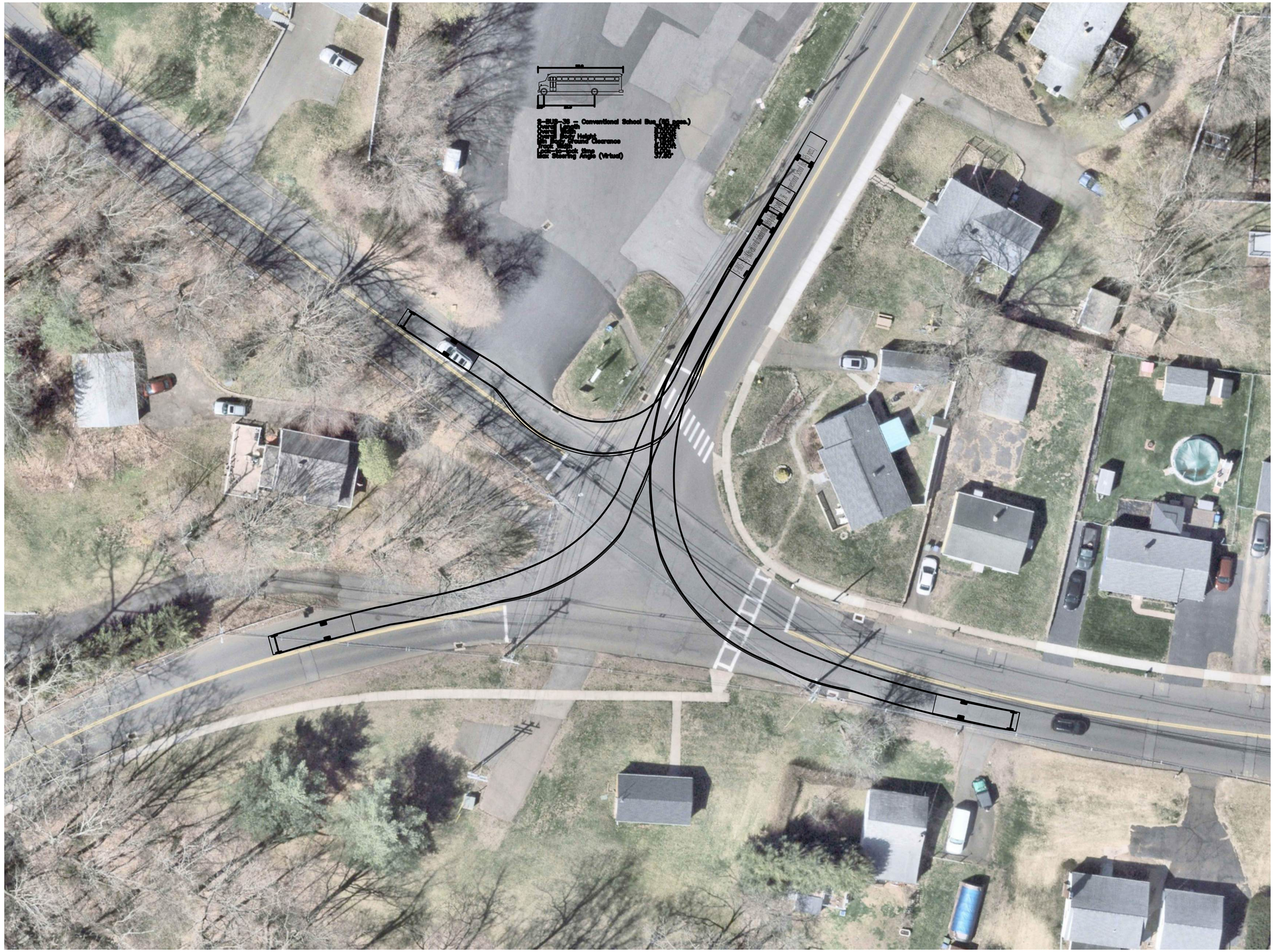
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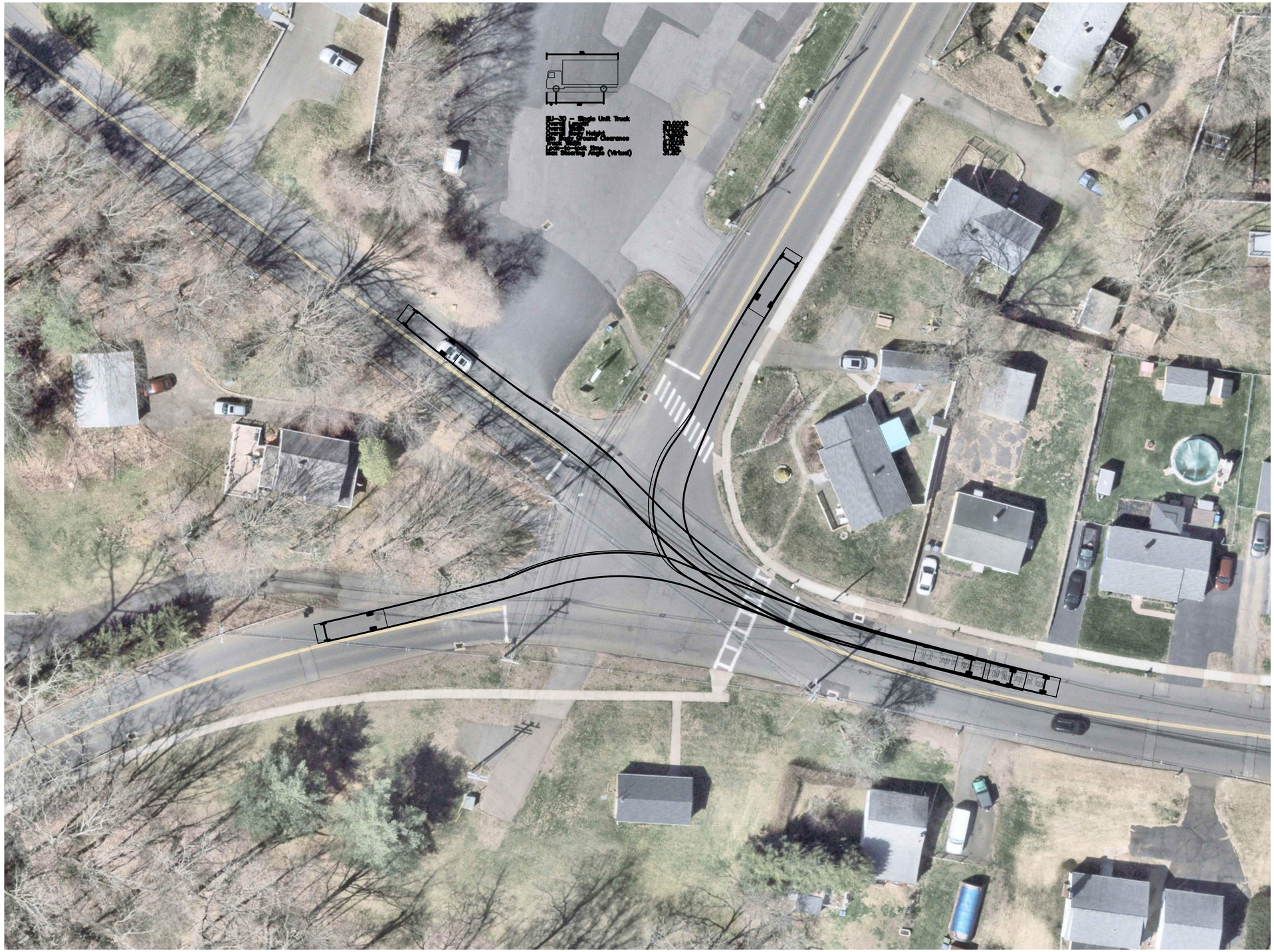
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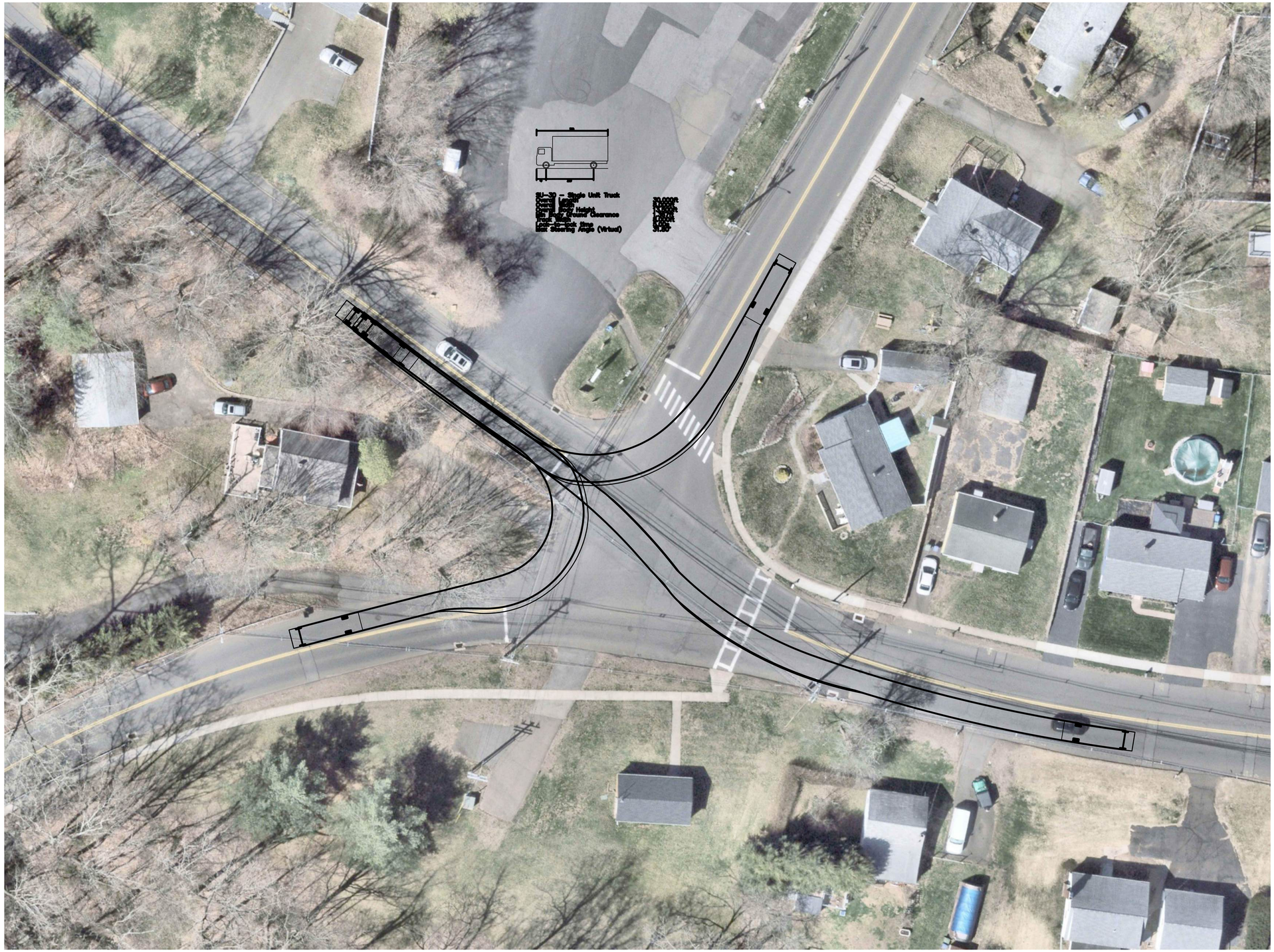
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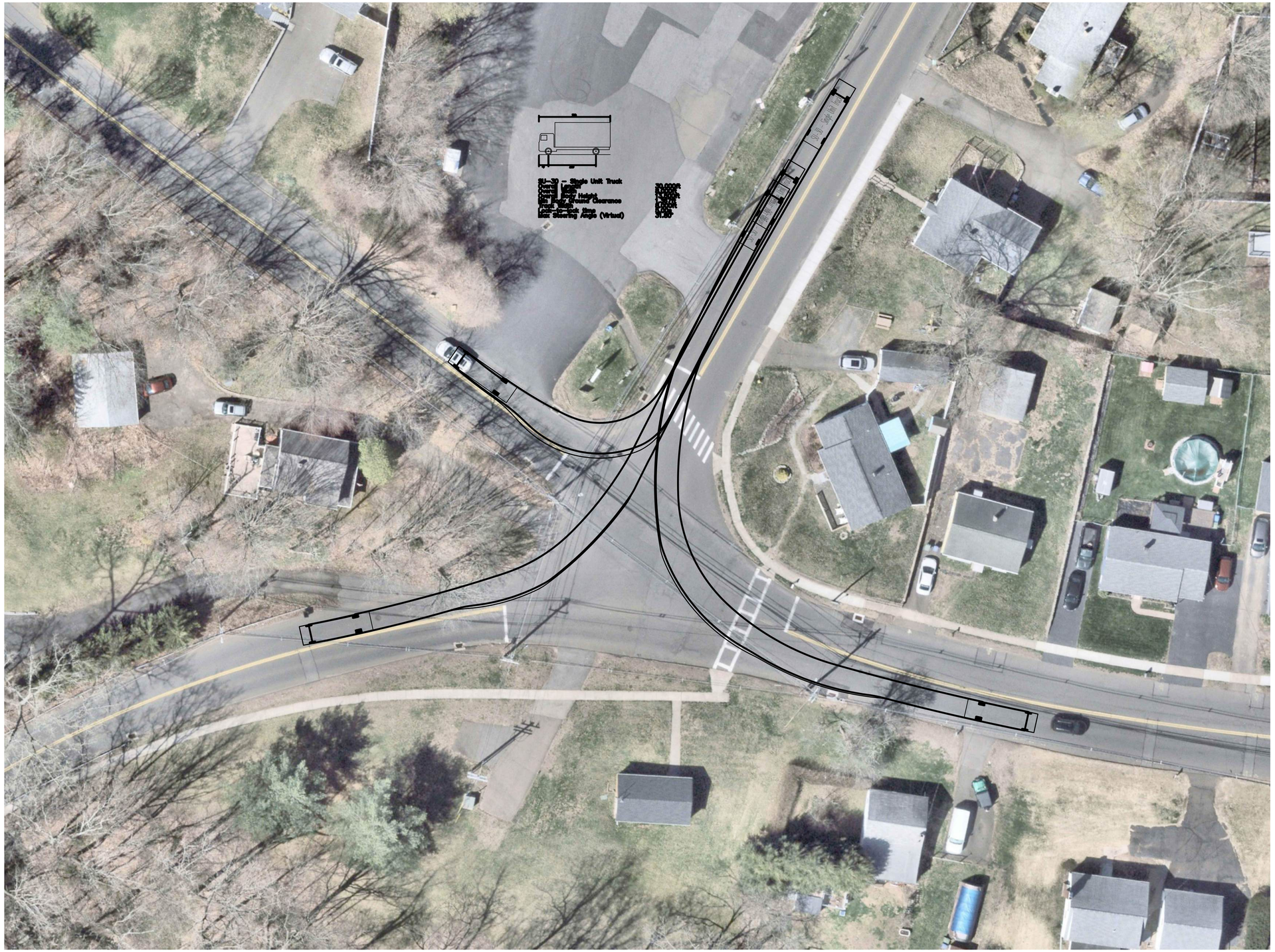
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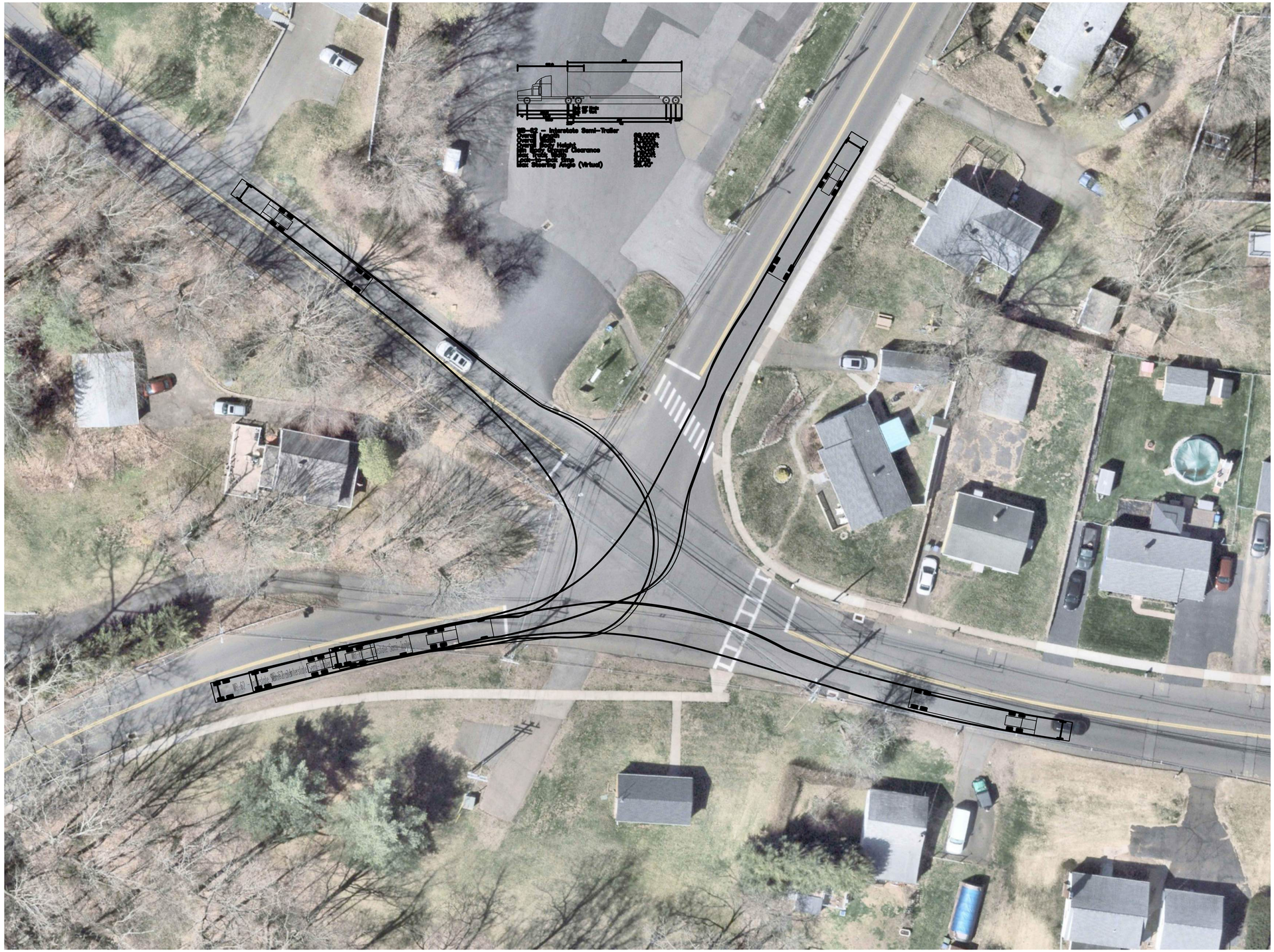
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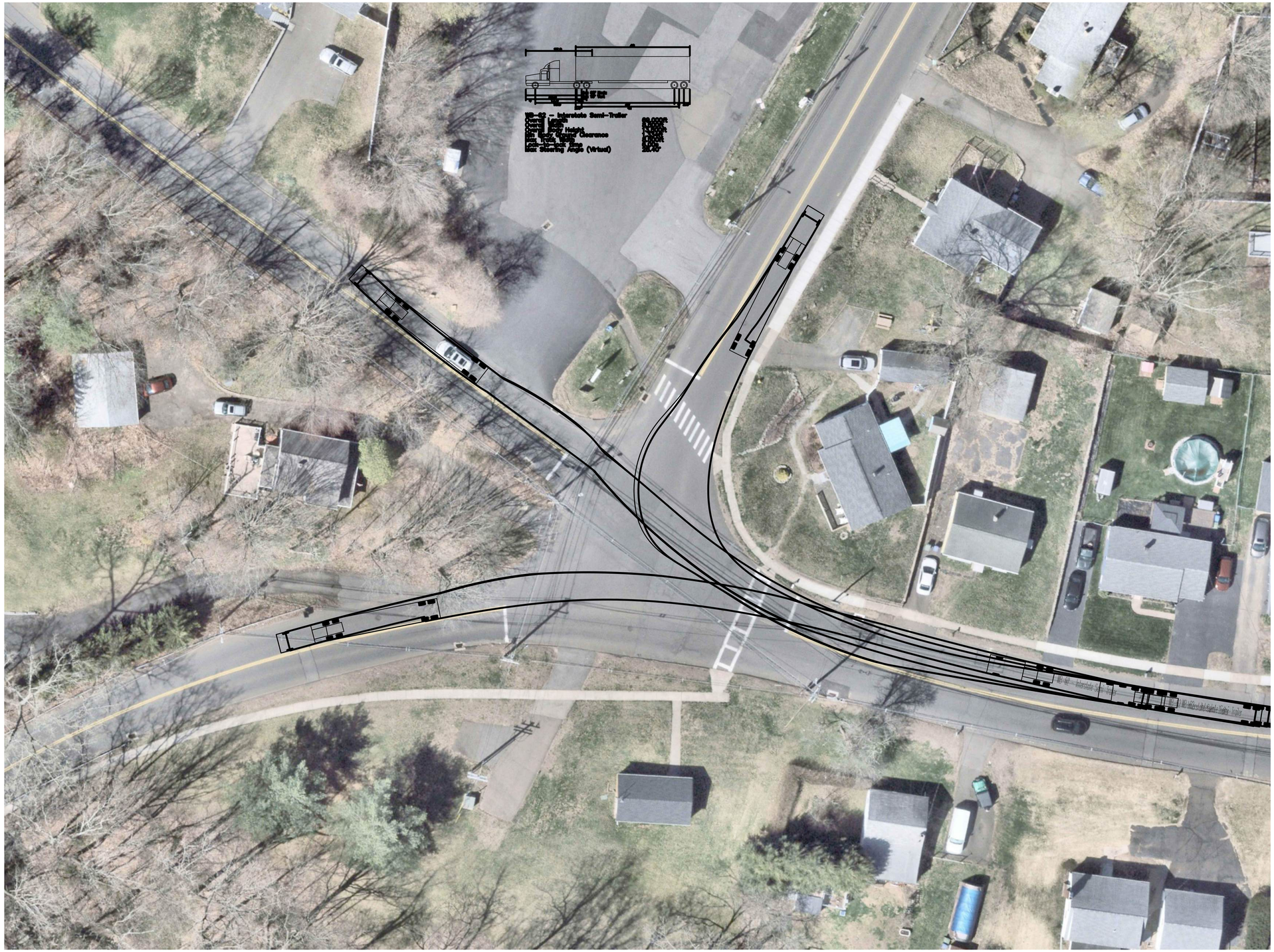
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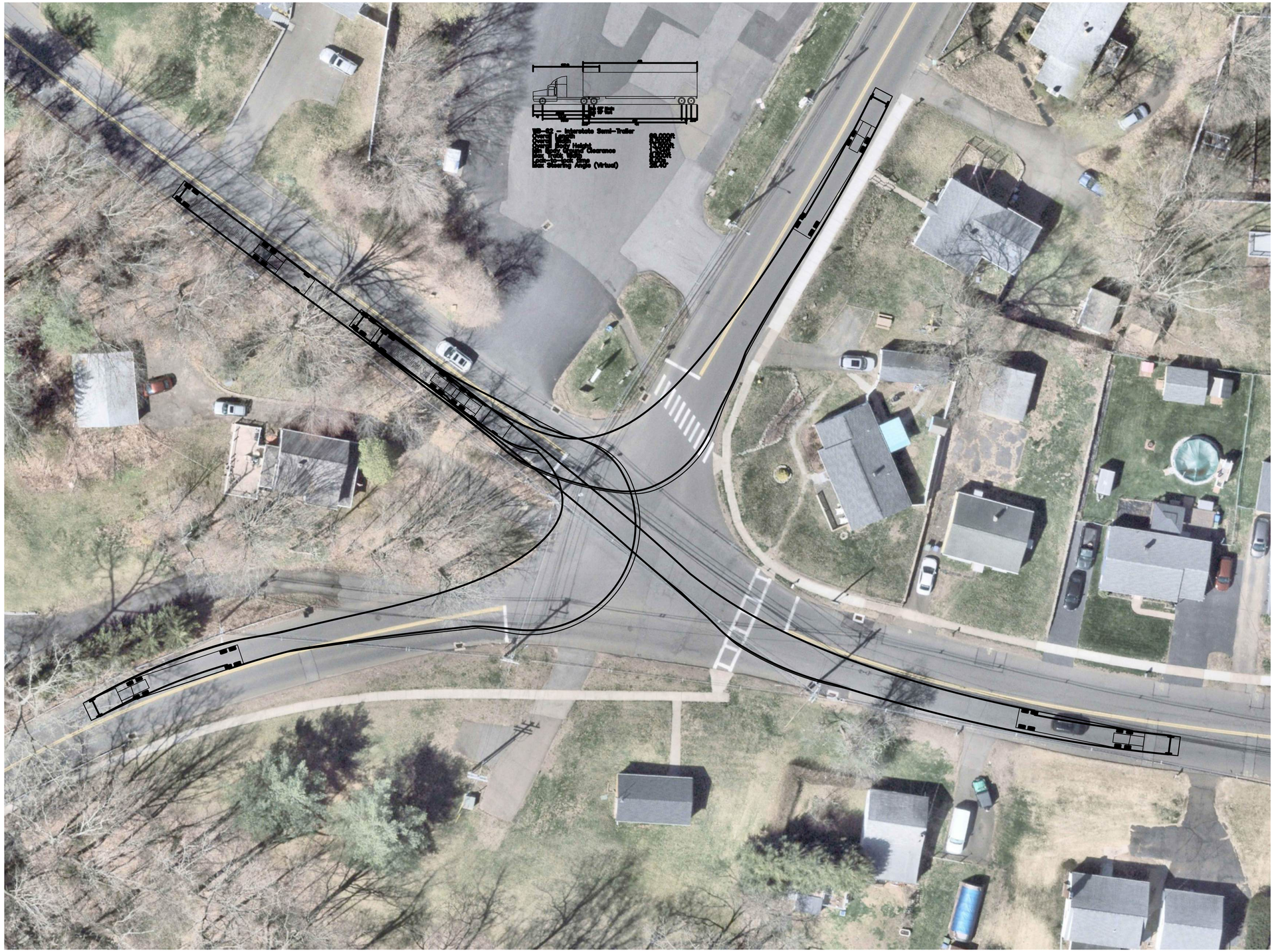
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INTERSECTION OF PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD

WALLINGFORD, CT

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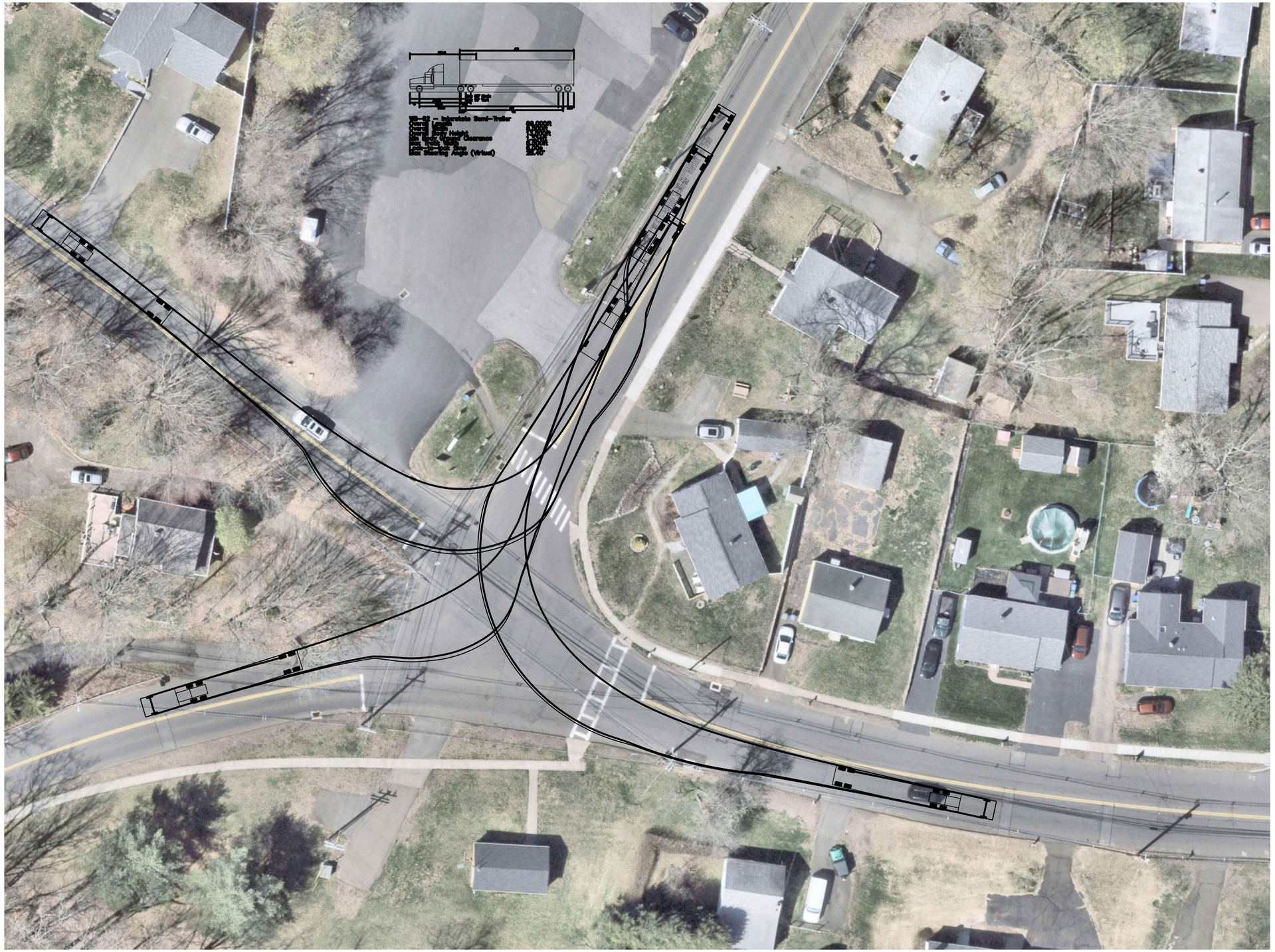
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Appendix J – Traffic Signal Warrant Analysis

TRAFFIC SIGNAL WARRANTS

City/Town: **Wallingford** | Analysis Performed By: **SAL**

County: **New Haven** | Date Analysis Performed: **5/22/2025**

Major Route: **Highland Avenue / Parker Farms Road WB** | Appr. Lanes: **1** | Critical Approach Speed (mph): **30**

Minor Route: **Hope Hill Road / Parker Farms Road EB** | Appr. Lanes: **1**

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☐ Yes ☒ No
2. Is the intersection in a built-up area or isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☐ 70% ☒ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.

Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied, given adequate trials of other remedial measures have been tried.

Satisfied: ☐ Yes ☒ No

Adequate trial(s) of other remedial measures tried: ☐ Yes ☒ No

List Remedial Measures Tried (Required for 80% Combination of A & B)

Condition A - Minimum Vehicular Volume & Condition B - Interruption of Continuous Traffic

100% Satisfied: ☐ Yes ☒ No

(Used if neither Condition A or B is satisfied) 80% Satisfied: ☐ Yes ☒ No

	(volumes in veh/hr)	Minimum Requirements				Eight Highest Hours							
	Approach Lanes	1		2 or more									
	Volume Level	100%	70%	100%	70%	3 PM	4 PM	5 PM	7 AM	8 AM	2 PM	6 PM	12 PM
W - 1A 100%	Both Approaches on Major Street	500	350	600	420	624	610	615	589	550	532	433	380
	Highest Approach on Minor Street	150	105	200	140	250	228	202	220	189	181	134	136
	(volumes in veh/hr)	Minimum Requirements											
	Approach Lanes	1		2 or more									
	Volume Level	100%	70%	100%	70%								
W - 1B 100%	Both Approaches on Major Street	750	525	900	630	624	610	615	589	550	532	433	380
	Highest Approach on Minor Street	75	53	100	70	250	228	202	220	189	181	134	136
	(volumes in veh/hr)	Minimum Requirements											
	Approach Lanes	1		2 or more									
	Volume Level	100%	70%	100%	70%								
W - 1A 80%	Both Approaches on Major Street	400	280	480	336	624	610	615	589	550	532	433	380
	Highest Approach on Minor Street	120	84	160	112	250	228	202	220	189	181	134	136
	(volumes in veh/hr)	Minimum Requirements											
	Approach Lanes	1		2 or more									
	Volume Level	100%	70%	100%	70%								
W - 1B 80%	Both Approaches on Major Street	600	420	720	504	624	610	615	589	550	532	433	380
	Highest Approach on Minor Street	60	42	80	56	250	228	202	220	189	181	134	136

TRAFFIC SIGNAL WARRANTS

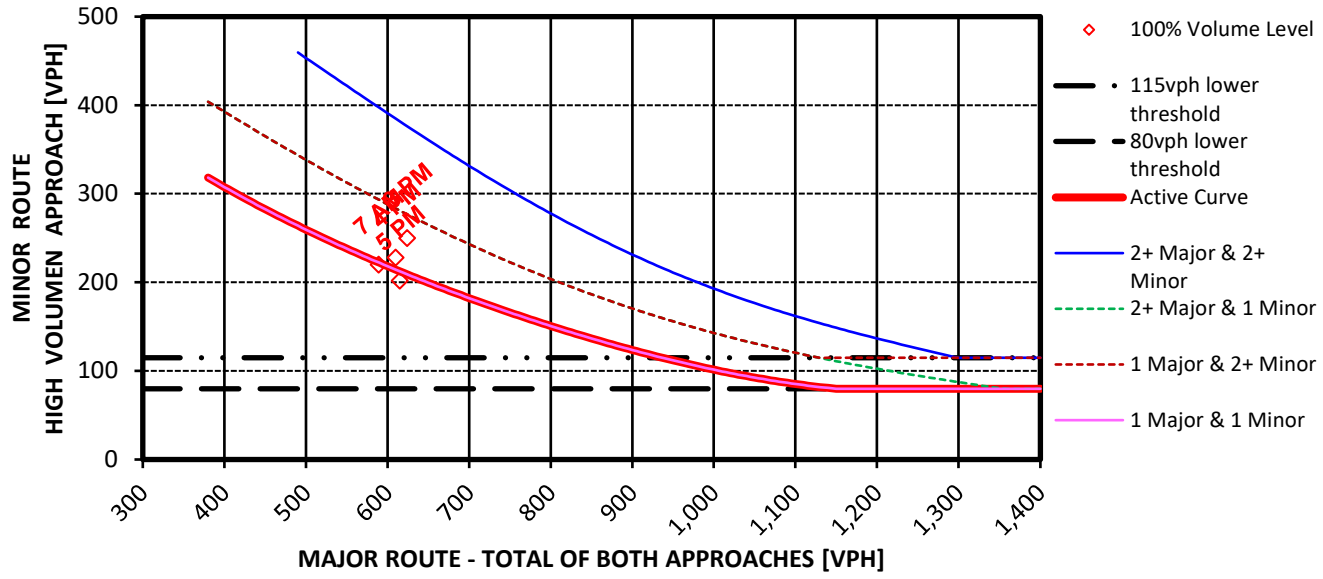
WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

Satisfied: ☐ Yes ☒ No

If all four points lie above the appropriate line, then this warrant is satisfied.

(Volumes in veh/hr)	Four Highest Hours			
	3 PM	4 PM	5 PM	7 AM
SUM of Both Approaches on Major Street	624	610	615	589
Highest Minor Street Approach	250	228	202	220

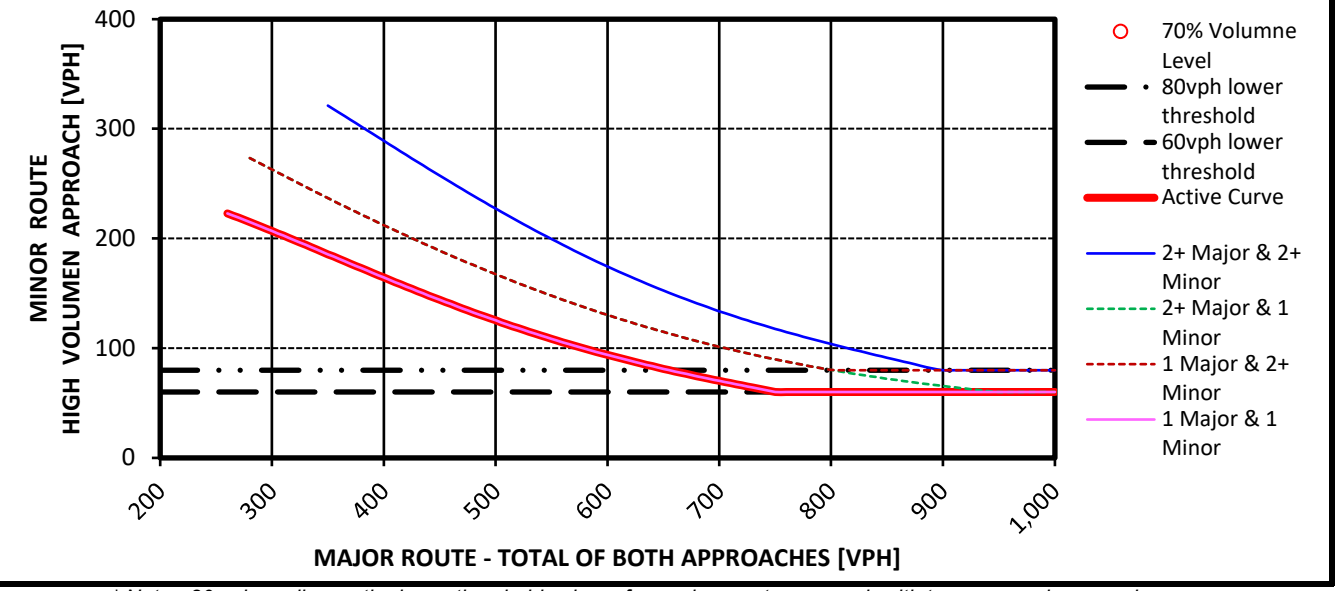
FIGURE W-2: Criteria for "100%" Volume Level



** Note: 115 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

FIGURE W-2: Criteria for "70%" Volume Level

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable:	X	Yes		No
Satisfied:		Yes	X	No

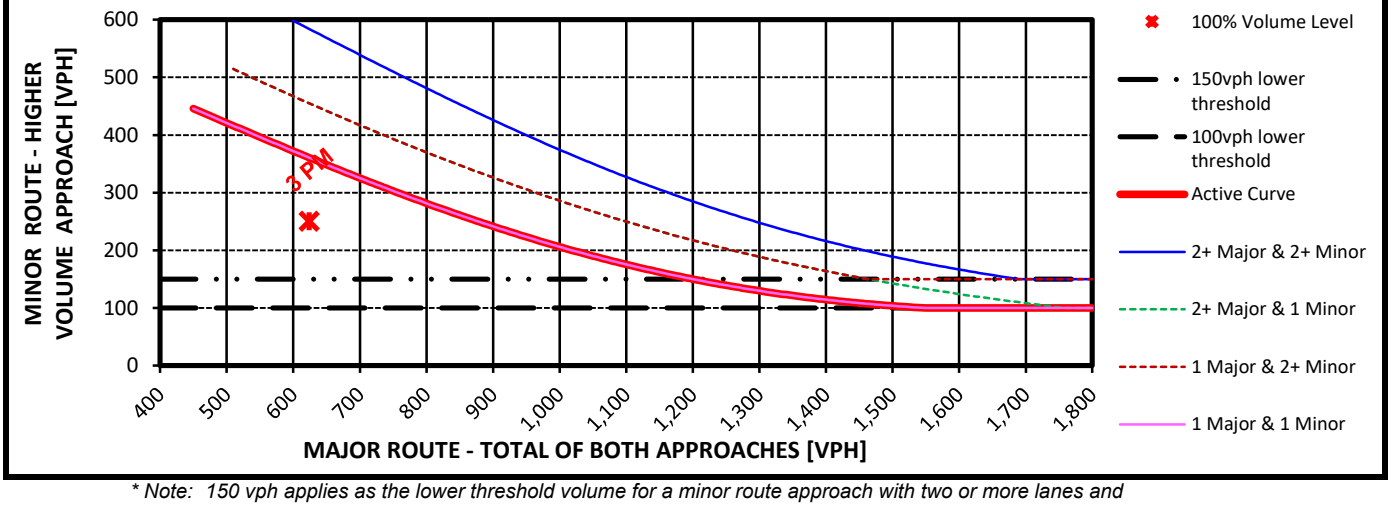
This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-ocupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time period.

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

Unusual case(s) justifying this Warrant:

Peak Hour Data		
Peak Hour	Major Route	Minor Route
3:00 PM	624	250

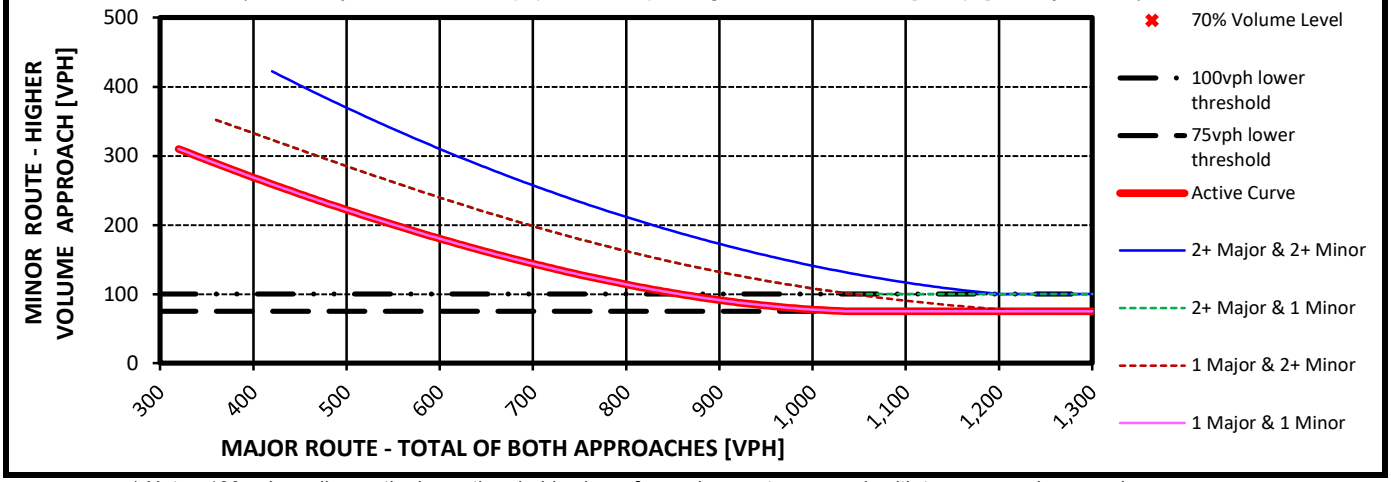
FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

FIGURE W-3: Criteria for "70%" Volume Level

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches		
						[ ] 3	[X] 4 or more	
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:	3.2		Volume :	250		Volume :		624
Fullfilled? [ ] Yes [X] NO			Fullfilled? [X] Yes [ ] NO			Fullfilled? [X] Yes [ ] NO		

TRAFFIC SIGNAL WARRANTS

City/Town: ***Wallingford,*** Analyst: ***CVZ***
County: ***New Haven*** Date:

Major Route: ***Parker Farms East/Highland*** Appr Lanes: ***1 lane*** Speed: ***30 mph***
Minor Route: ***Parker Farms South/Hope Hill*** Appr Lanes: ***1 lane***

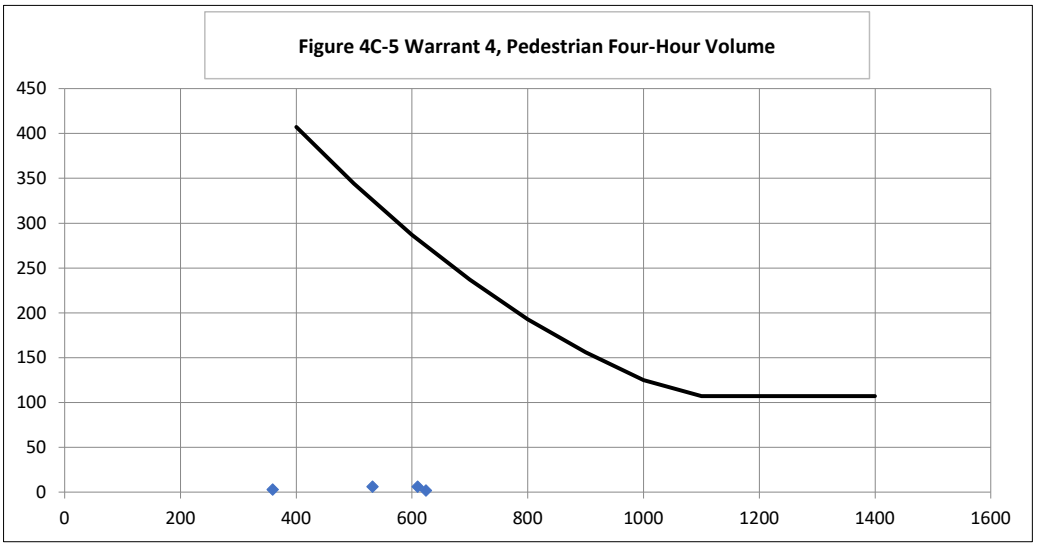
WARRANT 4 - PEDESTRIAN VOLUME

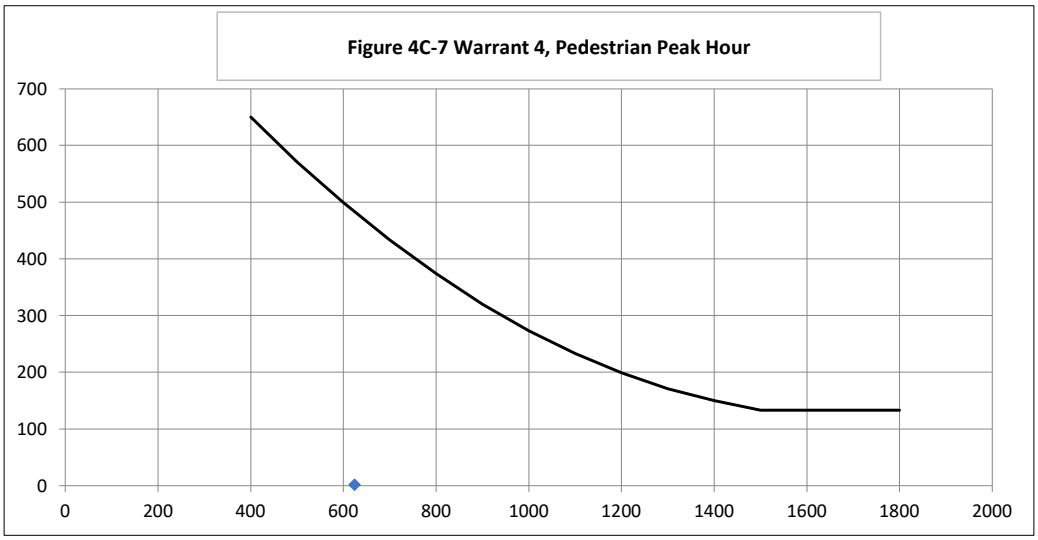
If critical speed >40 mph or intersection in a built-up area or isolated community of <10,000 population? If Yes then use 70% Volumes Threshold **No** **100%**

Warrant Satisfied? **No**

Nearest traffic control signal or sign within 300 ft	**Yes.**
Avg. walk speed less than 3.5 ft/s?	No

	Condition A: Four Highest Hours				***Condition B: Peak Hour***
	10:00	**14:00**	**15:00**	**16:00**	**3:00 PM**
SUM of Both Approaches on Major Street	359	532	624	624	624
Pedestrians crossing the Major Route	3	6	2	6	2
Condition Met?	**No**				**No**





Warrant 5: School Crossing

Criteria	Warrant Satisfied? **No**	Fulfilled?
A	There are a MINIMUM of 20 school children during the highest crossing hour.	No
B	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	No
C	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	Yes

Warrant 6: Coordinated Signal System

Criteria	Warrant Satisfied? **No**		Fulfilled?
A	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.		No
B	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.		No
C	Is the nearest signal great than or equal to 1000 ft from analyzed intersection?	2300 ft	Yes

Town of Wallingford, CT **New Haven County** **Parker Farms @ Hope Hill/Highland**

February 11, 2026 Analyst: CVZ

Warrant 7: Crash Experience

Criteria **Warrant Satisfied?** **No** Fulfilled?

A	Adequate trial of other remedial measures has failed to reduce crash frequency.					No
	Measures Tried:	No measures have been implemented.				
B		Site Data Input		Tables 4C-2 & Table 4C-3 Criteria		Yes
		Total of angle and pedestrian crashes (all severities)	Total of fatal-and-injury angle and pedestrian crashes	Total of angle and pedestrian crashes (all severities)	Total of fatal-and-injury angle and pedestrian crashes	
	1 Year	4	1	5	3	
	3 Year	9	2	6	4	
C	Warrant 1, Condition A (80%)				No	No
	Warrant 1, Condition B (80%)				No	
	Warrant 4, Criterion A (80%)				No	
	Warrant 4, Criterion B (80%)				No	

Town of Wallingford, CT **New Haven County** **Parker Farms @ Hope Hill/Highland**

February 11, 2026 Analyst: CVZ

Warrant 8- Roadway Network

Warrant Satisfied? **No**

Criteria							Fulfilled?
A	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.				None	No	No
	Total entering volume of at least 1,000 veh/h during typical weekday peak hour				992	No	
B	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business da						
	Hour						
	Volume						

Characteristics of Major Routes		Fulfilled?
A	Part of the road or highway system that serves as the principal roadway network for through traffic flow	
B	Rural or suburban highway outside of, entering, or traversing a city	
C	Appears as a major route on an official plan	

Warrant 9: Intersection Near a Grade Crossing

	Adjustment Factors				Warrant Satisfied?		N/A
Rail Traffic per Day	% High Occupanc	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
None	N/A	N/A	N/A	N/A			

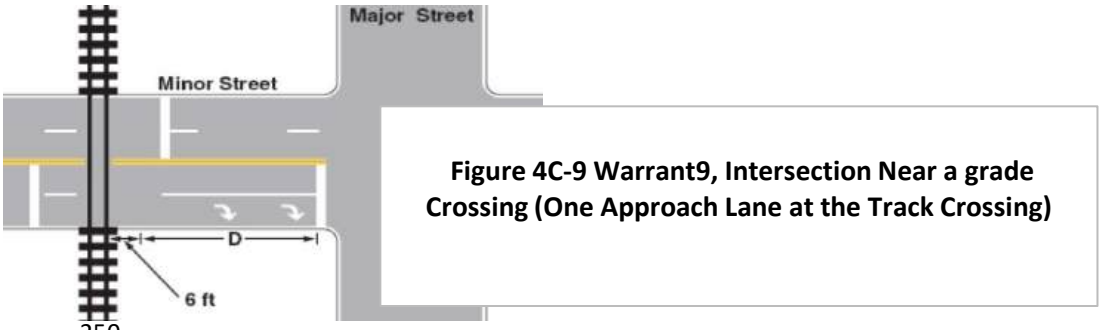
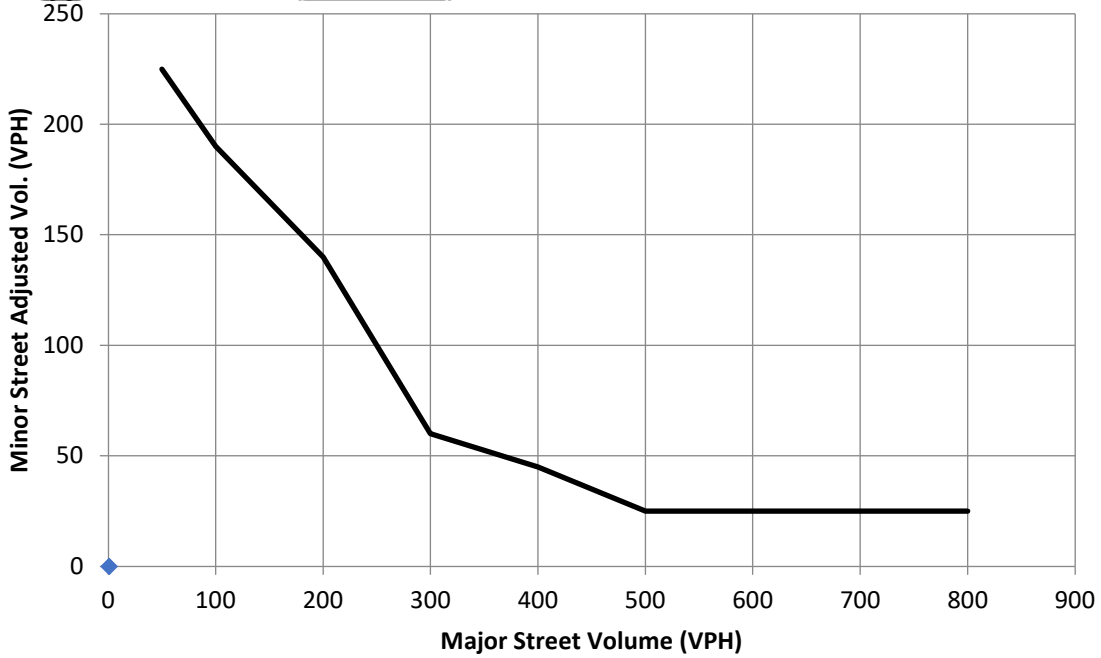


Figure 4C-9 Warrant9, Intersection Near a grade Crossing (One Approach Lane at the Track Crossing)



Appendix K - Preliminary Concepts



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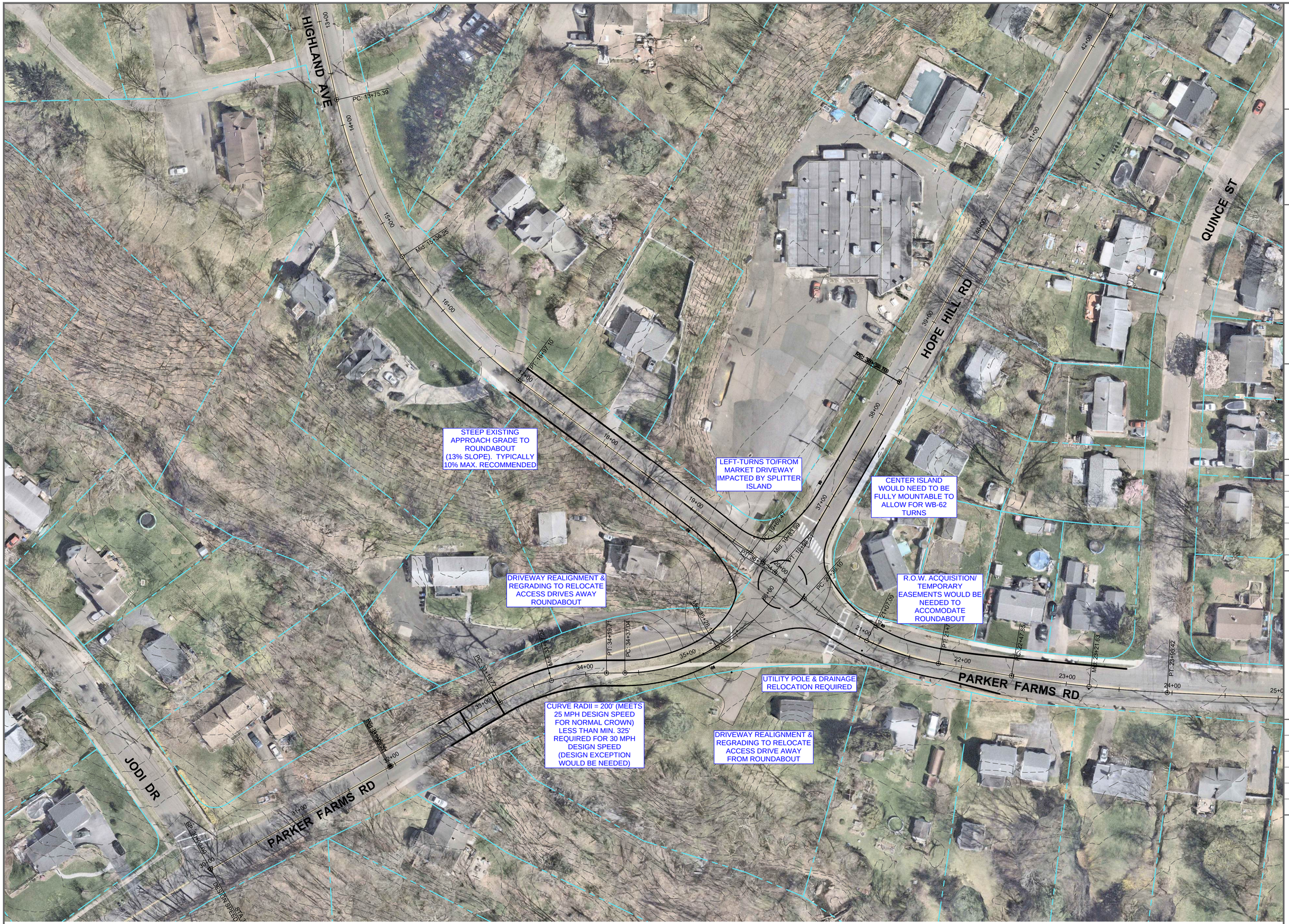
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SCALE: 1" = 40'

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SCALE: 1" = 40'

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SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS (SCRCOG)

PROJECT

INTERSECTION SAFETY STUDY

INTERSECTION OF PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD

WALLINGFORD, CT

MILESTONE

CONCEPTUAL

REV.	DESCRIPTION	DATE
△		

DESIGN PROFESSIONAL

PROJECT #:	241358
DATE:	11.05.2025
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CHECKED BY:	MB

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ROUNDABOUT (ALT 2)

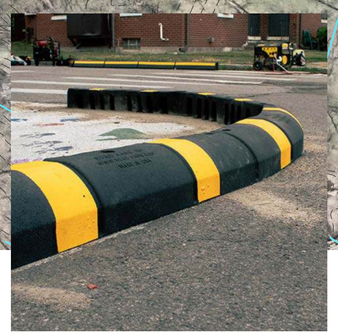
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PROJECT

INTERSECTION SAFETY STUDY

INTERSECTION OF PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD

WALLINGFORD, CT

MILESTONE

CONCEPTUAL

REV.	DESCRIPTION	DATE
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DESIGN PROFESSIONAL

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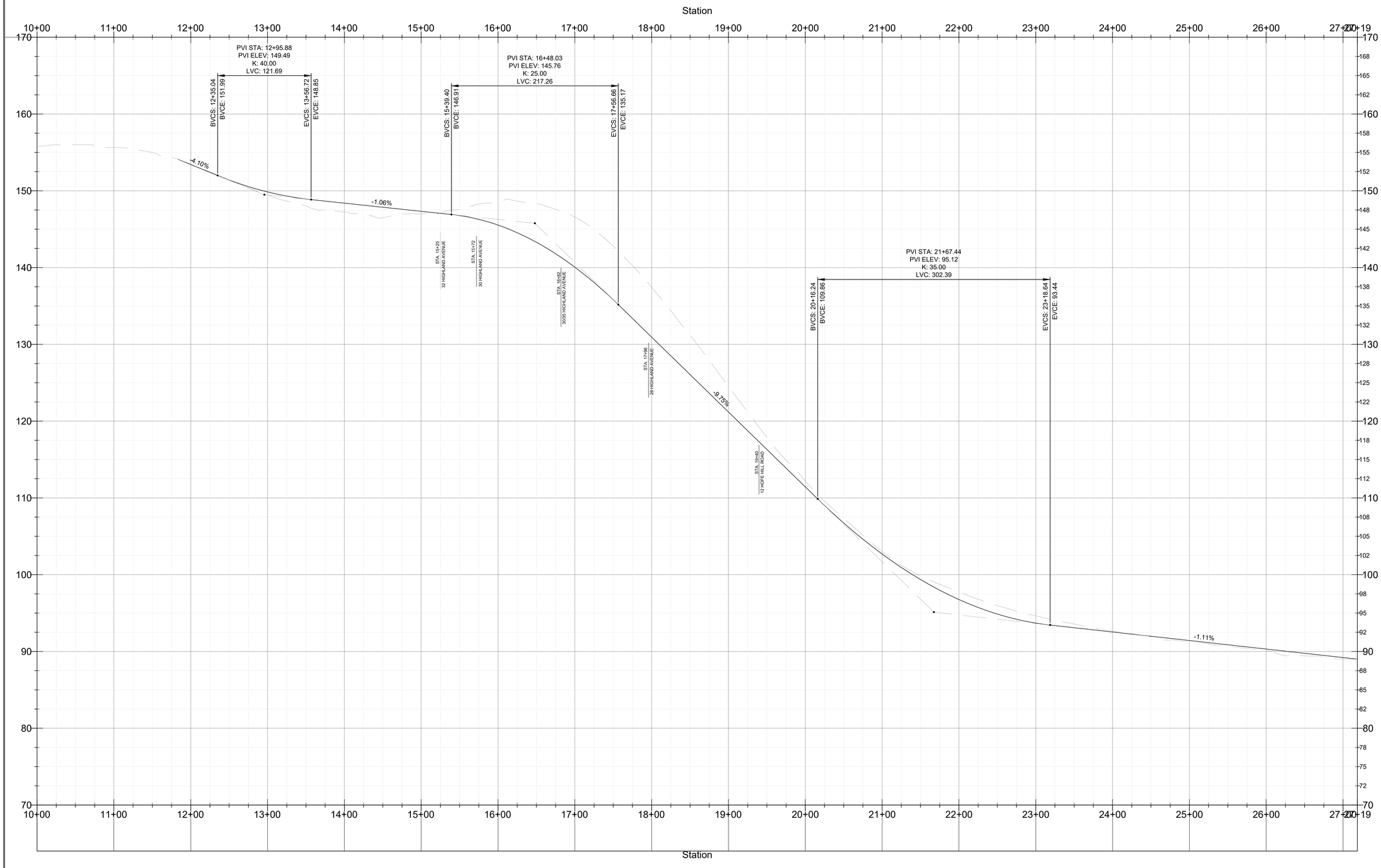
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OF

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Highland & Parker Farms East- Profile Adjustment-1A PROFILE



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INTERSECTION SAFETY STUDY

INTERSECTION OF PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD

WALLINGFORD, CT

MILESTONE

CONCEPTUAL

REV.	DESCRIPTION	DATE
1		

DESIGN PROFESSIONAL

PROJECT #:	241358
DATE:	2.13.2025
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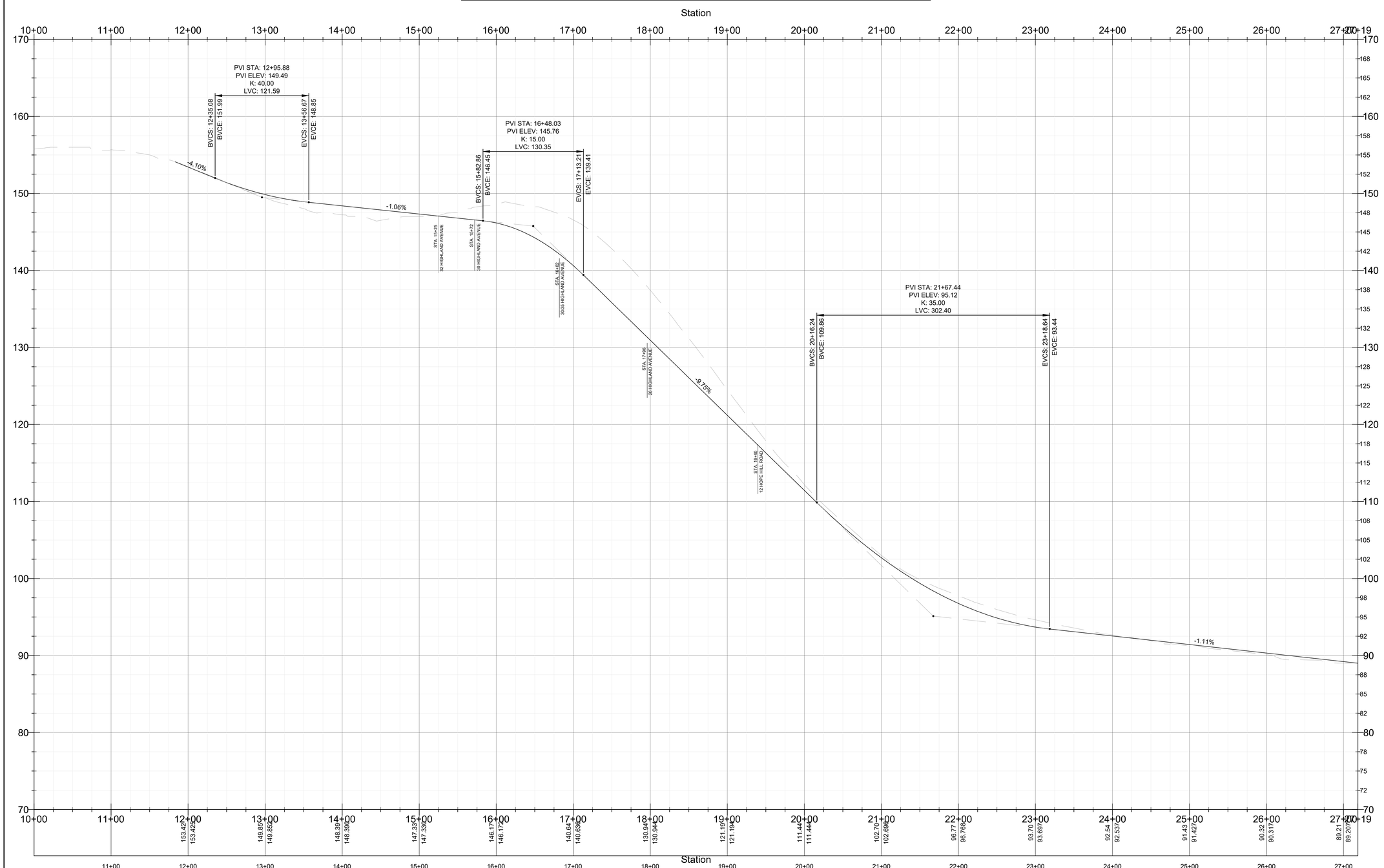
CONCEPTUAL VERTICAL ALIGNMENT
PROFILE ADJUSTMENT-1
HIGHLAND AVENUE &
PARKER FARMS EAST

SHEET NUMBER:

CP-4

OF

Highland & Parker Farms East- Profile Adjustment-2A PROFILE



0 30 60 120
SCALE: 1" = 60'

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PROJECT

INTERSECTION SAFETY STUDY

INTERSECTION OF PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD

WALLINGFORD, CT

MILESTONE

CONCEPTUAL

REV.	DESCRIPTION	DATE
△		

DESIGN PROFESSIONAL

PROJECT #:	241358
DATE:	2.13.2025
SCALE:	1"=60' H / 6' V
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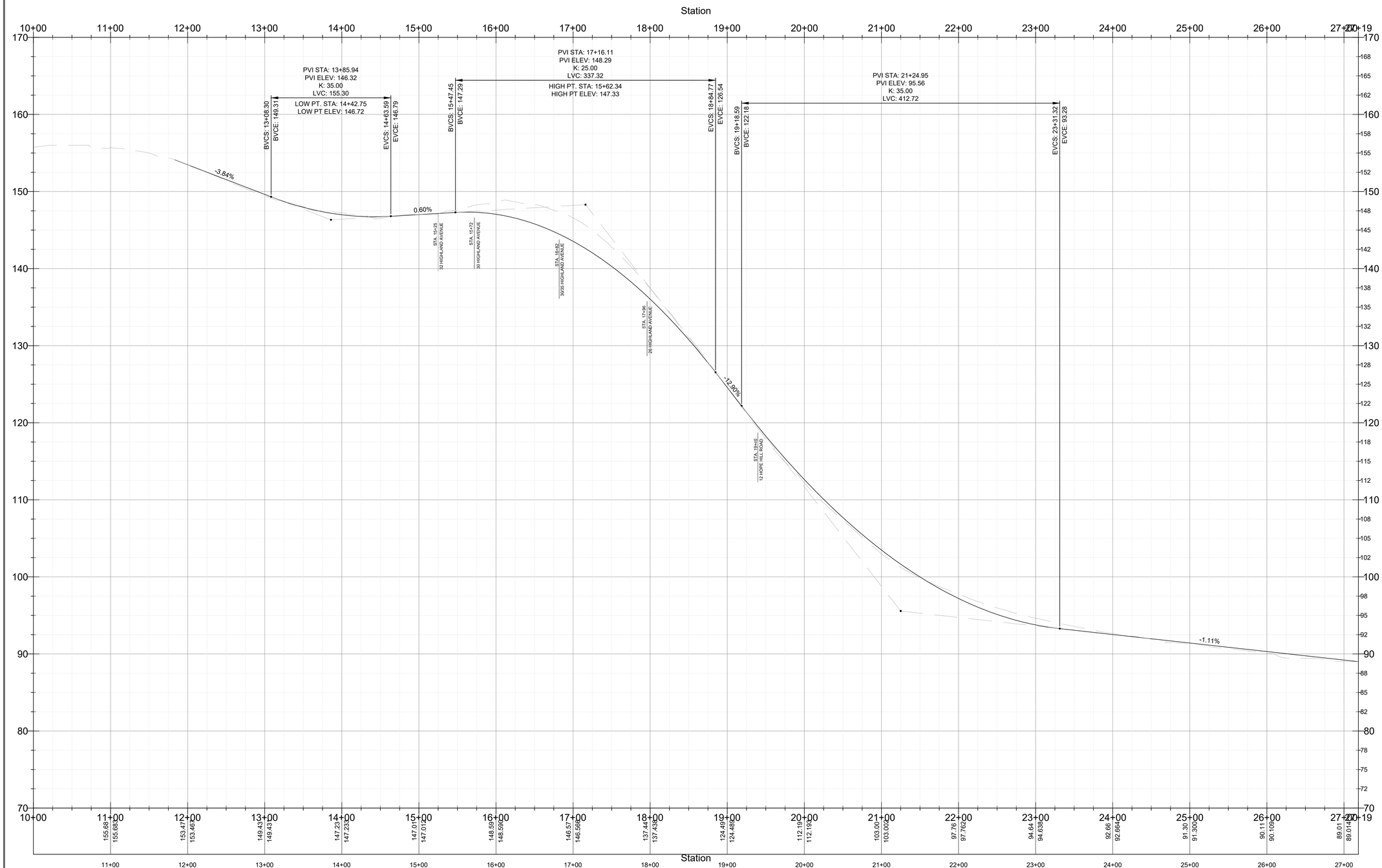
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PROFILE ADJUSTMENT-2
HIGHLAND AVENUE &
PARKER FARMS EAST

SHEET NUMBER:

CP-4A

OF

Highland & Parker Farms East- Profile Adjustment-3A PROFILE



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SCALE: 1" = 60'

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PROJECT

INTERSECTION SAFETY STUDY

INTERSECTION OF PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD

WALLINGFORD, CT

MILESTONE

CONCEPTUAL

REV.	DESCRIPTION	DATE
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DESIGN PROFESSIONAL

PROJECT #:	241358
DATE:	2.13.2025
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FORMAT:	24" x 36" (ARCH D)
DRAWN BY:	CVZ
CHECKED BY:	MB

SHEET TITLE:

CONCEPTUAL VERTICAL ALIGNMENT
PROFILE ADJUSTMENT-3
HIGHLAND AVENUE &
PARKER FARMS EAST

SHEET NUMBER:

CP-4B

OF

Appendix L – Public Meeting Presentations



SCR COG South Central Regional Council of Governments

INTERSECTION SAFETY STUDY

PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD

PUBLIC INFORMATION MEETING

Wallingford Senior Center
238 Washington Street

Date
November 5, 2025

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INTERSECTION SAFETY STUDY TEAM

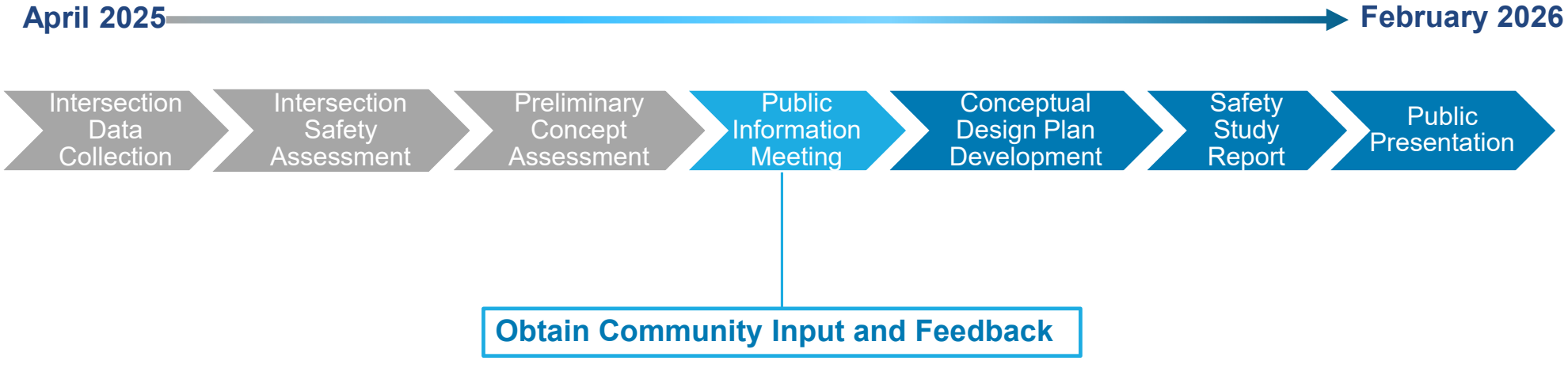
SCR COG South Central Regional Council of Governments

Consultant Team

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VN ENGINEERS

INTERSECTION SAFETY STUDY SCHEDULE



AGENDA

Intersection Safety Study

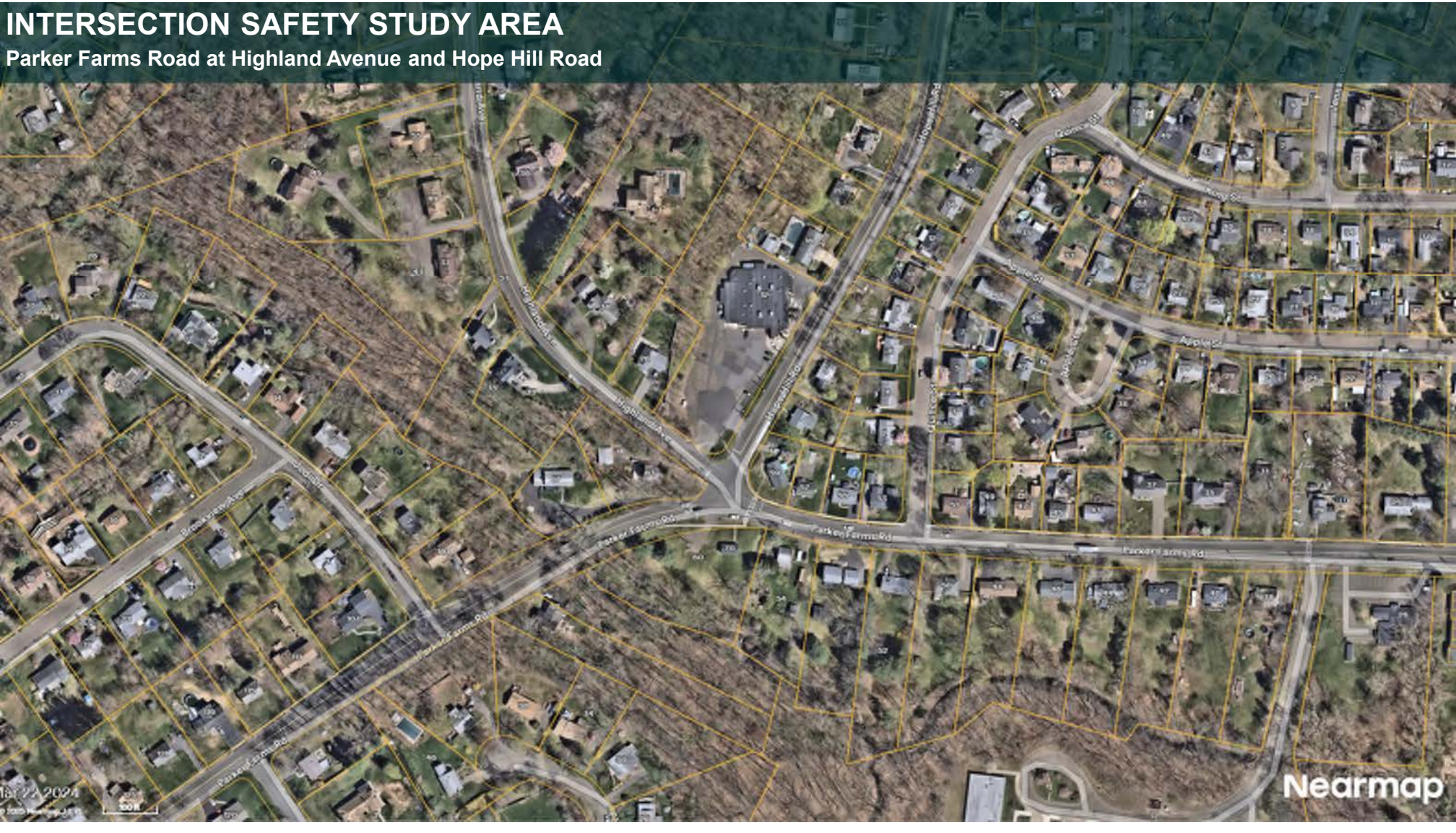
- Study Area
- Data Collection
- Existing Conditions
  - Constraints
  - Traffic Operations and Infrastructure
  - Traffic Volumes
  - Travel Speeds
- Safety and Operational Assessment
- Concept Development and Assessment
- Preliminary Concepts



Parker Farms Road
Eastbound Approach

INTERSECTION SAFETY STUDY AREA

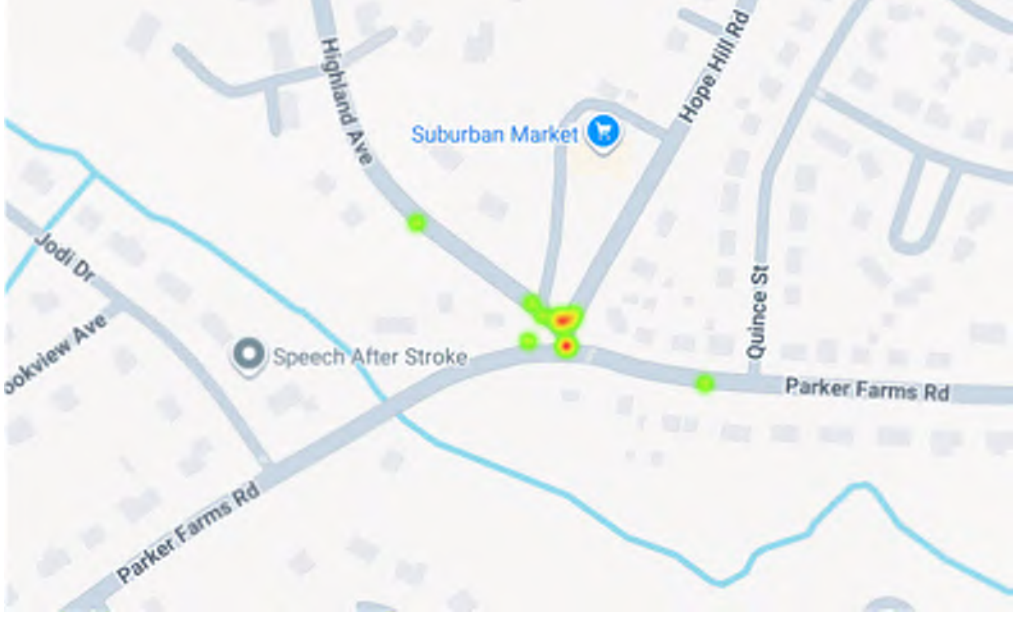
Parker Farms Road at Highland Avenue and Hope Hill Road



DATA COLLECTION

- Base Mapping
- Traffic Counts & Speed Data
- Crash Data
- Near-Miss Review
- Site Visits and Field Observations
- Stakeholder Meetings





EXISTING CONDITIONS

Constraints

- Skewed Intersection Geometry
- Steep Approach Grade - Highland Avenue
- Reverse Curvature
- Horizontal and Vertical Curvature
- Stream Crossing/Bridge
- Utilities
- Right-of-Way
- Residential/Commercial Driveways
- Water Pump Station
- Design Vehicles



Compiled Base Mapping
Parker Farms Road at Hope Hill Road and Highland Avenue

EXISTING CONDITIONS

Traffic Operations and Infrastructure

- Vehicle Queuing during School Peaks
- No Sidewalks on Highland Avenue
- Inconsistent Crosswalk Markings
- Setback Stop Bar / Sign Placement
- Limited Sightlines
- Close-Proximity Driveways
- Rolling Stops
- Turn-Signal Confusion
- Right-of-way Assignment / Confusion
- **Near-misses**



Study Intersection
View from Pedestrian Ramp at Pump Station (Facing North)

NEAR-MISSES



EXISTING CONDITIONS

Traffic Volumes

- Approximately 11,000 vehicles pass through the intersection on a typical weekday
- 3% to 5% heavy vehicles at each approach to the intersection over the day
- Predominant Heavy Vehicles are Buses (#4) and 6-Tire Single Unit Trucks (#5)
- Largest Vehicle (5-Axle Single Trailer-#9)

2025 Average Daily Traffic

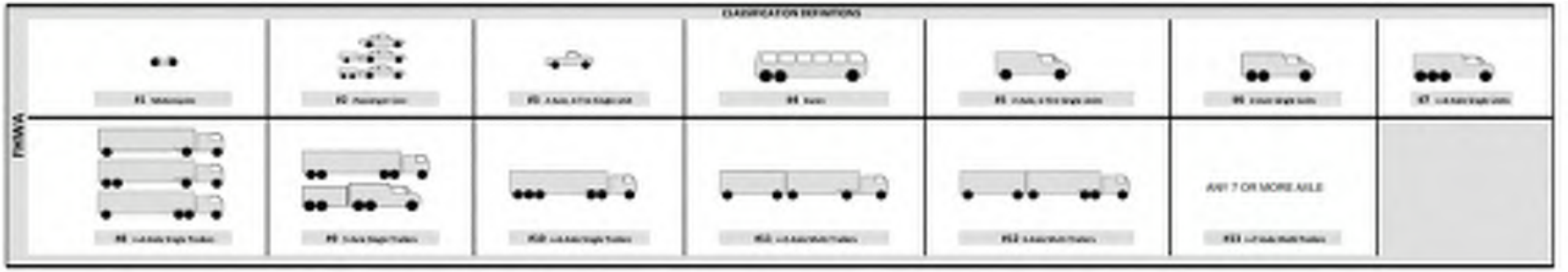
Location	Average Daily Traffic (vehicles per day)		
	Approaching	Departing	Total
Parker Farms Road (East of Intersection)	4,048 (WB)	4,899 (EB)	8,948
Parker Farms Road (South of Intersection)	2,368 (NB)	2,063 (SB)	4,431
Hope Hill Road (North of Intersection)	1,595 (SB)	1,459 (NB)	3,055
Highland Avenue (West of Intersection)	3,051 (EB)	2,711 (WB)	5,763

Notes: Average Daily Traffic based on counts performed between April 21, 2025 through April 23, 2025

Daily Heavy Vehicle Percentages

Location	Average Daily Traffic (vehicles per day)		
	Approaching	Departing	Total
Parker Farms Road (East of Intersection)	3.0% (WB)	3.6% (EB)	3.4%
Parker Farms Road (South of Intersection)	3.6% (NB)	5.2% (SB)	4.3%
Hope Hill Road (North of Intersection)	4.8% (SB)	4.2% (NB)	4.5%
Highland Avenue (West of Intersection)	4.3% (EB)	3.2% (WB)	3.6%

Notes: Daily Heavy Vehicle Percentages based on counts performed between April 21, 2025 through April 23, 2025



EXISTING CONDITIONS

Travel Speeds

- Average travel speeds in the vicinity of the intersection are close to the speed limit
- 85th percentile speeds are approximately 3 mph to 7 mph greater than posted speed
- Highest 85th percentile speeds are along Highland Avenue

Travel Speed Summary

Location	Direction	Speed Limit (mph)	Average Travel Speed (mph)	85th Percentile Speed (mph)
Parker Farms Road (East of Intersection)	Westbound	30	29	34
	Eastbound		28	33
Parker Farms Road (South of Intersection)	Northbound	30	30	35
	Southbound		29	34
Hope Hill Road (North of Intersection)	Southbound	30	30	34
	Northbound		28	33
Highland Avenue (West of Intersection)	Eastbound	30	32	37
	Westbound		32	37

Notes: Travel Speed Data based on counts performed between April 21, 2025 through April 23, 2025.

SAFETY ASSESSMENT

Crash Analysis

Intersection Crash Summary

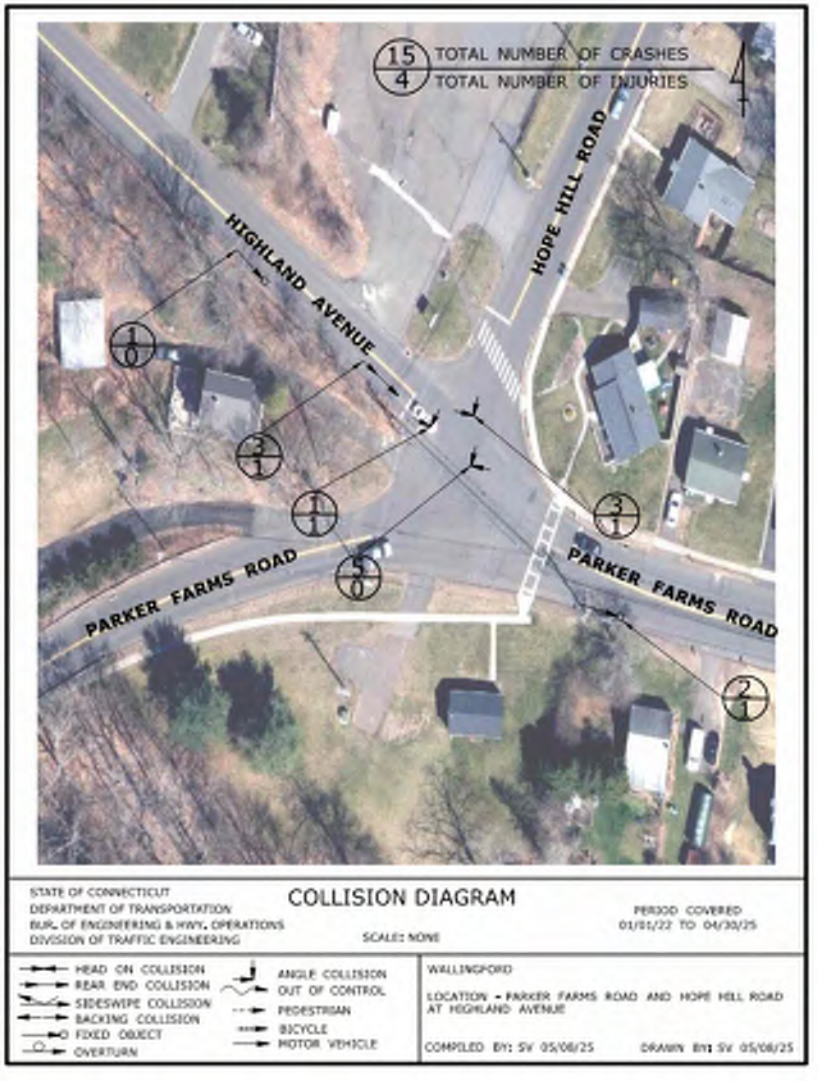
Intersection	Crashes by Year					Crashes by Severity			
	2022	2023	2024	2025*	Total	Property Damage Only	Possible or Suspected Minor Injury	Serious Injury	Fatality
Parker Farms Road at Hope Hill Road and Highland Avenue	5	6	4	0	15	11	4	0	0

Source: UConn Crash Data Repository (January 2022 through April 2025). Data downloaded from the repository May 2025.
* 2025 Data represents preliminary data through April 2025

Intersection Crash Types

Crash Type	Number	Percentage
Angle	9	60%
Fixed Object	3	20%
Rear-End	3	20%
Sideswipe	0	0%
Angle	0	0%
Head-On	0	0%
Pedestrian/Bicyclist	0	0%
Other	0	0%
Total	**15**	**100%**

Source: UConn Crash Data Repository (January 2022 through April 2025). Data downloaded from the repository May 2025.



OPERATIONAL ASSESSMENT

Capacity Analysis

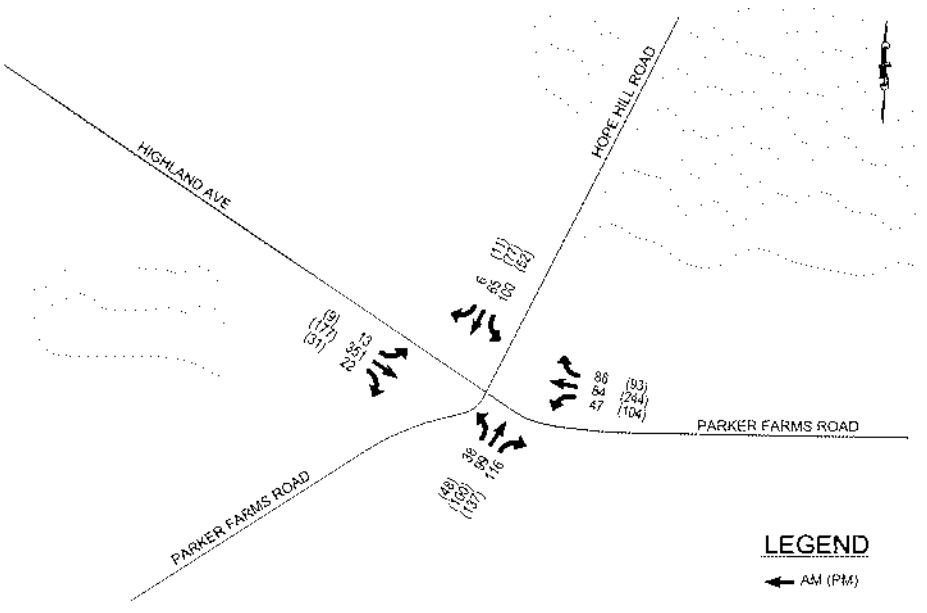
Existing Conditions
Level of Service Analysis
AM and PM Peak Hours

Approach		Weekday AM					Weekday PM				
		Lane Group	v/c Ratio	95th Percentile Queue (veh)	Delay (sec)	LOS	Lane Group	v/c Ratio	95th Percentile Queue (veh)	Delay (sec)	LOS
Unsignalized Intersection											
Parker Farms Road at Hope Hill Road and Highland Avenue											
Parker Farms Road	Westbound	LTR	0.48	2.5	16	C	LTR	0.91	11.2	46.7	E
	Northbound	LTR	0.65	4.6	21.5	C	LTR	0.70	5.6	25.0	C
Hope Hill Road	Southbound	LTR	0.78	7.3	29.9	D	LTR	0.51	2.8	17.6	C
Highland Avenue	Eastbound	LTR	0.44	2.2	15.6	C	LTR	0.95	1.5	14.2	B

LOS Criteria for Unsignalized Intersections

Control Delay Per Vehicle	Level-of-Service (LOS)[1]	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 15.0 seconds	B	F
>15.0 and ≤ 25.0 seconds	C	F
>25.0 and ≤ 35.0 seconds	D	F
>35.0 and ≤ 50.0 seconds	E	F
>50.0 seconds	F	F

Note: (1) For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street (for TWSC intersections). LOS is not calculated for major-street approaches or for the intersection as a whole.
Source: Transportation Research Board, *Highway Capacity Manual 7th Edition*



CONCEPT DEVELOPMENT AND ASSESSMENT

Guidance and Standards

- FHWA Safe Systems Approach
- Connecticut Strategic Highway Safety Plan
- Town of Wallingford Standards
- CTDOT Highway Design Manual
- Manual of Uniform Traffic Control Devices (MUTCD)
- ADA/PROWAG
- National Association of City Transportation Officials
- Stakeholder Input
- Community Feedback



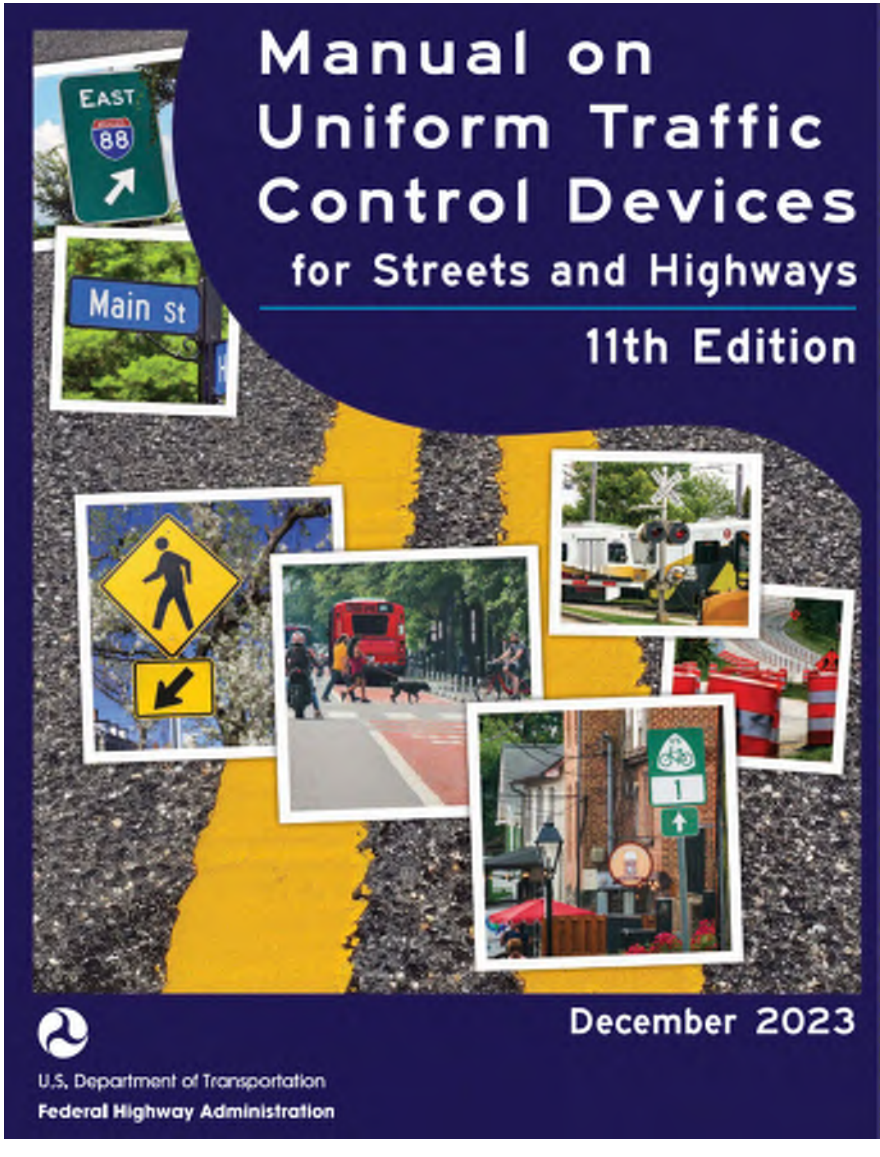


PRELIMINARY CONCEPT ASSESSMENT

Signalization

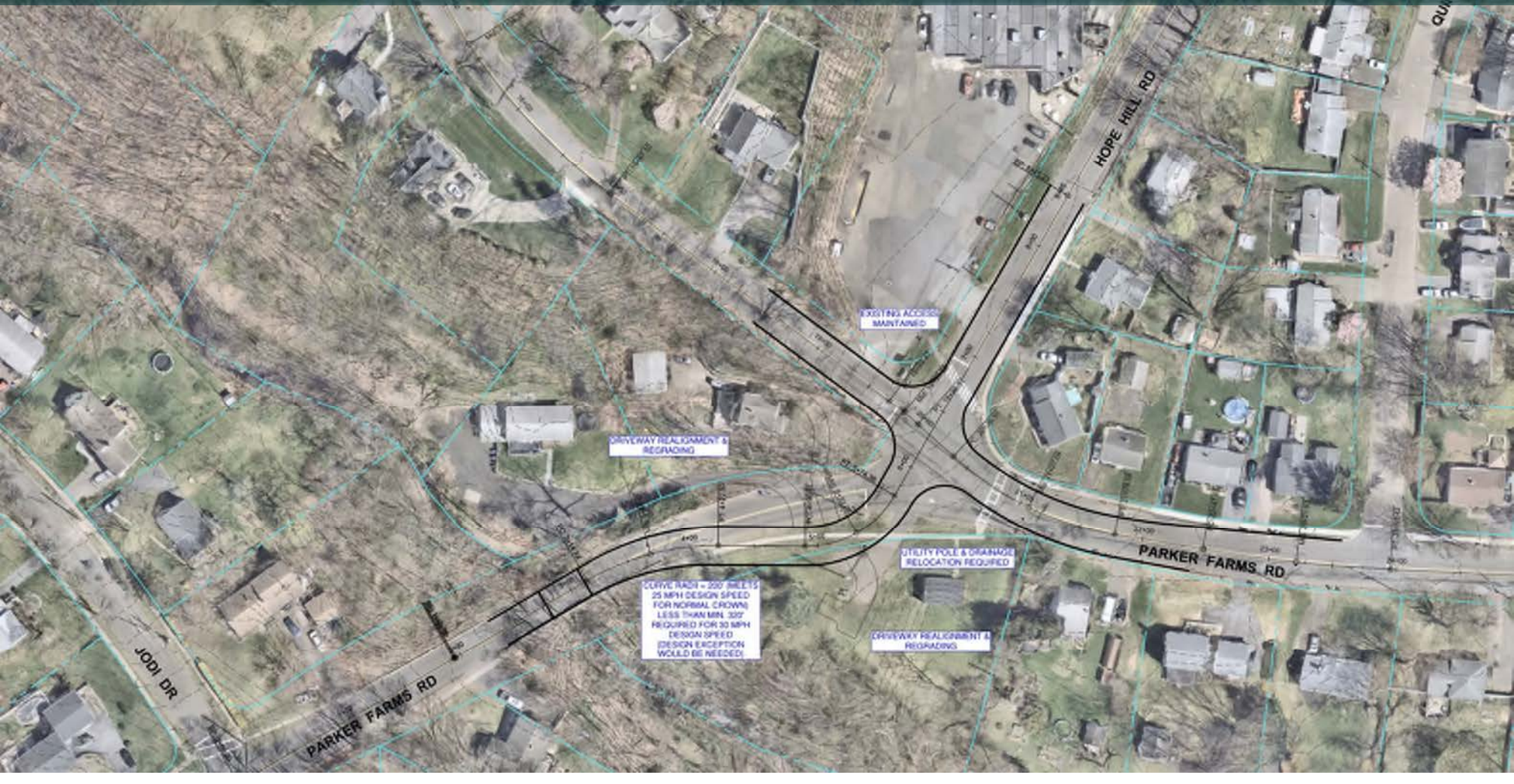
Traffic Signal Warrant Analysis

Signal Warrant	Criteria Met?
Warrant 1, Eight-Hour Vehicular Volume	N
Condition A	N (6 of 8)
Condition B	N (0 of 8)
Combination of Conditions A and B (80%)	N (3 of 5)
Warrant 2, Four-Hour Vehicular Volume	N (2 of 4)
Warrant 3, Peak Hour	N
Warrant 4, Pedestrian Volume	N
Warrant 5, School Crossing	N
Warrant 6, Coordinated Signal System	N
Warrant 7, Crash Experience	N
Warrant 8, Roadway Network	N
Warrant 9, Intersection Near a Grade Crossing	N



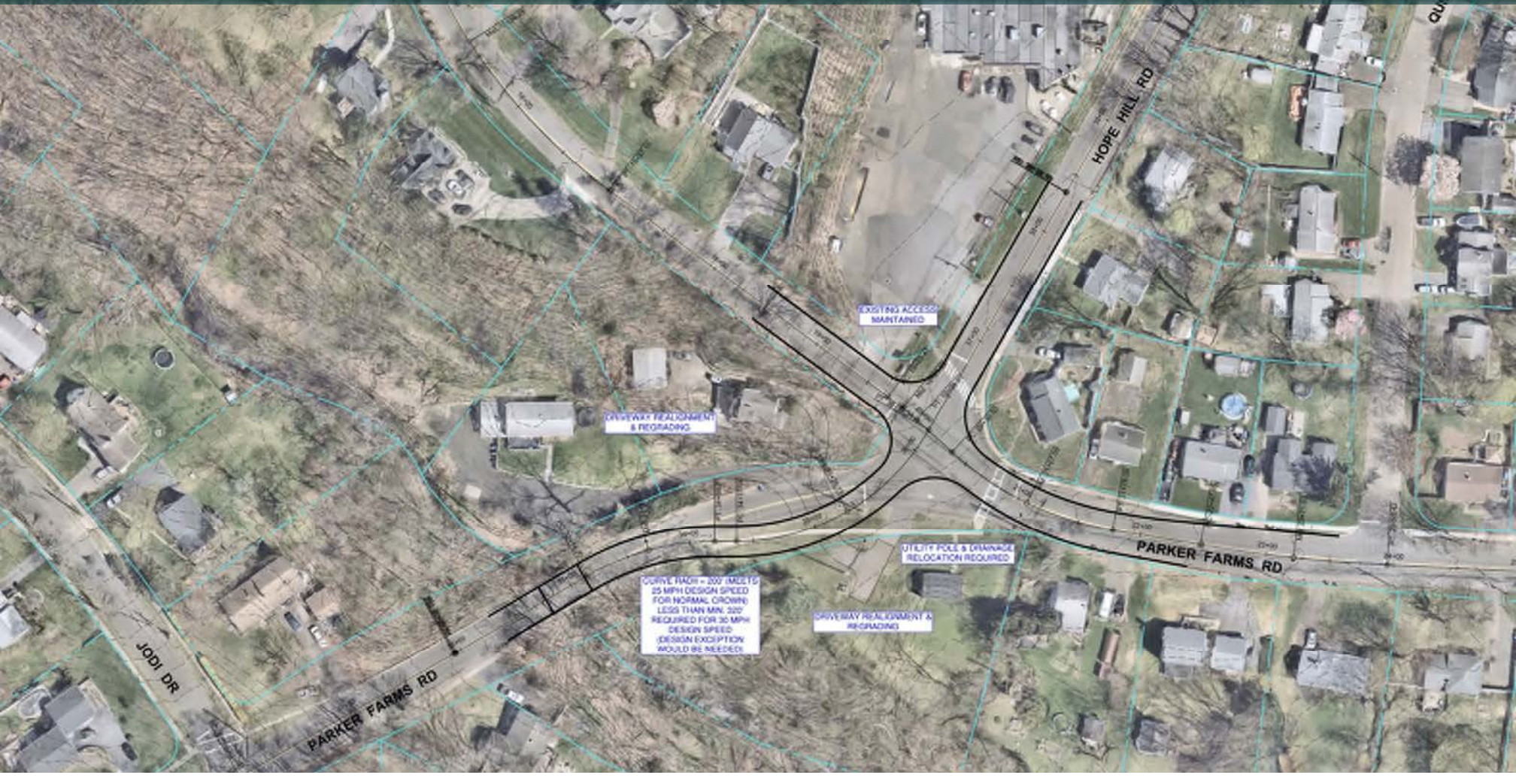
PRELIMINARY CONCEPT #1: REALIGNMENT

Parker Farms Road at Hope Hill Road and Highland Avenue



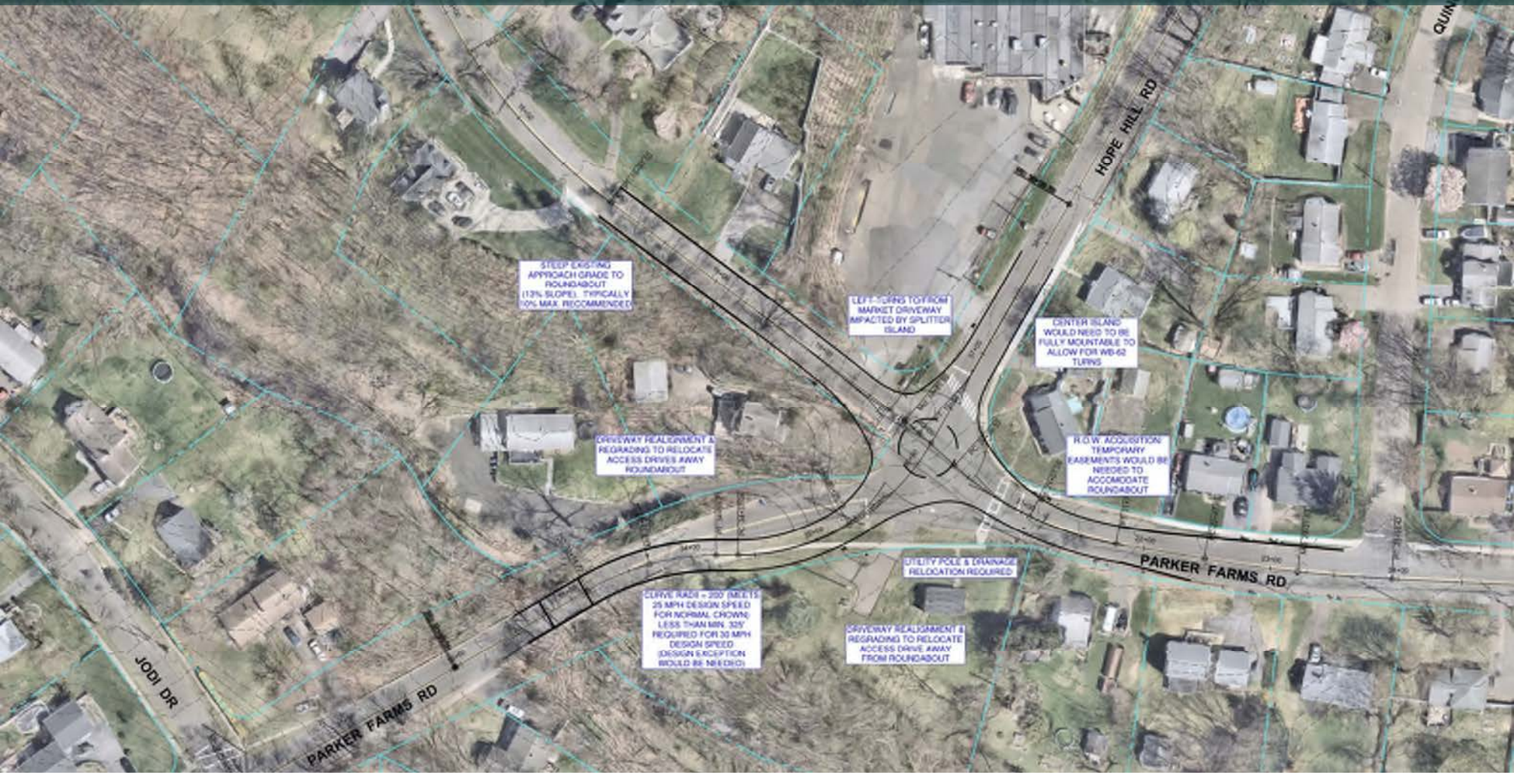
PRELIMINARY CONCEPT #1A: REALIGNMENT

Parker Farms Road at Hope Hill Road and Highland Avenue



PRELIMINARY CONCEPT #2: ROUNDABOUT

Parker Farms Road at Hope Hill Road and Highland Avenue



PRELIMINARY CONCEPT #3: RECONFIGURATION / QUICK-BUILD

Parker Farms Road at Hope Hill Road and Highland Avenue



PRELIMINARY CONCEPT #4: PROFILE ADJUSTMENT

Parker Farms Road at Hope Hill Road and Highland Avenue









NEXT STEPS

April 2025 → **February 2026**



- **Develop Conceptual Design Plans**
  - Incorporate comments received on preliminary concepts
  - Develop conceptual design plan

- **Prepare Safety Study Report**
  - Submit Safety Study Report to SCRCOG and the Town of Wallingford
  - The Town will utilize the report to seek funding
  - Once funding is secured, the Town can complete engineering design and construction of intersection improvements

QUESTIONS?



SCR COG South Central Regional Council of Governments

INTERSECTION SAFETY STUDY

PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD

PUBLIC INFORMATION MEETING

Wallingford Senior Center
238 Washington Street

Date
February 26, 2026

akrf

INTERSECTION SAFETY STUDY TEAM

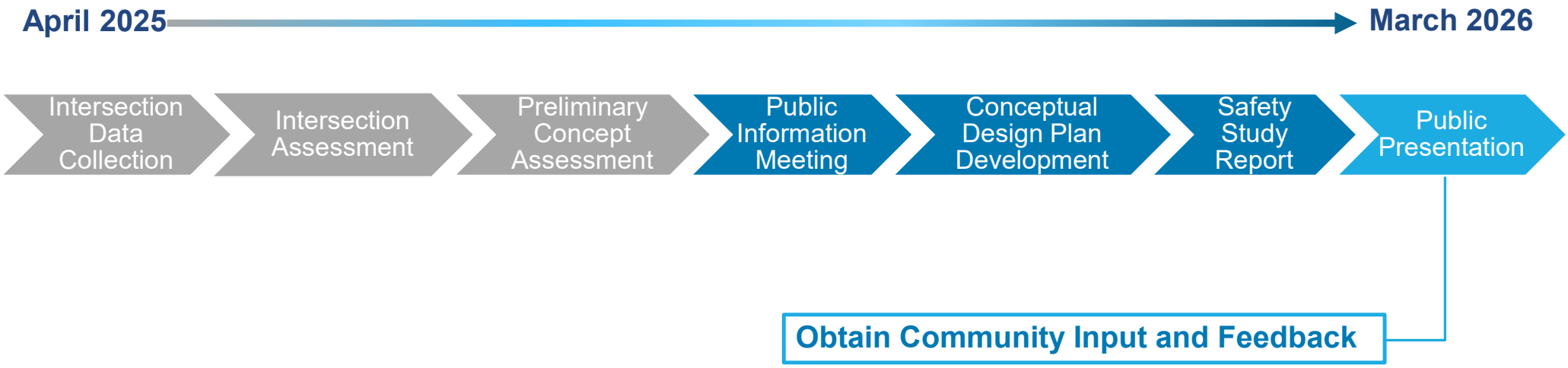
SCR COG South Central Regional Council of Governments

Consultant Team

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VN ENGINEERS

INTERSECTION SAFETY STUDY SCHEDULE



AGENDA

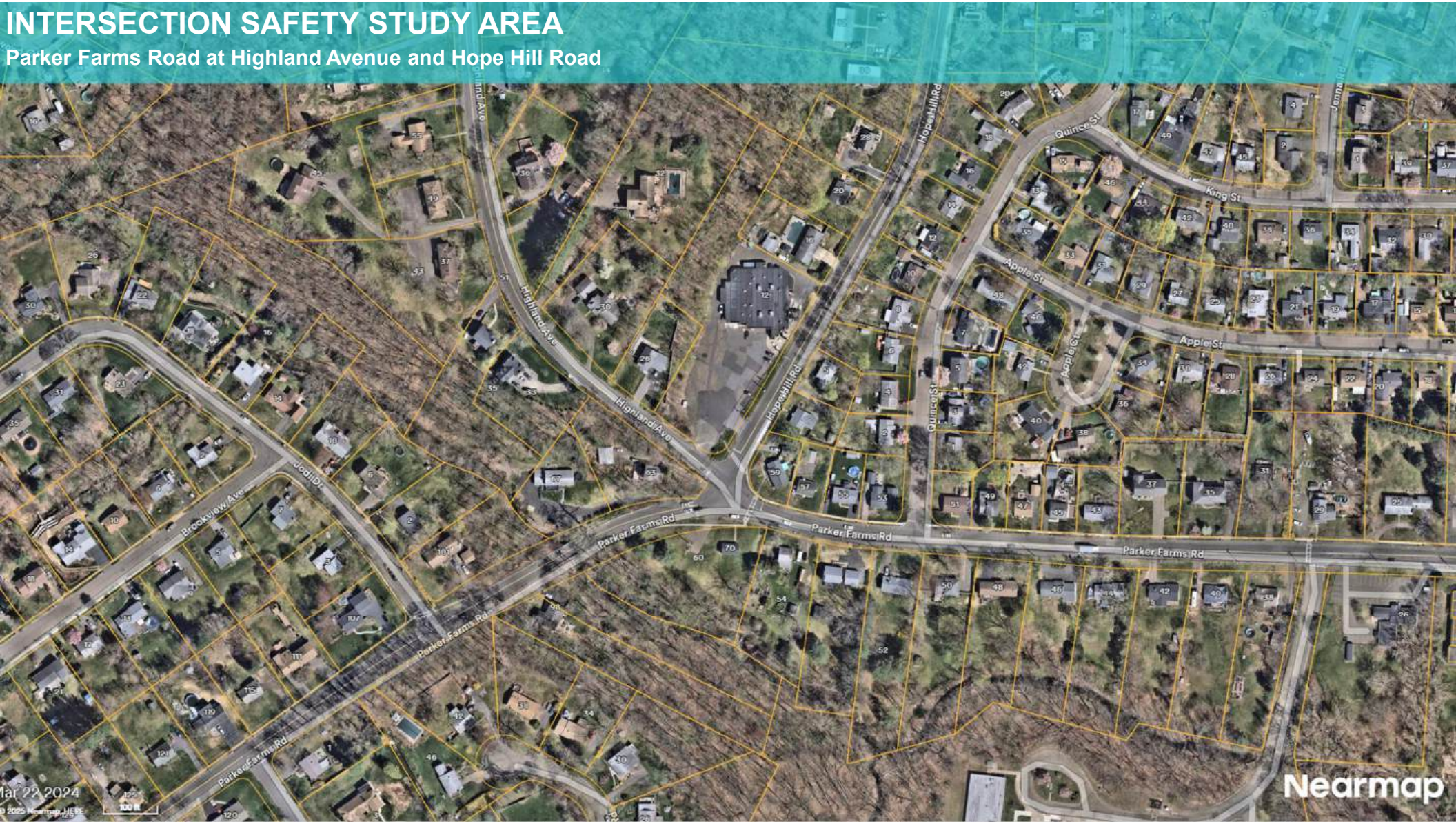
Intersection Safety Study

- Study Area
- Existing Conditions Summary
  - Data Collection and Assessment
  - Deficiencies
  - Constraints
- Concept Development and Assessment
- Concepts
- Preferred Concept Selection
- Conceptual Design Plan
- Next Steps



INTERSECTION SAFETY STUDY AREA

Parker Farms Road at Highland Avenue and Hope Hill Road



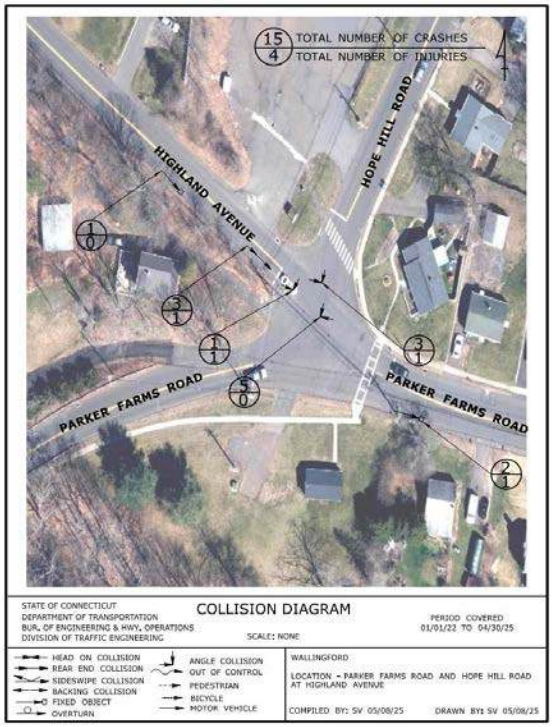
EXISTING CONDITIONS SUMMARY

Data Collection and Assessment

- Operations
  - Field Observations
  - Traffic Counts & Speed Data
  - Capacity Analysis
- Safety
  - Collision Analysis
  - Near-Miss
- Geometry
  - Site Visits
  - Base Mapping
  - Horizontal, Vertical, and Intersection

Link to 1st presentation on town website: https://www.wallingfordct.gov/Customer-Content/www/news/PDFs/Wallingford_Intersection_Safety_Study_PIM-20251105.pdf





Parker Farms Road at Hope Hill Road and Highland Avenue
Capacity Analysis (Existing Conditions)

Approach		Weekday AM					Weekday PM				
		Lane Group	v/c Ratio	95th Percentile Queue (veh)	Delay (sec)	LOS	Lane Group	v/c Ratio	95th Percentile Queue (veh)	Delay (sec)	LOS
Parker Farms Road	Westbound	LTR	0.48	2.5	16.0	C	LTR	0.91	11.2	46.7	E
	Northbound	LTR	0.65	4.6	21.5	C	LTR	0.70	5.6	25.0	C
Highland Avenue	Eastbound	LTR	0.78	7.3	29.9	D	LTR	0.51	2.8	17.6	C
Hope Hill Road	Southbound	LTR	0.44	2.2	15.6	C	LTR	0.35	1.5	14.2	B

EXISTING CONDITIONS SUMMARY

Deficiencies

- Skewed Intersection Geometry
- Setback Stop Bar / Sign Placement
- Intersection Sightlines
- Steep Approach Grade- Highland Avenue
- Close-Proximity Driveways
- Reverse Curvature
- Horizontal / Vertical Curvature
- Pedestrian Connectivity and Accessibility
- Bicycle Connectivity
- Sidewalk & Drainage Condition- Hope Hill Road
- Travel Speeds
- Congestion during School Peaks


Deteriorated Sidewalk- Hope Hill Road (Facing North)


Skewed Intersection Geometry (Facing West)


Crosswalk to Paved Drainage Leak-off


Limits of Asphalt Sidewalk- Highland Avenue (Facing West)

EXISTING CONDITIONS SUMMARY

Constraints

- Box Culvert Stream Crossing
- Utilities and Drainage
- Water Pump Station
- Residential, Commercial, & Pump Station Driveways
- Right-of-Way
- Topography, Structures, & Vegetation
- Design Vehicles



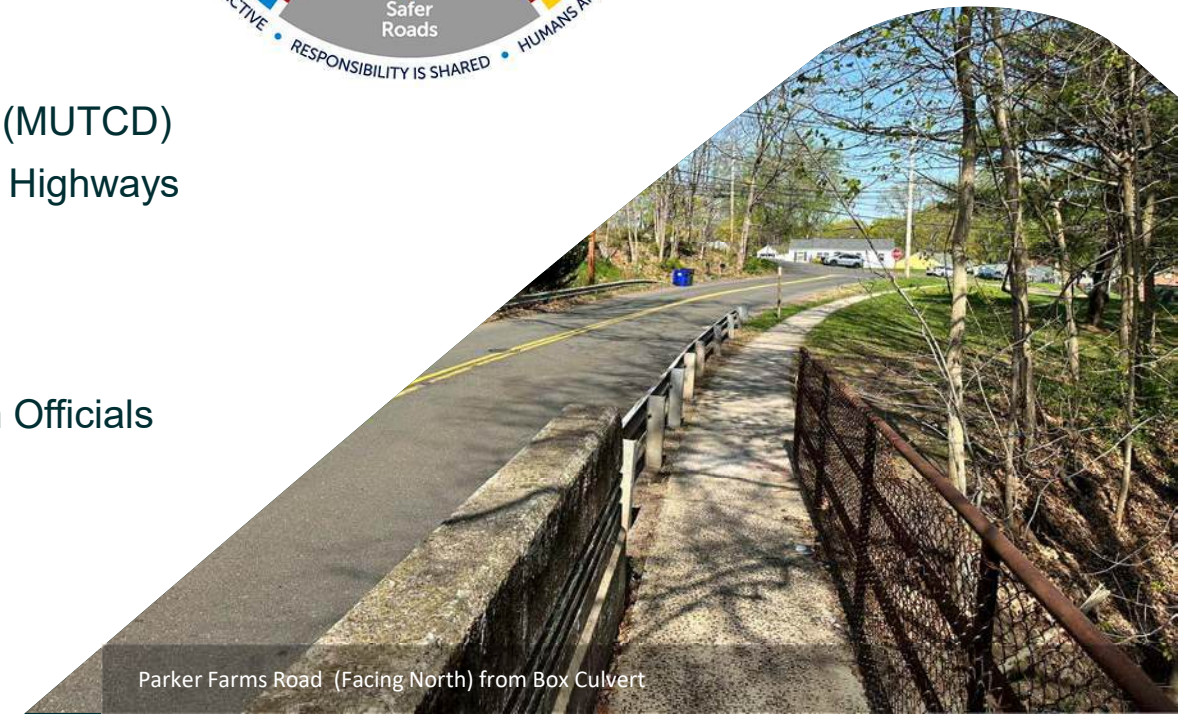
Compiled Base Mapping
Parker Farms Road at Hope Hill Road and Highland Avenue

CONCEPT DEVELOPMENT AND ASSESSMENT

Guidance and Standards

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- Connecticut Strategic Highway Safety Plan
- Town of Wallingford Standards
- CTDOT Standards
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- AASHTO A Policy on Geometric Design of Highways and Street
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- ADA/PROWAG
- National Association of City Transportation Officials
- Stakeholder Input
- Community Feedback




Parker Farms Road (Facing North) from Box Culvert

CONCEPT ASSESSMENT

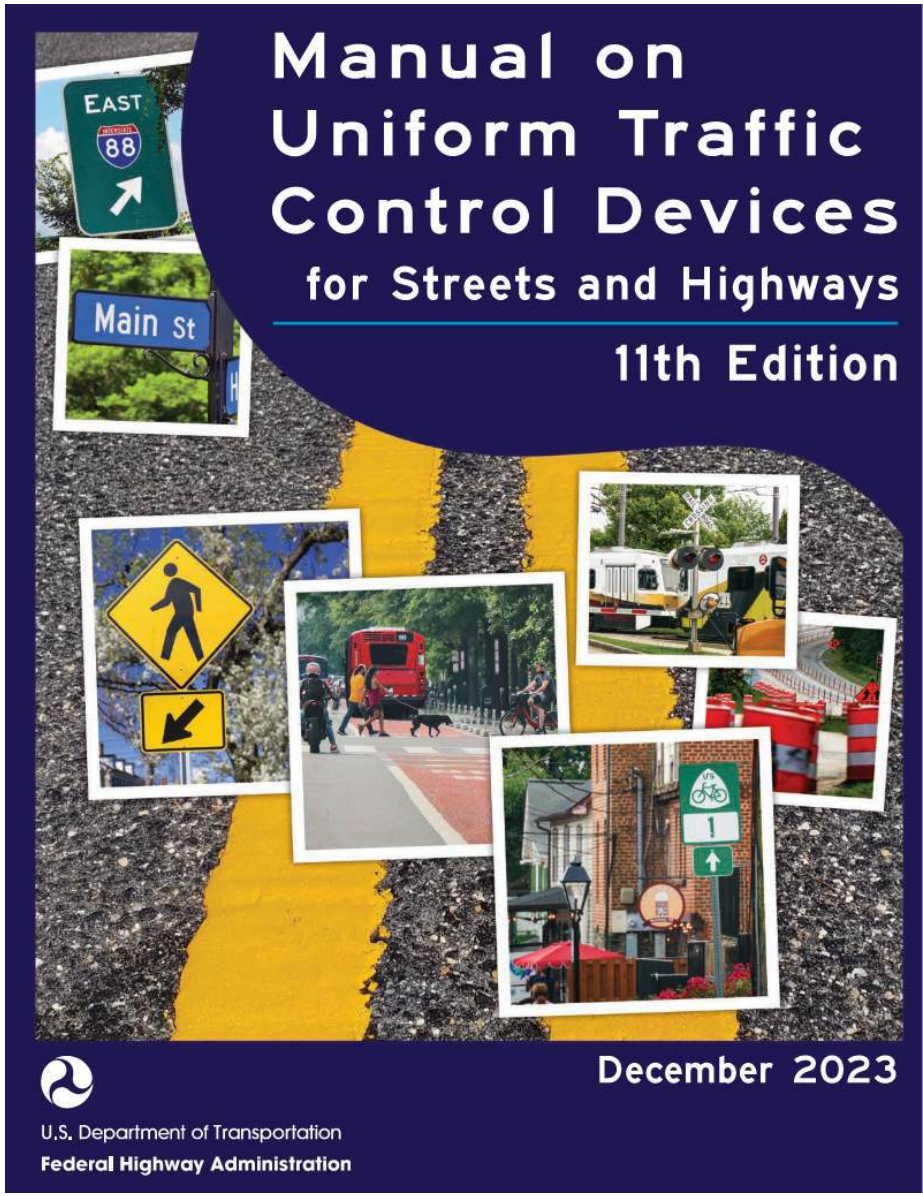
Signalization

Traffic Signal Warrant Analysis

Signal Warrant	Criteria Met?
Warrant 1, Eight-Hour Vehicular Volume	N
Condition A	N (6 of 8)
Condition B	N (0 of 8)
Combination of Conditions A and B (80%)	N (3 of 8)
Warrant 2, Four-Hour Vehicular Volume	N (2 of 4)
Warrant 3, Peak Hour	N
Warrant 4, Pedestrian Volume	N
Warrant 5, School Crossing	N
Warrant 6, Coordinated Signal System	N
Warrant 7, Crash Experience	N
Warrant 8, Roadway Network	N
Warrant 9, Intersection Near a Grade Crossing	N

Disadvantages of Signalization

- Rear-end collisions
- Longer queuing
- Red-light running
- Right-turn-on-red violations
- Speeding through intersection
- Split phasing- skewed geometry
- Additional delay during off-peak times
- Up-front cost and maintenance
- Potential right-of-way / easements



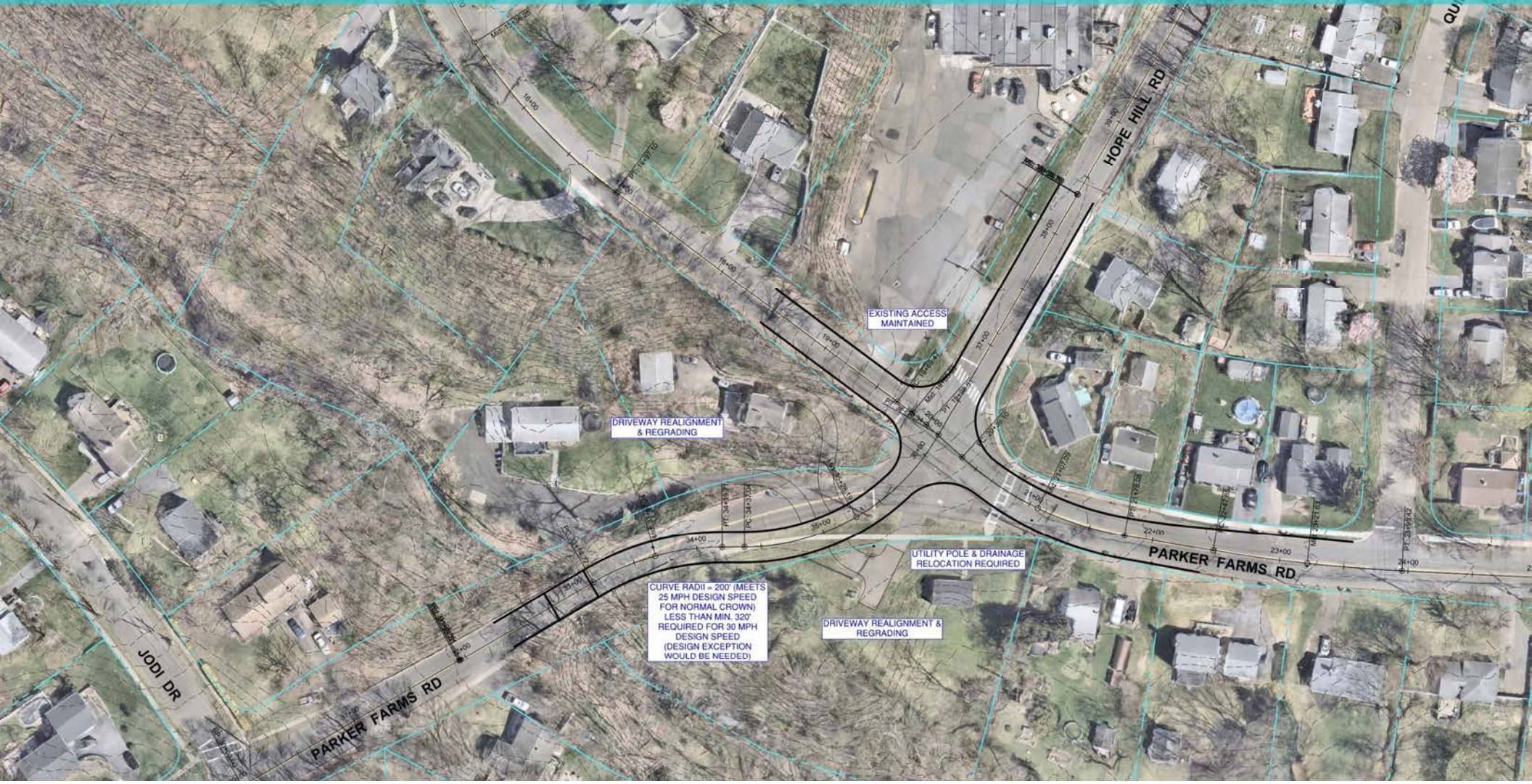
CONCEPT #1: REALIGNMENT

Parker Farms Road at Hope Hill Road and Highland Avenue



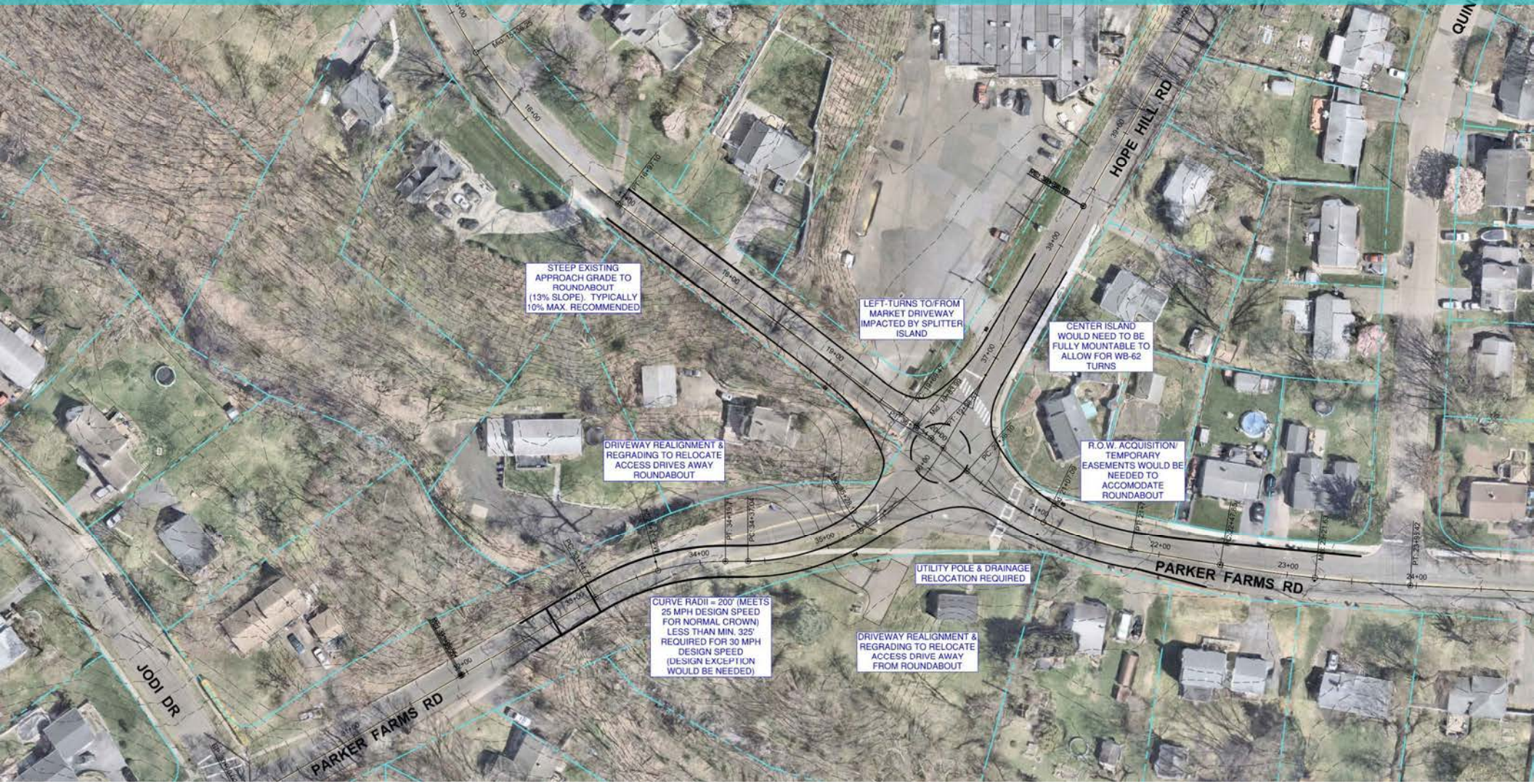
CONCEPT #1A: REALIGNMENT

Parker Farms Road at Hope Hill Road and Highland Avenue



CONCEPT #2: ROUNDABOUT

Parker Farms Road at Hope Hill Road and Highland Avenue



CONCEPT #3: RECONFIGURATION / QUICK-BUILD

Parker Farms Road at Hope Hill Road and Highland Avenue



Engineered Rubber Curb



Engineered Rubber Curb



Flexible Delineator Post



CONCEPT #4: PROFILE ADJUSTMENT

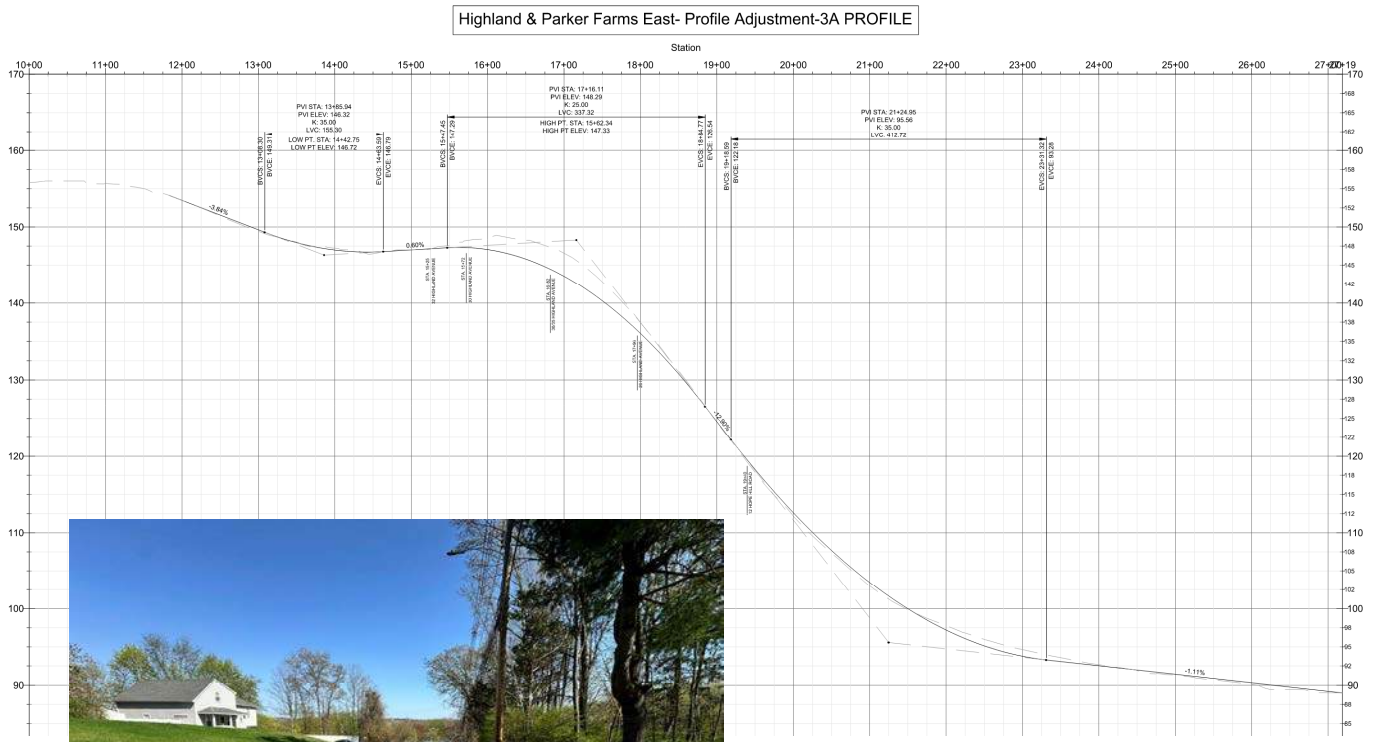
Highland Avenue



Highland Avenue (Facing West)



Highland Avenue in Advance of Crest Curve (Facing West)





Highland Avenue (Facing West) Visibility of Intersection Obscured by Crest Vertical Curve

PREFERRED CONCEPT SELECTION

Intersection Reconfiguration/ Quick-Build- Parker Farms Road at Hope Hill Road and Highland Avenue

Considerations for Selection

- Cost-effectively addresses stop bar placement and improves sightlines
- Limited right-of-way needs and impacts
- Driveway impacts limited to pump station
- Long-term maintenance and operations
- Avoids impacts to utilities and drainage
- Quick-build
- Maintains design vehicle access
- Allows for testing/fine-tuning prior to implementation
- Public and Stakeholder Input



QUICK-BUILD DEMONSTRATION PROJECTS

Recent Quick-Build Plans/Implementations

CTDOT Quick-Build Complete Streets Directive

https://portal.ct.gov/dot/travel-gateway/bicycle-and-pedestrians?language=en_US

Town of West Hartford

Quick-Build curb extensions at 14 locations

Town of Madison

Surf Club Road

City of Hartford

Capitol Avenue and Broad Street

Town of Fairfield

Mill Plain Road, Sturgis Road, & Storjes Road

City of Waterbury

Grand Street

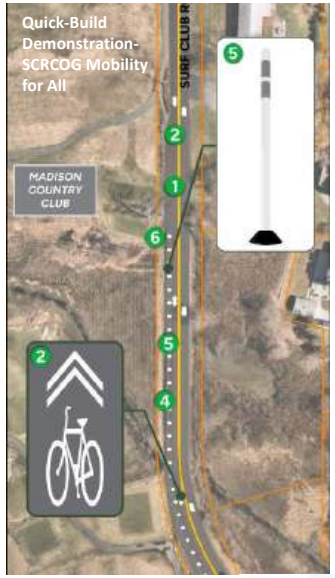
Town of Guilford

Whitfield Street, Broad & Church Street

City of Bristol

West Street (RT 69) between Meadow Street/Ward Street






CONNECTICUT

CTDOT

Commissioner's Office Directive

June 21, 2024

Garrett T. Eucalitto
Commissioner

Paul T. Rizzo
Bureau Chief, Highway Operations

SUBJECT: Quick Build Complete Streets Demonstration Projects on State Roads

Overview

This program provides a structured approach for municipalities to implement quick build complete streets demonstration projects on state roads. It supports innovation, safety, and community engagement in transportation improvements, aligning with Connecticut's vision for a safe, comprehensive, and inclusive transportation system.

This program establishes a framework for municipalities within the state of Connecticut to propose and execute quick-build Complete Streets demonstration projects on state roads, utilizing the Connecticut Department of Transportation's (CTDOT) encroachment permit process, contingent upon adherence to CTDOT regulations and guidelines. The primary objectives are to enhance safety, improve multimodal transportation, and encourage community engagement through temporary or experimental modifications to state roads.

Key Principles:

Projects should be temporary installations aiming at enhancing safety, accessibility, and multimodal transportation. They must be reversible, with a minimum implementation length and deadlines for removal, allowing for evaluation and adjustments and align with CTDOT standards and guidelines for road safety and infrastructure.





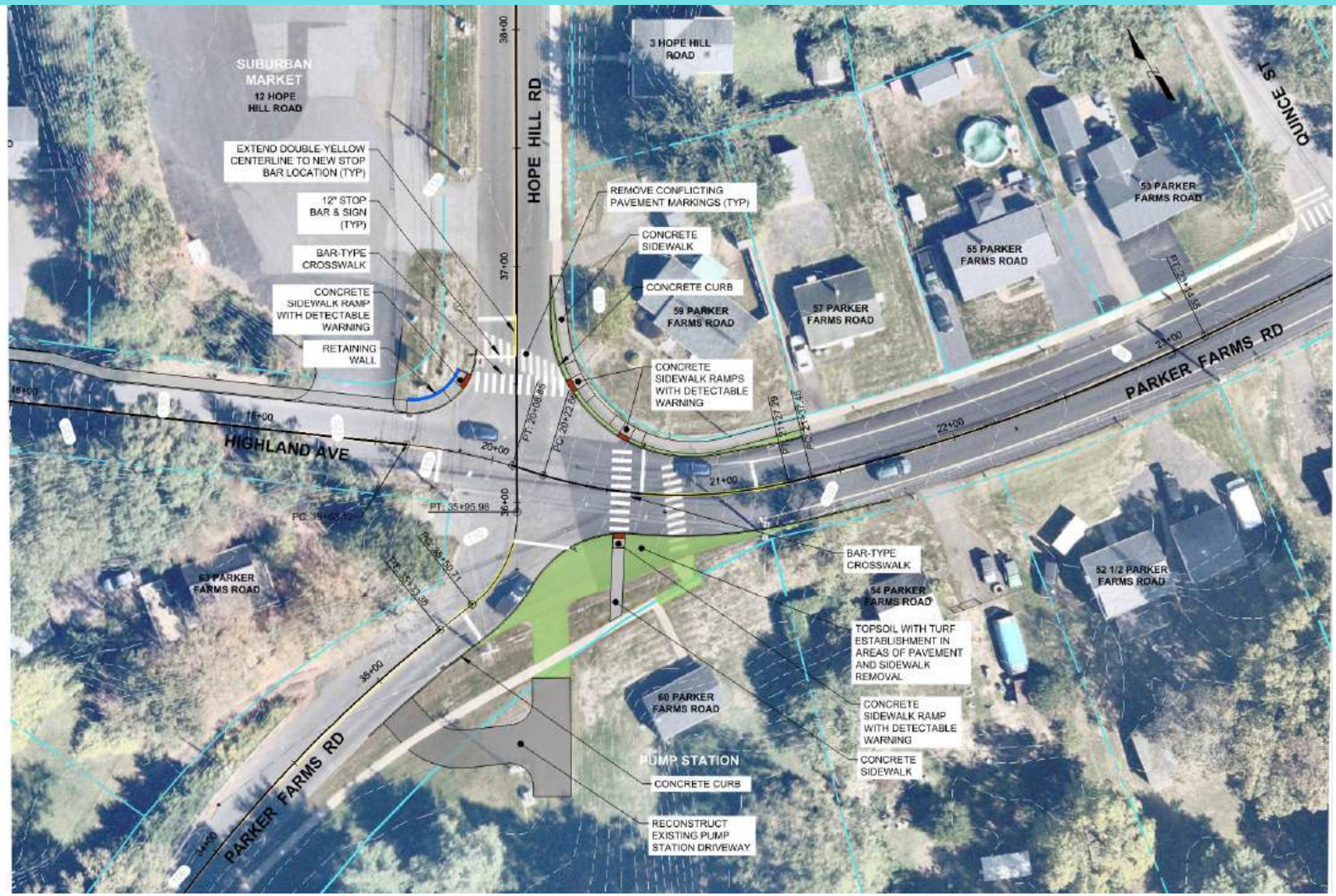






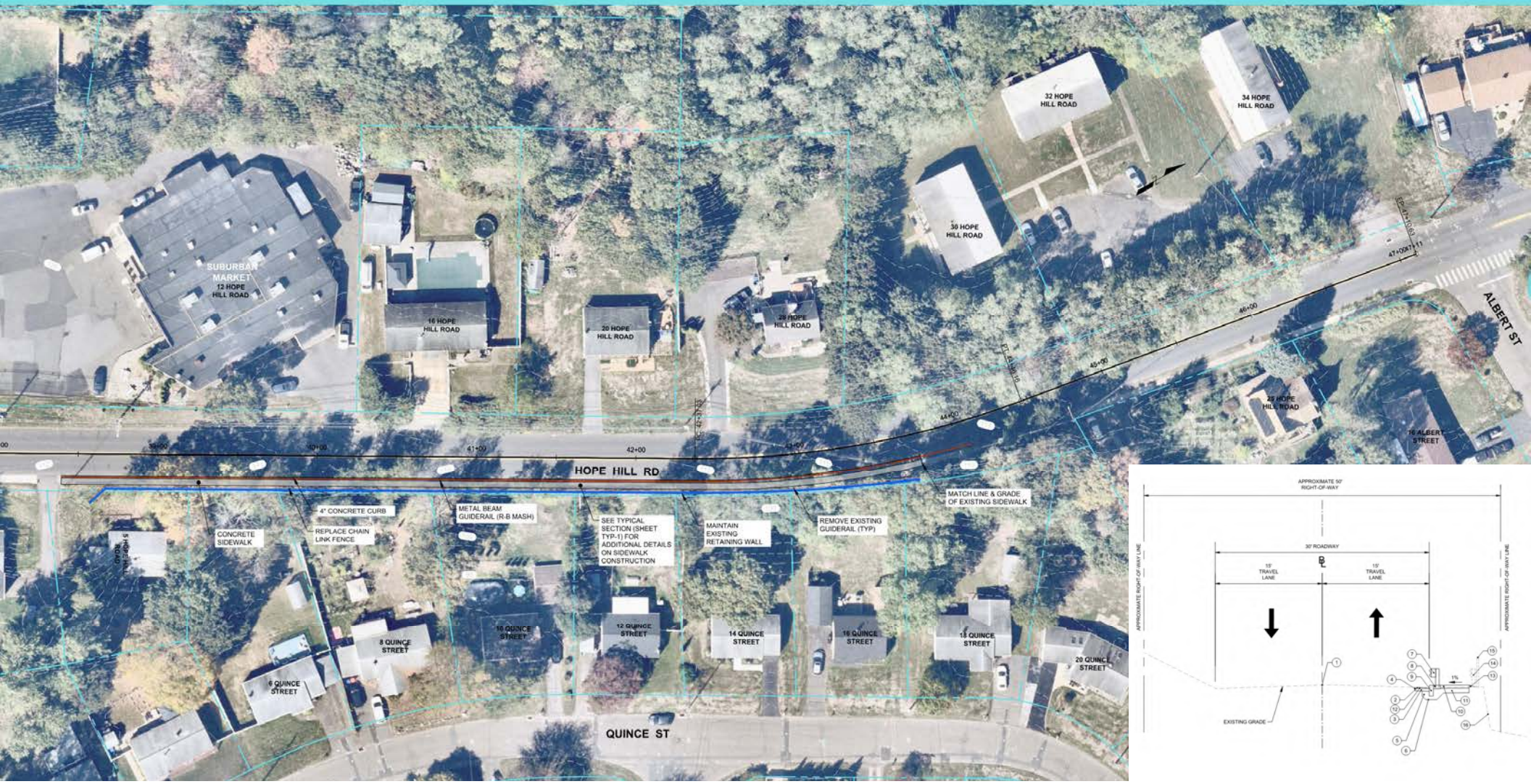
CONCEPTUAL DESIGN PLAN

Intersection Reconfiguration- Parker Farms Road at Hope Hill Road and Highland Avenue



CONCEPTUAL DESIGN PLAN

Sidewalk/Curb Reconstruction- Hope Hill Road



CONCEPTUAL DESIGN PLAN

Sidewalk Extension- Parker Farms Road to Jodi Drive



CONCEPTUAL DESIGN PLAN

Sidewalk Extension- Highland Avenue



CONCEPTUAL DESIGN PLAN

Estimated Costs

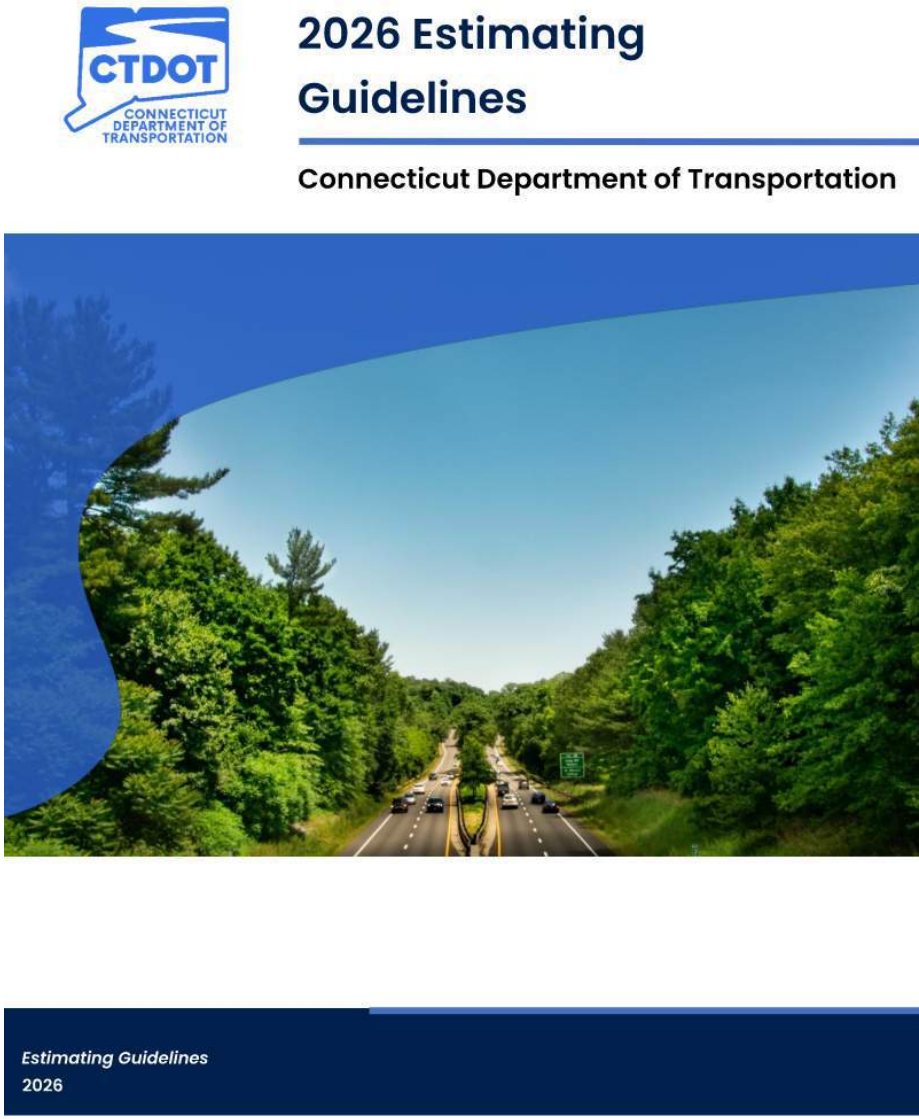
Intersection Reconfiguration: $230k

Sidewalk/Curb Reconstruction- Hope Hill Road: $335k

Sidewalk Extension- Parker Farms Road to Jodi Drive: $110k

Sidewalk Extension- Highland Avenue: $285k

Total: $960k

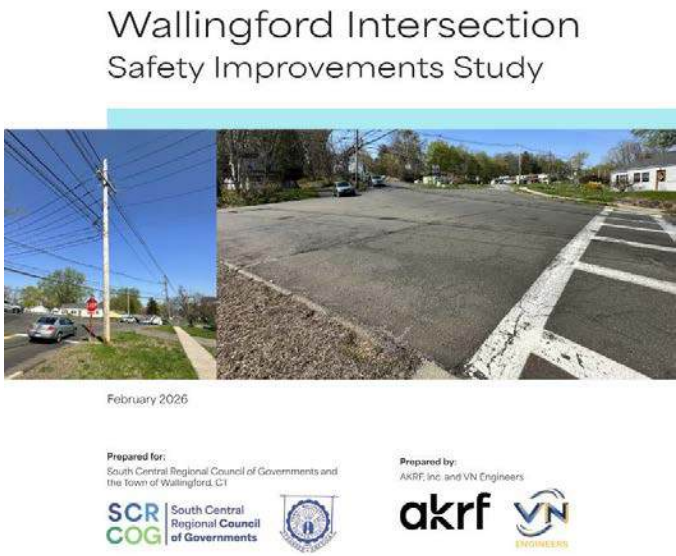


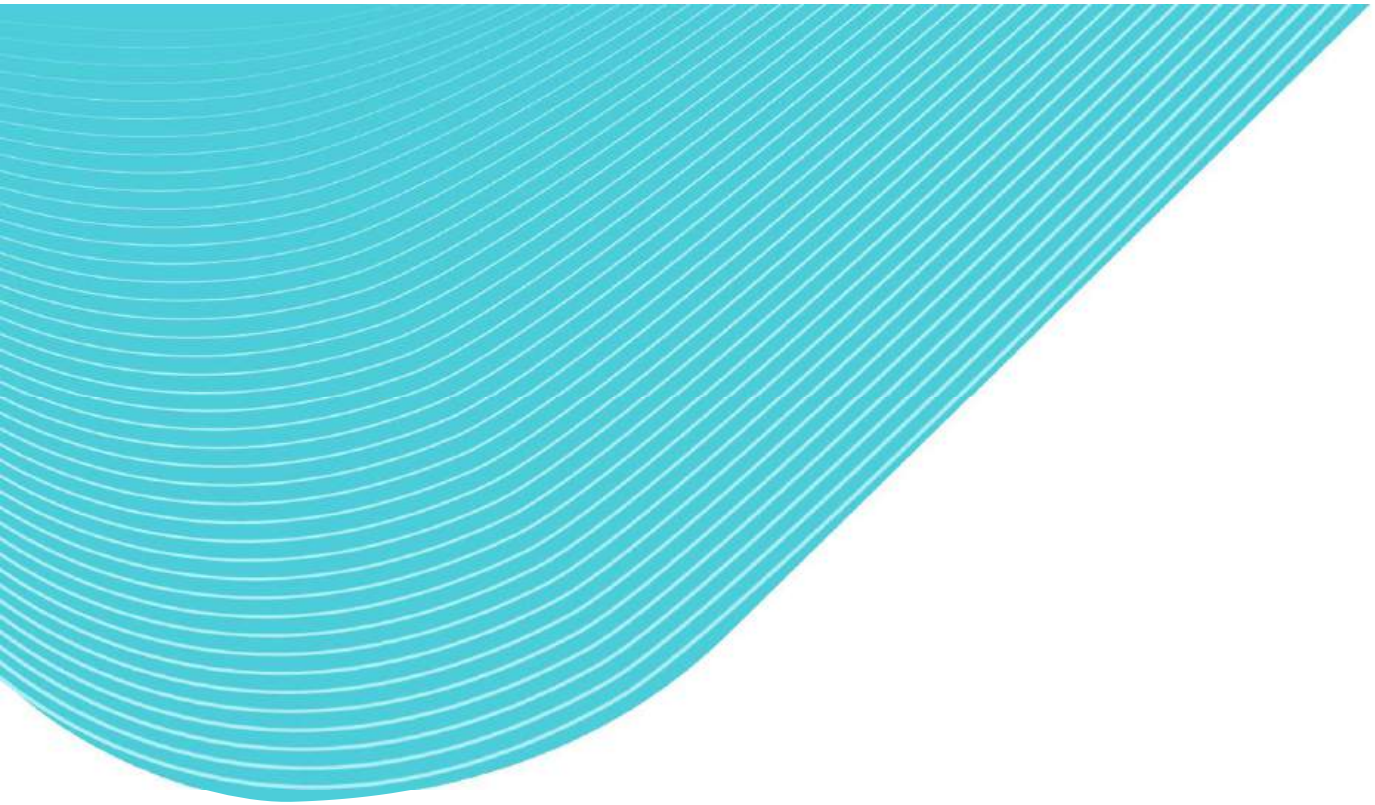
NEXT STEPS

April 2025 → **March 2026**

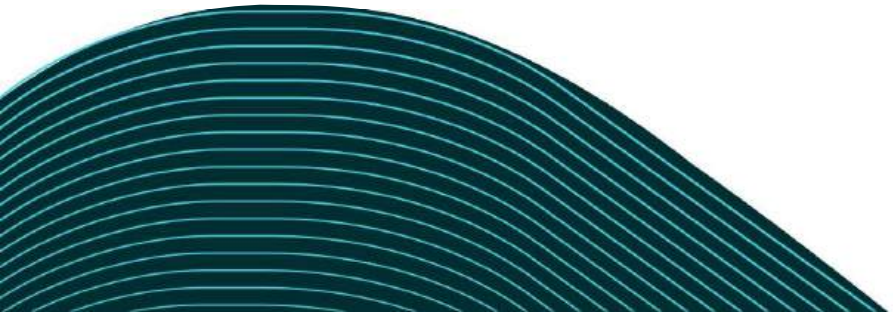
Intersection Data Collection → Intersection Safety Assessment → Preliminary Concept Assessment → Public Information Meeting → Conceptual Design Plan Development → Safety Study Report → Public Presentation

- **Post Draft Intersection Safety Study Report for Public Comment**
  - Post Draft Intersection Safety Study Report to Town website to allow for public comment
  - Incorporate comments received on Draft Intersection Safety Study Report and Conceptual Design Plan
  - Public comment period open through March 13, 2026.
- **Prepare Final Safety Study Report and Conceptual Design Plan**
  - Submit Final Safety Study Report to SCRCOG and the Town of Wallingford
  - The Town will utilize this report to complete the engineering design, continue coordination with various stakeholders, and seek funding
  - Once funding is secured, the Town can complete engineering design and construction of intersection improvements

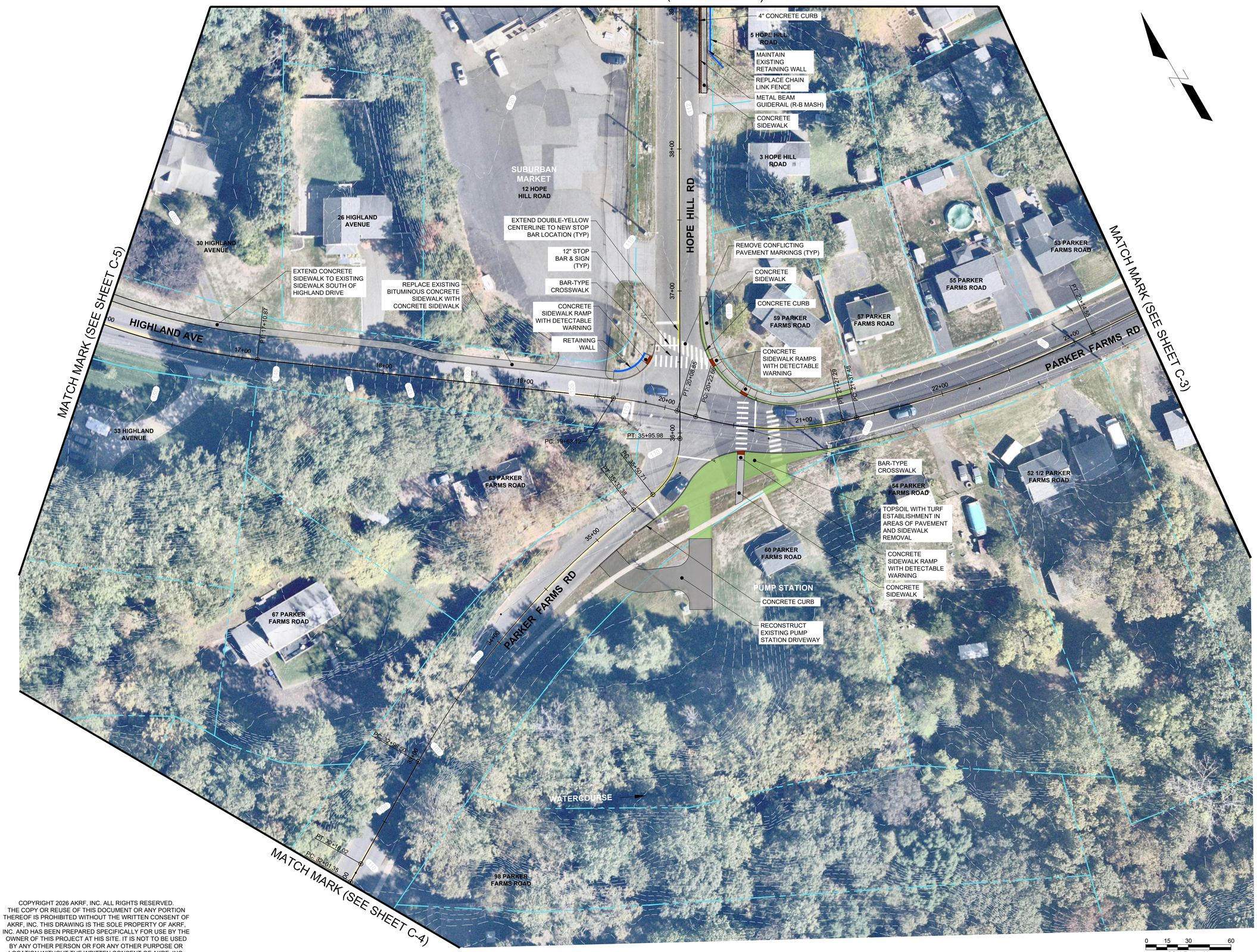




QUESTIONS?



Appendix M – Conceptual Design Plans



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SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS (SCRCOG)

PROJECT

INTERSECTION SAFETY STUDY

INTERSECTION OF PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD

WALLINGFORD, CT

MILESTONE

CONCEPTUAL

REV.	DESCRIPTION	DATE
1		

DESIGN PROFESSIONAL

PROJECT #:	241358
DATE:	2.13.2025
SCALE:	AS NOTED
FORMAT:	24" x 36" (ARCH D)
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CHECKED BY:	MB

SHEET TITLE:

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SHEET NUMBER:

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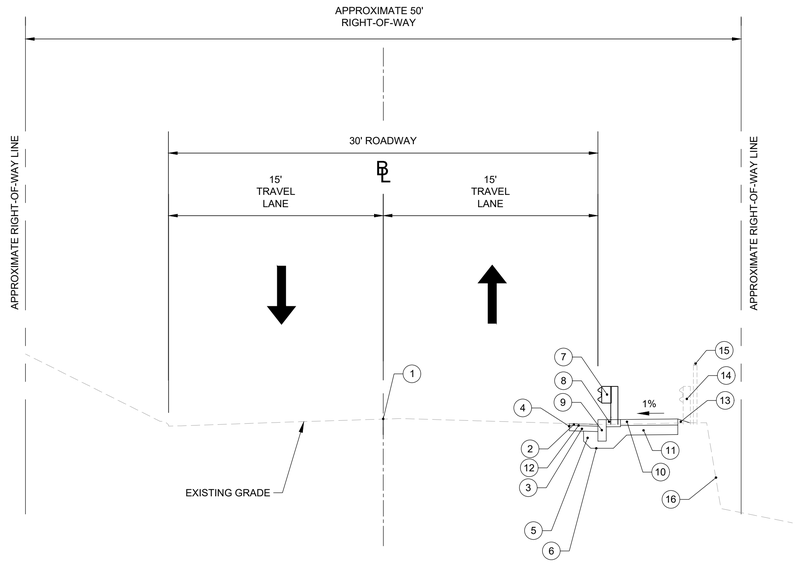
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CONCEPTUAL DESIGN PLAN

SHEET NUMBER:

C-5

OF



HOPE HILL ROAD
FACING NORTH

LEGEND

1. POINT OF APPLICATION OF GRADE
2. 1 ½" CLASS 2 BIT. CONC. SURFACE COURSE
3. 4 ½" CLASS 1 BIT. CONC. BINDER COURSE
4. SAWCUT AND NON-TRACKING ASPHALT TACK COAT
5. 6" PROCESSED AGGREGATE BASE
6. FORMATION OF SUBGRADE
7. METAL BEAM RAIL (R-B MASH) GUIDERAIL
8. 6" PROCESSED AGGREGATE
9. 4" CONCRETE PARK CURB
10. 5" THICK CONCRETE SIDEWALK WITH 6" X 6" 10/10 WELDED WIRE MESH
11. 8" PROCESSED AGGREGATE BASE
12. NON-TRACKING ASPHALT TACK COAT
13. TOPSOIL WITH TURF ESTABLISHMENT
14. REMOVE EXISTING METAL BEAM GUIDERAIL
15. REMOVE AND REPLACE 4' HIGH CHAIN LINK FENCE
16. MAINTAIN EXISTING RETAINING WALL

0 2.5 5 10
SCALE: 1" = 5'

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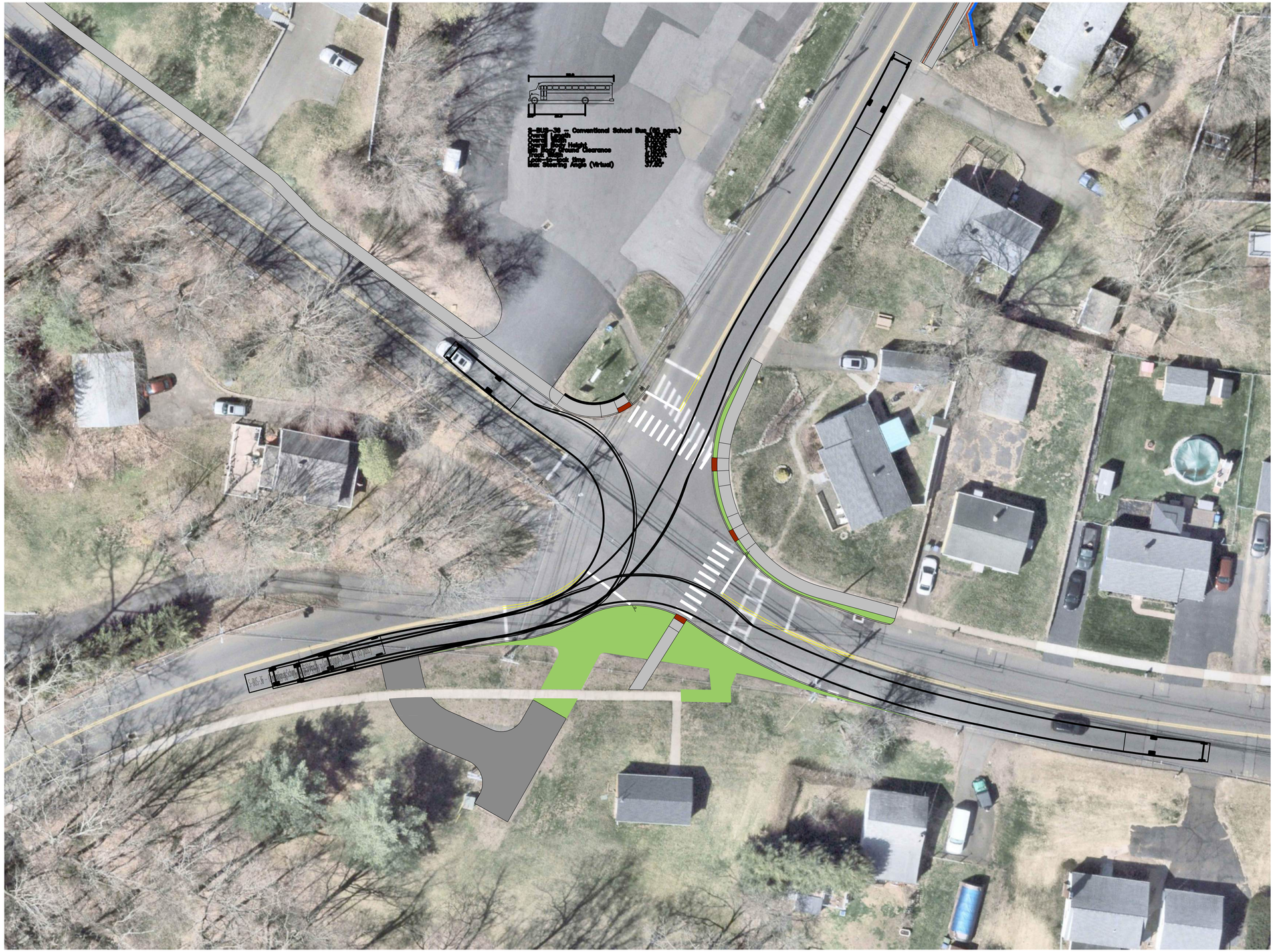
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WALLINGFORD, CT

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REV.	DESCRIPTION	DATE
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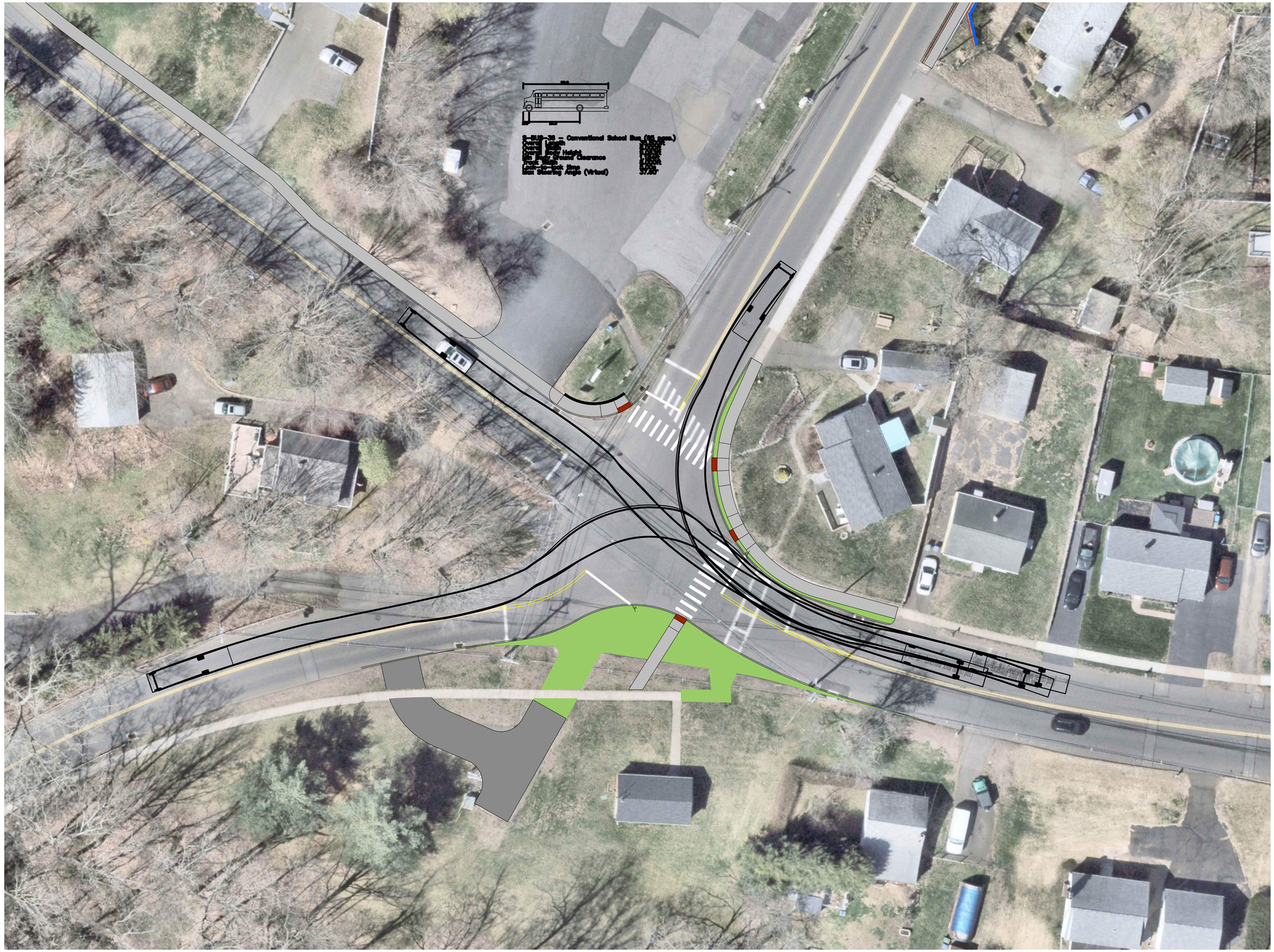
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TURNING TEMPLATE
SCHOOL BUS

SHEET NUMBER:

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INTERSECTION SAFETY STUDY

INTERSECTION OF PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD

WALLINGFORD, CT

MILESTONE

CONCEPTUAL

REV.	DESCRIPTION	DATE
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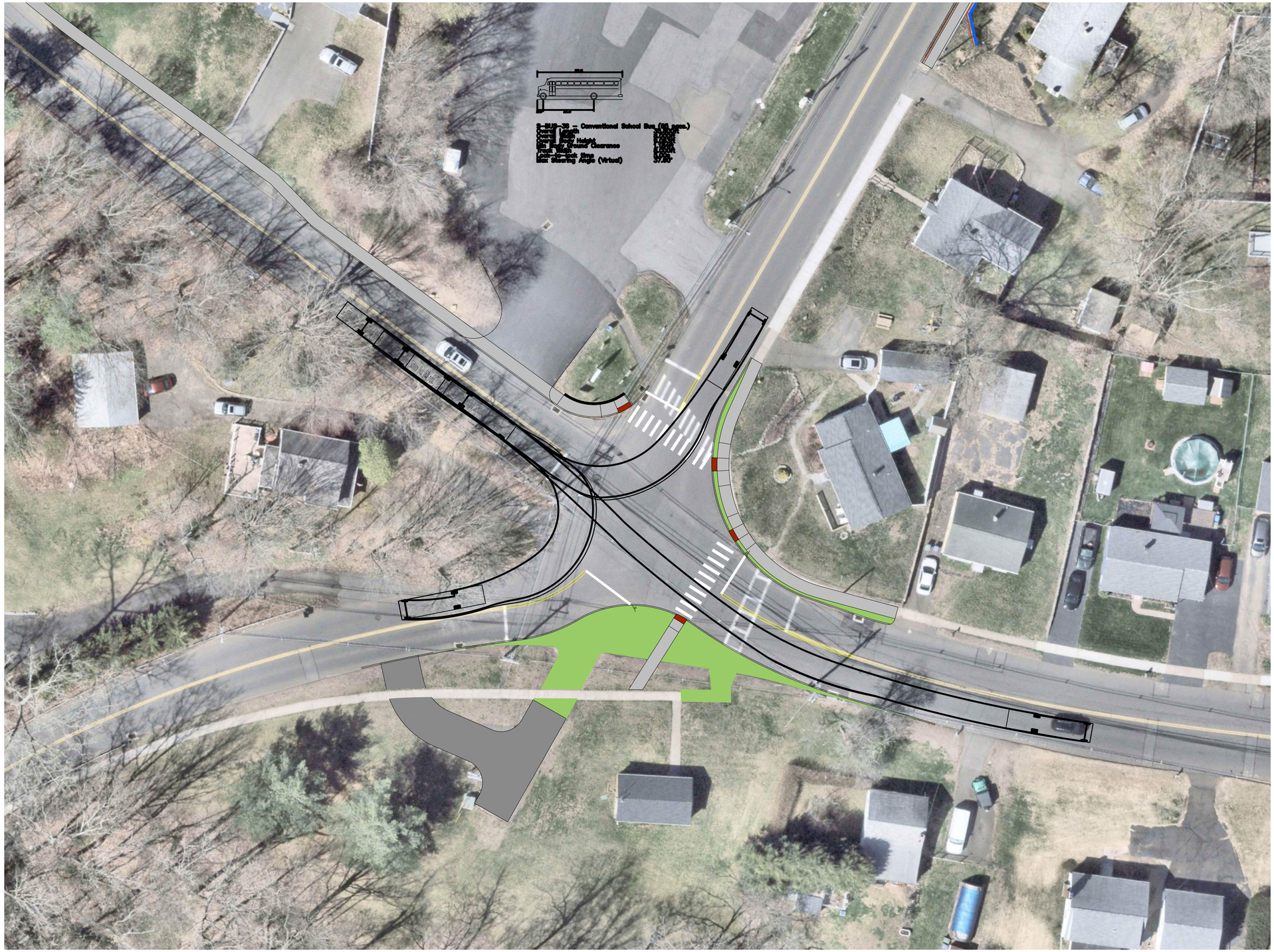
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PROJECT

INTERSECTION SAFETY STUDY

INTERSECTION OF PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD

WALLINGFORD, CT

MILESTONE

CONCEPTUAL

REV.	DESCRIPTION	DATE
1		

DESIGN PROFESSIONAL

PROJECT #:	241358
DATE:	2.13.2025
SCALE:	AS NOTED
FORMAT:	24" x 36" (ARCH D)
DRAWN BY:	CVZ
CHECKED BY:	MB

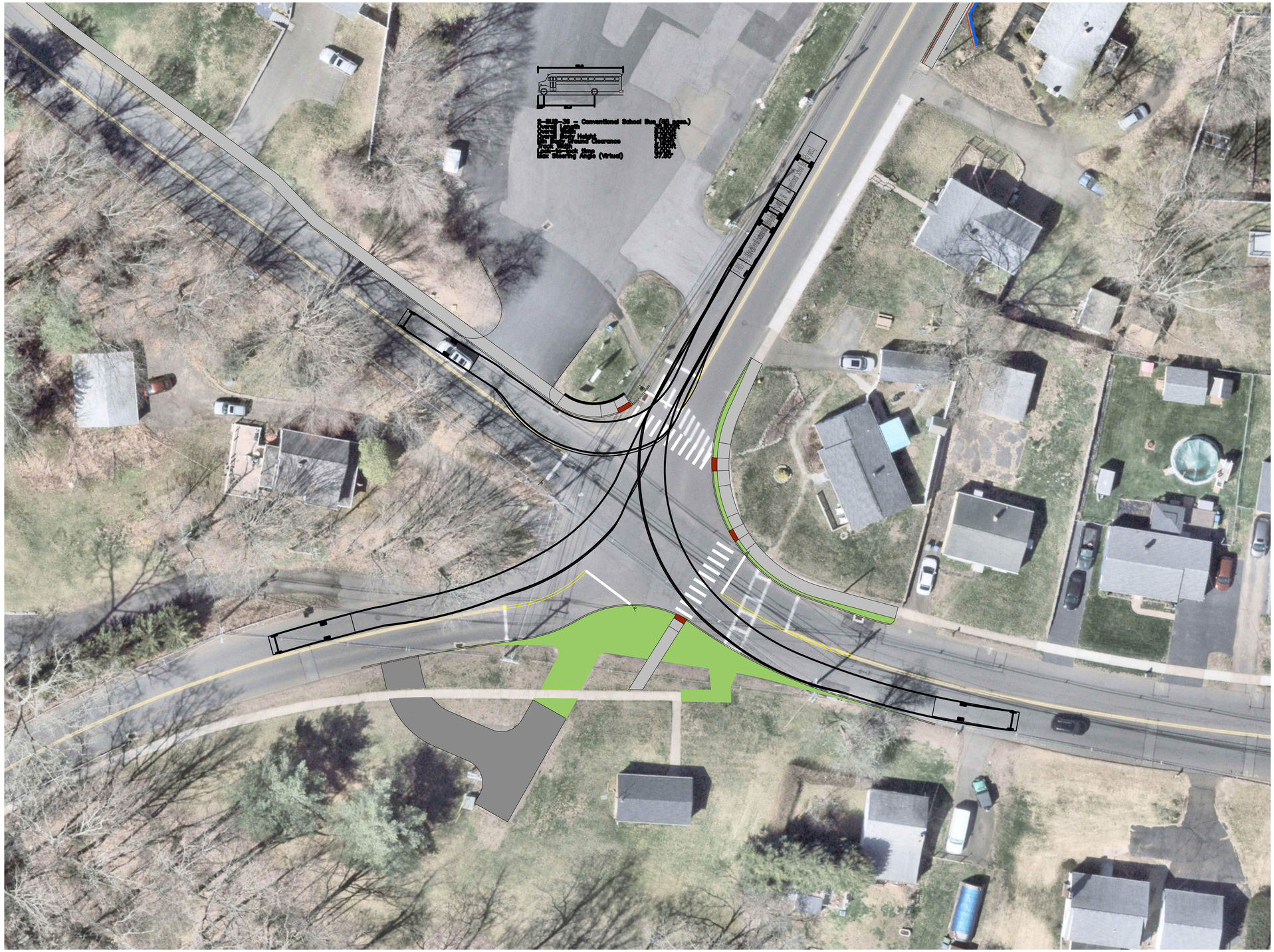
SHEET TITLE:

TURNING TEMPLATE
SCHOOL BUS

SHEET NUMBER:

TT-SB-3

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PROJECT

INTERSECTION SAFETY STUDY

INTERSECTION OF PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD

WALLINGFORD, CT

MILESTONE

CONCEPTUAL

REV.	DESCRIPTION	DATE
1		

DESIGN PROFESSIONAL

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FORMAT:	24" x 36" (ARCH D)
DRAWN BY:	CVZ
CHECKED BY:	MB

SHEET TITLE:

TURNING TEMPLATE
SCHOOL BUS

SHEET NUMBER:

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SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS (SCRCOG)

PROJECT

INTERSECTION SAFETY STUDY

INTERSECTION OF PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD

WALLINGFORD, CT

MILESTONE

CONCEPTUAL

REV.	DESCRIPTION	DATE
△		

DESIGN PROFESSIONAL

PROJECT #:	241358
DATE:	2.13.2025
SCALE:	AS NOTED
FORMAT:	24" x 36" (ARCH D)
DRAWN BY:	CVZ
CHECKED BY:	MB

SHEET TITLE:

TURNING TEMPLATE
SU-30

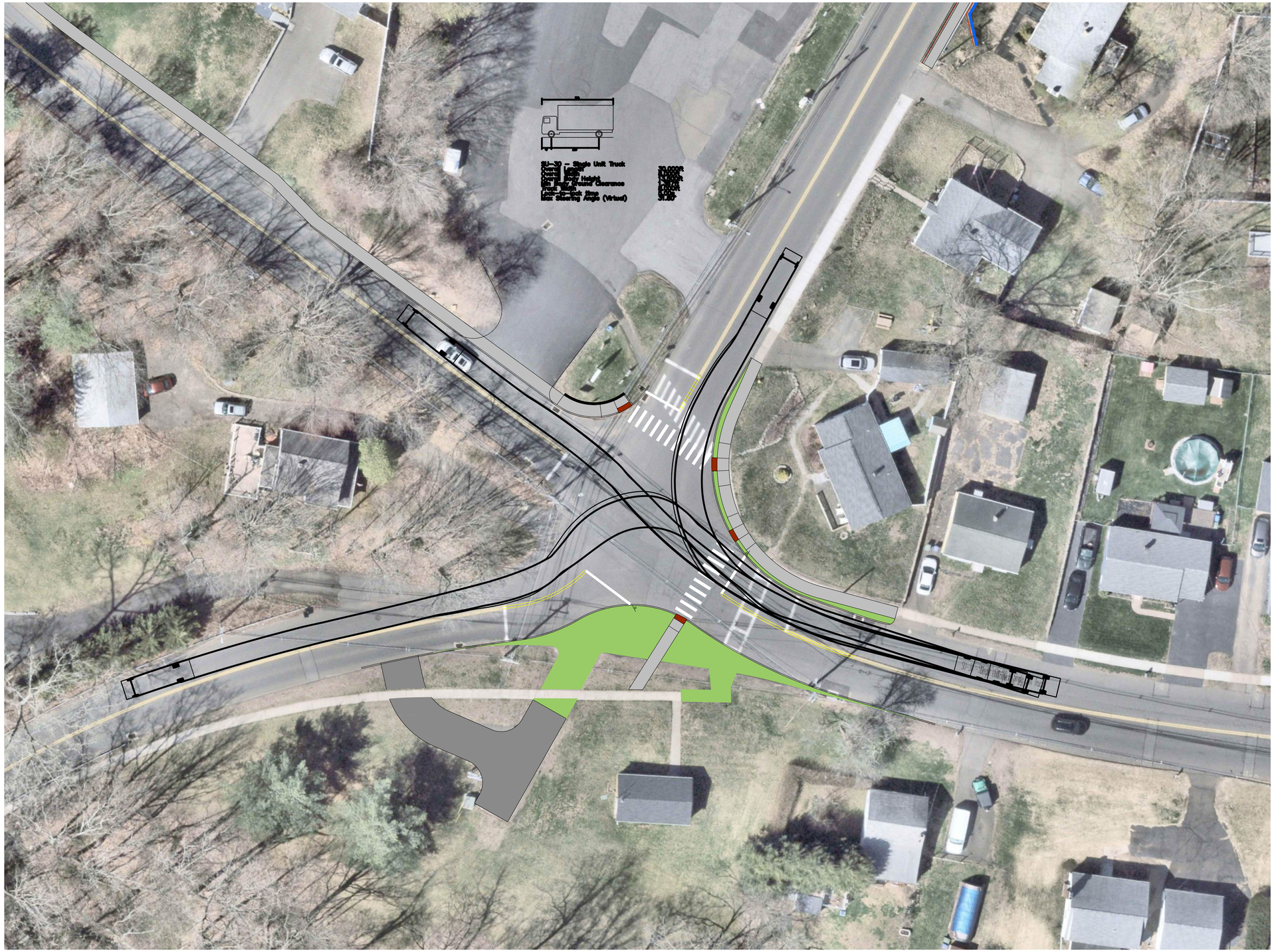
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SCALE: 1" = 20'



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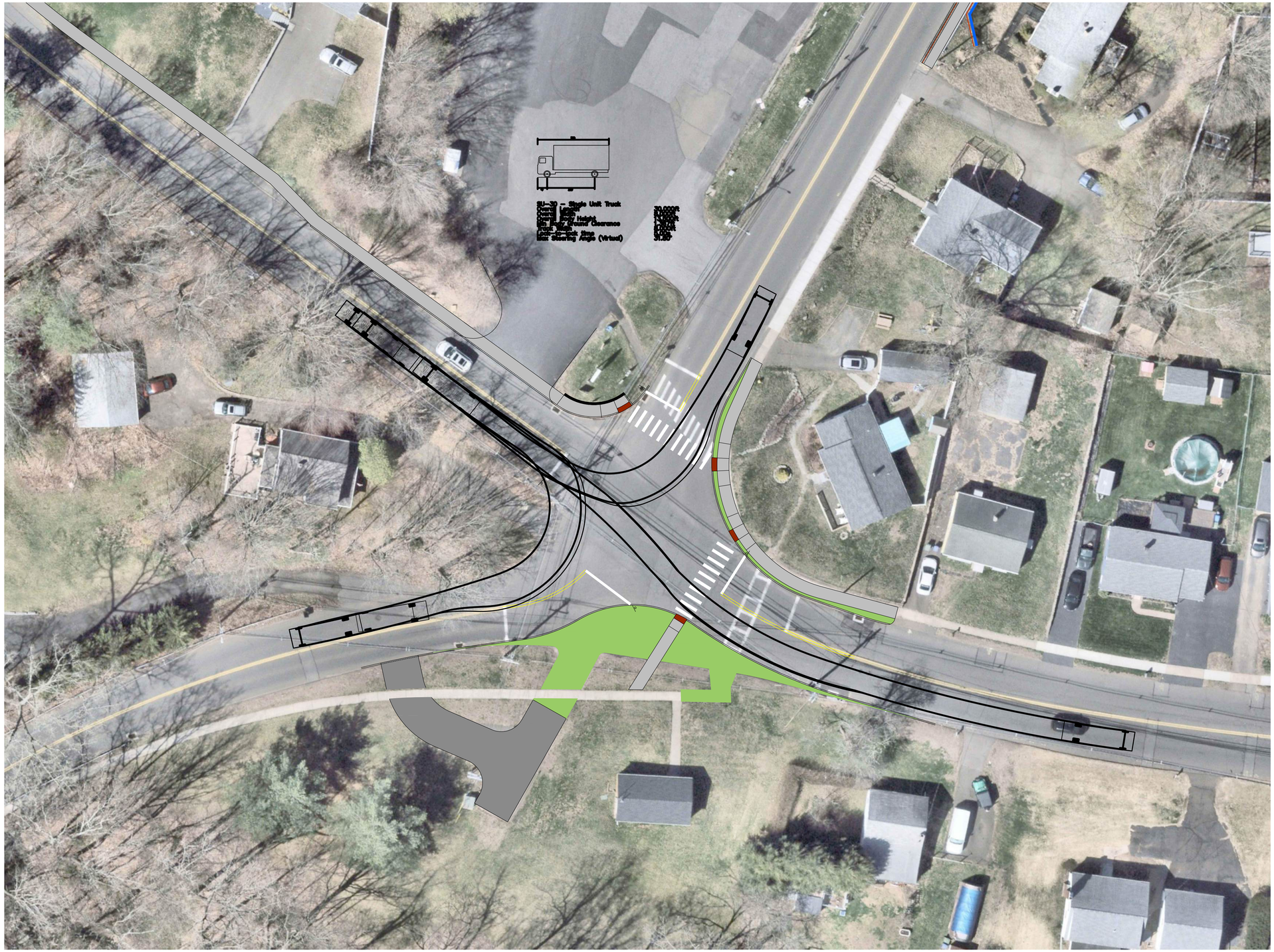
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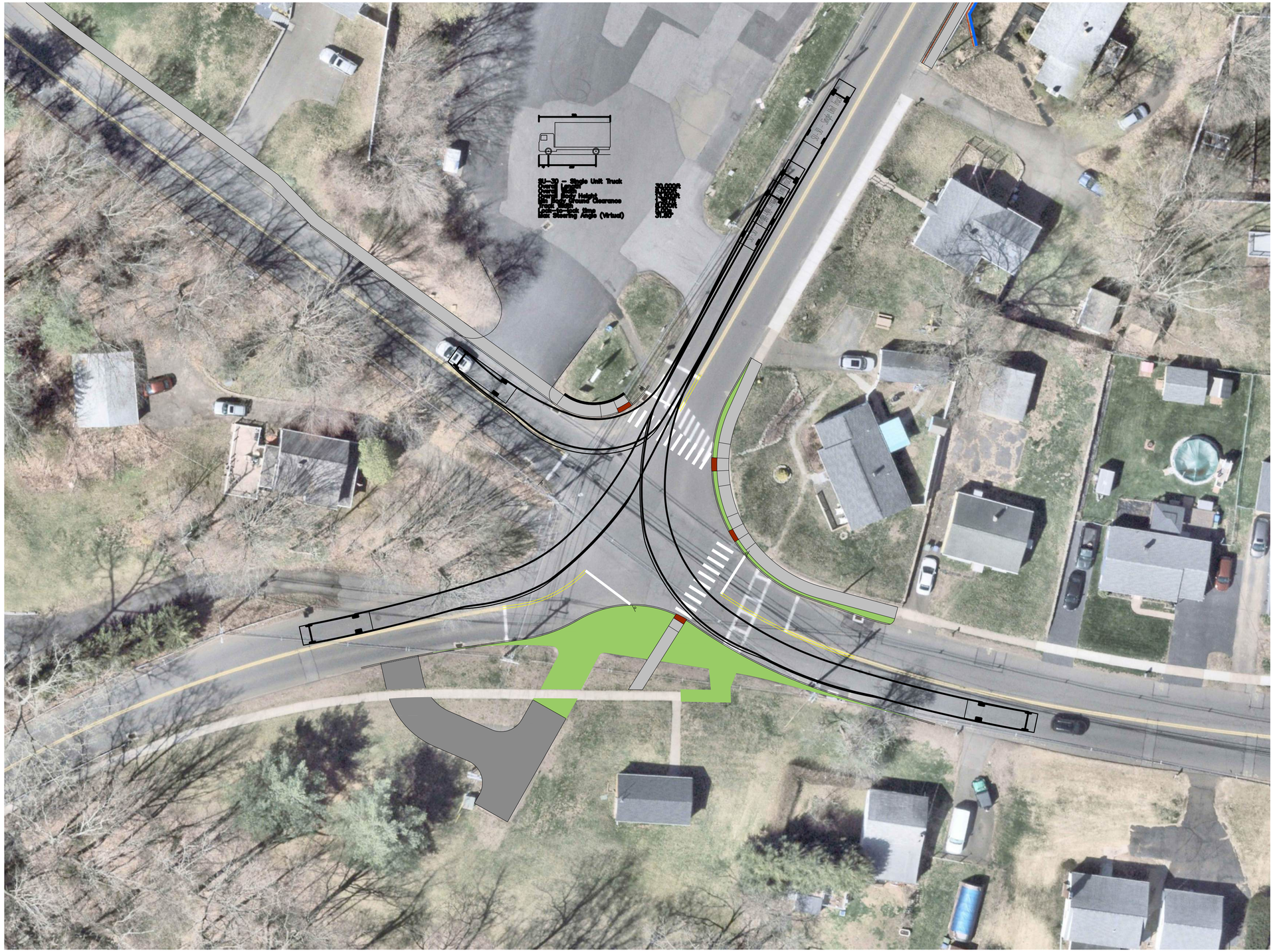
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PROJECT

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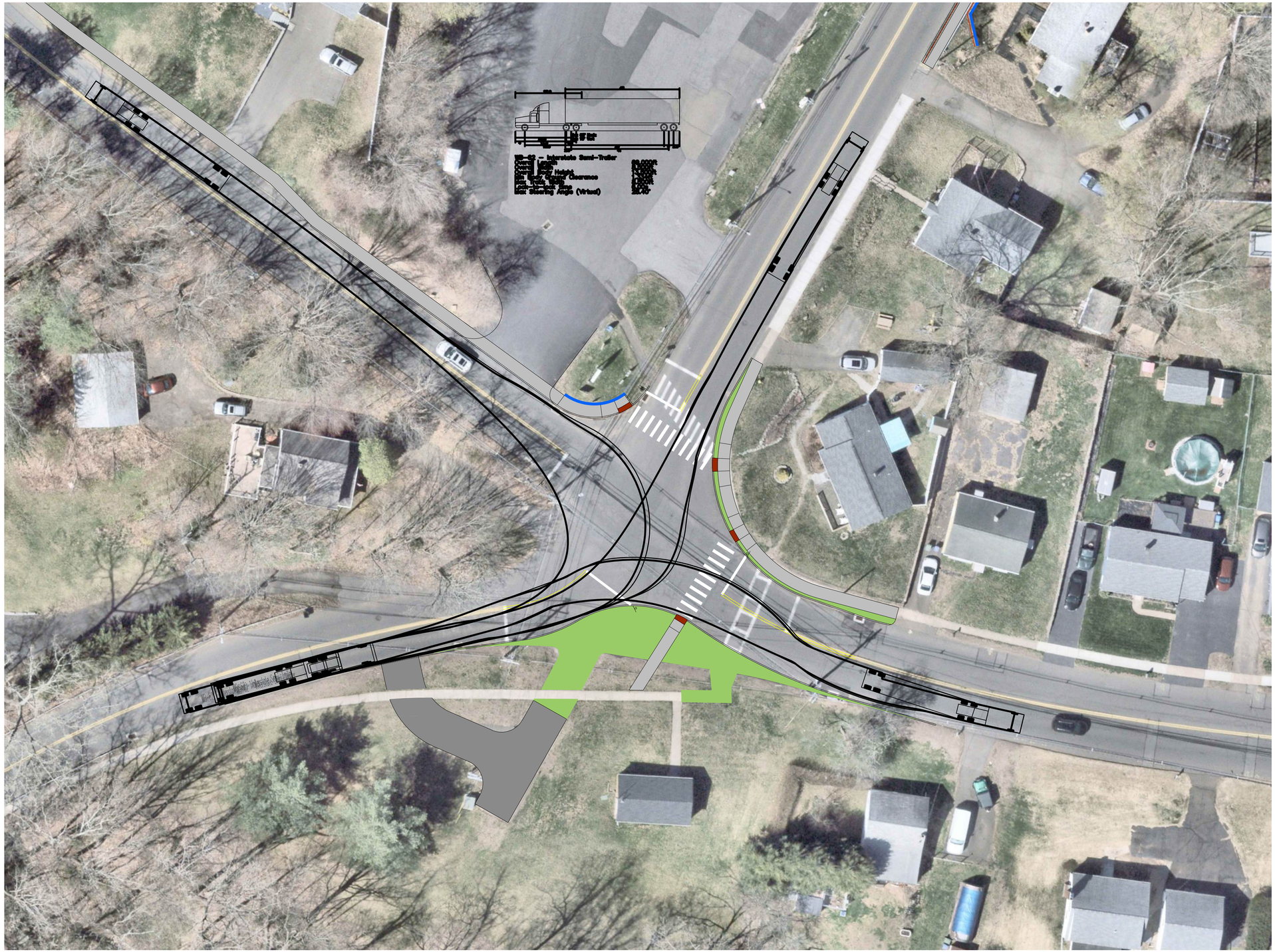
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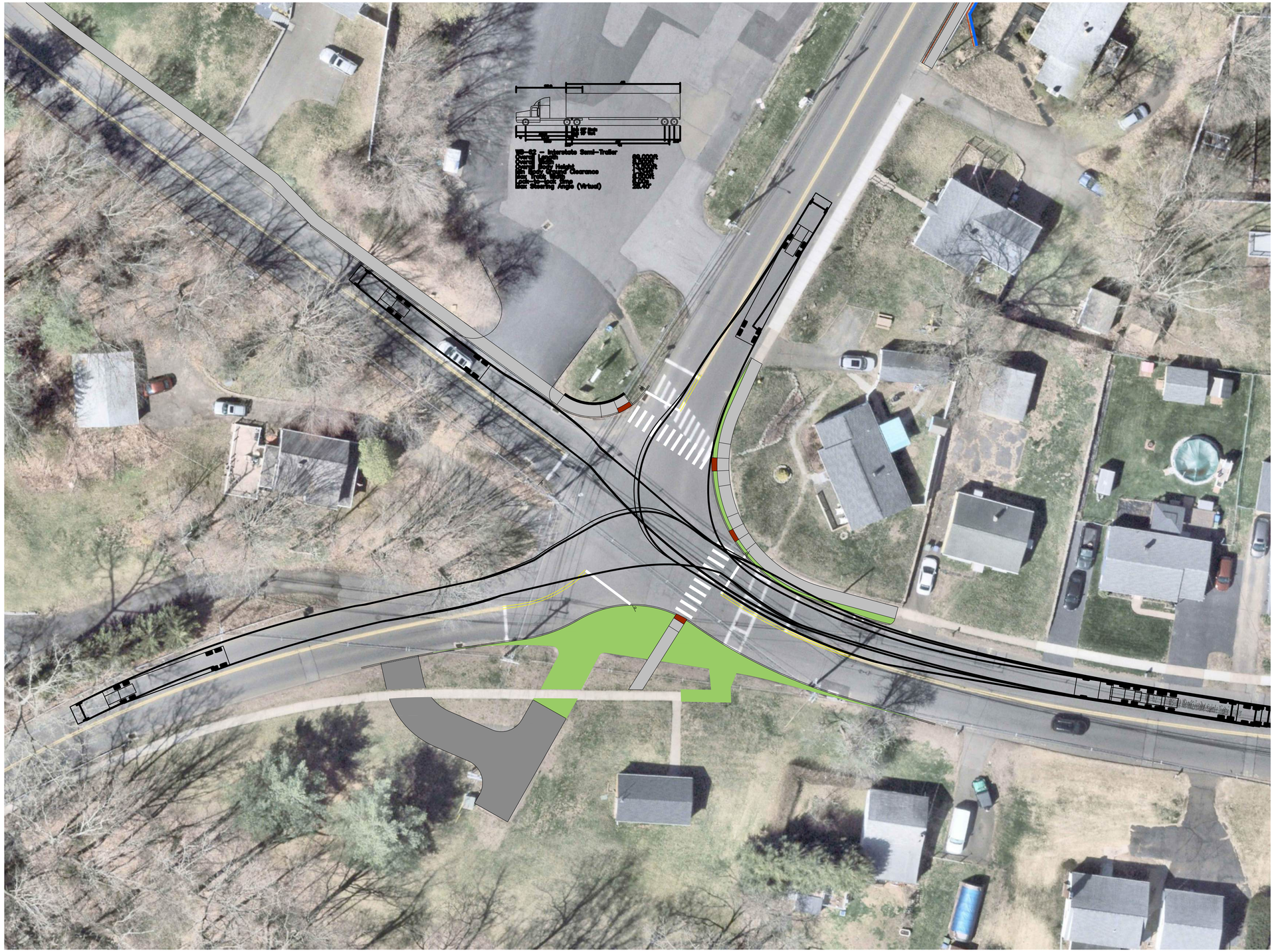
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SHEET NUMBER:

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PROJECT

INTERSECTION SAFETY STUDY

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WALLINGFORD, CT

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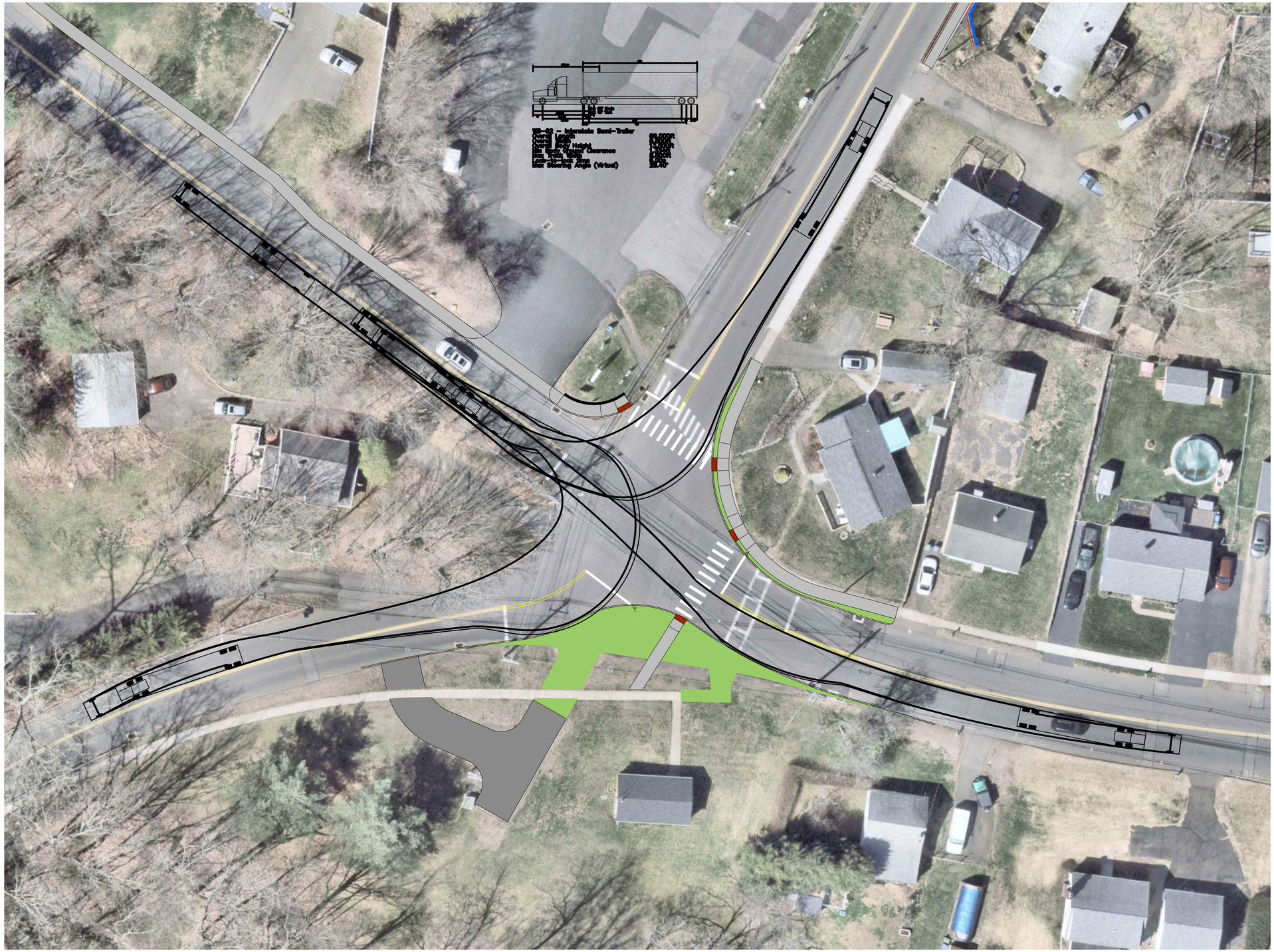
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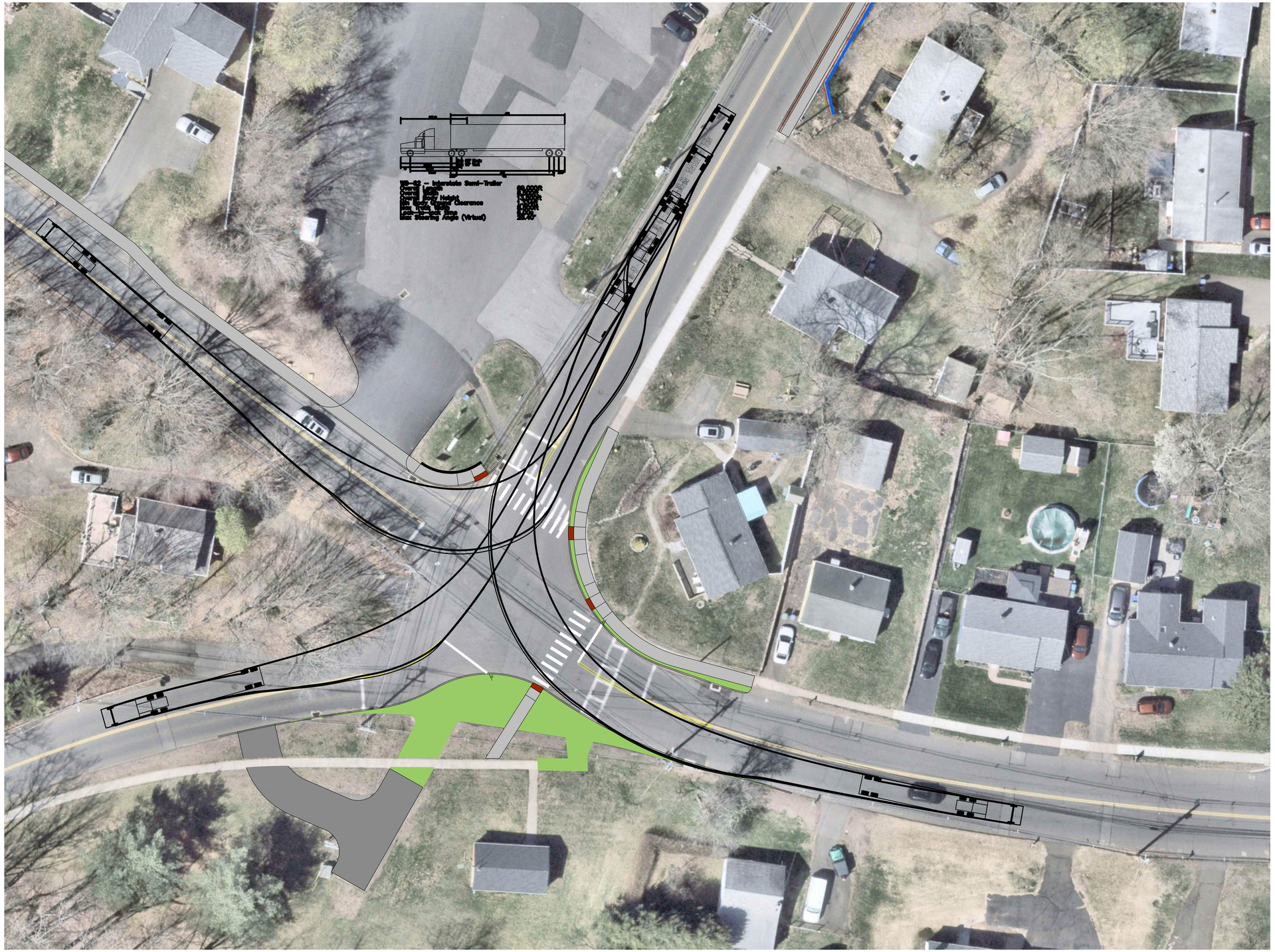
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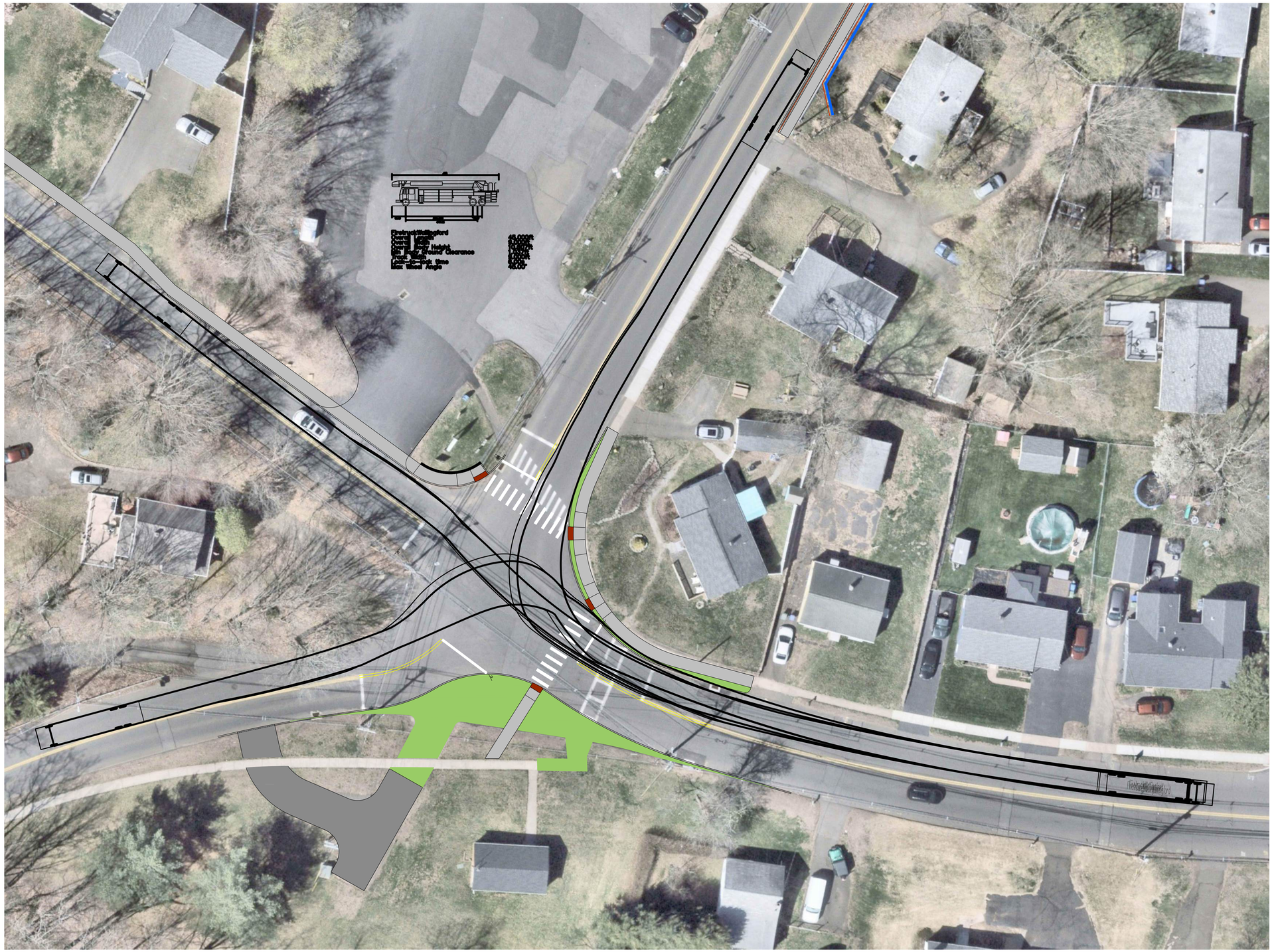
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TURNING TEMPLATE
FIRE TRUCK

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FIRE TRUCK

SHEET NUMBER:

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FIRE TRUCK

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Appendix N – Conceptual Design Plan Cost Estimate

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Project: Wallingford Intersection Safety Study
Town: Wallingford
Description: Intersection Reconfiguration

Intersection Reconfiguration

ITEM NO.	Construction Items	UNIT	QUANTITY	UNIT PRICE	COST
0202000	EARTH EXCAVATION	c.y.	100.0	$ 29.00	$ 2,900.00
0202501	CUT CONCRETE PAVEMENT	l.f.	20.0	$ 9.00	$ 180.00
0202529	CUT BITUMINOUS CONCRETE PAVEMENT	l.f.	500.0	$ 4.00	$ 2,000.00
0209001	FORMATION OF SUBGRADE	s.y.	110.0	$ 5.00	$ 550.00
0406128.2	BITUMINOUS CONCRETE PATCHING - FULL DEPTH ON	s.y.	110.0	$ 211.00	$ 23,210.00
0506017	RETAINING WALL	s.f.	100.0	$ 60.00	$ 6,000.00
0811001	CONCRETE CURBING	l.f.	500.0	$ 57.00	$ 28,500.00
0921001	CONCRETE SIDEWALK	s.f.	900.0	$ 24.00	$ 21,600.00
0921005	CONCRETE SIDEWALK RAMP	s.f.	350.0	$ 48.00	$ 16,800.00
0922501	BITUMINOUS CONCRETE DRIVEWAY	s.y.	225.0	$ 90.00	$ 20,250.00
0944001	FURNISHING AND PLACING TOPSOIL	s.y.	300.0	$ 9.00	$ 2,700.00
0950005	TURF ESTABLISHMENT	s.y.	300.0	$ 3.00	$ 900.00
1208937	SIGN FACE - SHEET ALUMINUM (TYPE XI RETROREFLE	s.f.	40.0	$ 56.00	$ 2,240.00
1210102	4" YELLOW EPOXY RESIN PAVEMENT MARKINGS	l.f.	240.0	$ 1.00	$ 240.00
1210105	EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS AND L	s.f.	260.0	$ 8.00	$ 2,080.00
1210106	12" WHITE EPOXY RESIN PAVEMENT MARKINGS	l.f.	80.0	$ 5.00	$ 400.00
1211011	REMOVAL OF PLASTIC PAVEMENT MARKINGS	s.f.	100.0	$ 3.00	$ 300.00
	SUBTOTAL				$ 130,850.00
0971001	MAINTENANCE AND PROTECTION OF TRAFFIC	LS	1	4%	$ 5,234.00
0975004	MOBILIZATION AND PROJECT CLOSEOUT	LS	1	7%	$ 9,159.50
0980020	CONSTRUCTION SURVEYING	LS	1	1%	$ 1,308.50
	SUBTOTAL				$ 146,552.00
-	MINOR ITEM ALLOWANCE	LS	1	20%	$ 29,310.40
-	UTILITY RELOCATION	LS	1	3%	$ 4,396.56
	SUBTOTAL				$ 180,258.96
-	CONTINGENCY	LS	1	25%	$ 45,064.74
	TOTAL				$ 225,323.70
	SAY				**$ 225,350.00**

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Project: Wallingford Intersection Safety Study
Town: Wallingford
Description: Sidewalk Replacement- Hope Hill Road

Sidewalk Replacement- Hope Hill Road

ITEM NO.	Construction Items	UNIT	QUANTITY	UNIT PRICE	COST
0202000	EARTH EXCAVATION	c.y.	100.0	$ 29.00	$ 2,900.00
0202501	CUT CONCRETE PAVEMENT	l.f.	10.0	$ 9.00	$ 90.00
0202529	CUT BITUMINOUS CONCRETE PAVEMENT	l.f.	550.0	$ 4.00	$ 2,200.00
0209001	FORMATION OF SUBGRADE	s.y.	125.0	$ 5.00	$ 625.00
0305001	PROCESSED AGGREGATE	c.y.	275.0	$ 81.00	$ 22,275.00
0406128.2	BITUMINOUS CONCRETE PATCHING - FULL DEPTH ON	s.y.	125.0	$ 211.00	$ 26,375.00
0811101	CONCRETE PARK CURBING	l.f.	550.0	$ 40.00	$ 22,000.00
0910300	METAL BEAM RAIL (R-B MASH)	l.f.	575.0	$ 29.00	$ 16,675.00
0912503	REMOVE METAL BEAM RAIL	l.f.	575.0	$ 5.00	$ 2,875.00
0913000	REMOVE CHAIN LINK FENCE	l.f.	550.0	$ 9.00	$ 4,950.00
0913001	4' CHAIN LINK FENCE	l.f.	550.0	$ 41.00	$ 22,550.00
0921001	CONCRETE SIDEWALK	s.f.	2200.0	$ 24.00	$ 52,800.00
0922501	BITUMINOUS CONCRETE DRIVEWAY	s.y.	20.0	$ 90.00	$ 1,800.00
0944001	FURNISHING AND PLACING TOPSOIL	s.y.	250.0	$ 9.00	$ 2,250.00
0950005	TURF ESTABLISHMENT	s.y.	250.0	$ 3.00	$ 750.00
1803300	IMPACT ATTENUATION SYSTEM (TANGENTIAL)	ea.	2.0	$ 5,500.00	$ 11,000.00
	SUBTOTAL				$ 192,115.00
0971001	MAINTENANCE AND PROTECTION OF TRAFFIC	LS	1	4%	$ 7,684.60
0975004	MOBILIZATION AND PROJECT CLOSEOUT	LS	1	7%	$ 13,448.05
0980020	CONSTRUCTION SURVEYING	LS	1	1%	$ 1,921.15
	SUBTOTAL				$ 215,168.80
-	MINOR ITEM ALLOWANCE	LS	1	20%	$ 43,033.76
-	UTILITY RELOCATION	LS	1	3%	$ 6,455.06
	SUBTOTAL				$ 264,657.62
-	CONTINGENCY	LS	1	25%	$ 66,164.41
	TOTAL				$ 330,822.03
	SAY				**$ 330,850.00**

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Project: Wallingford Intersection Safety Study
Town: Wallingford
Description: Sidewalk Extension- Jodi Drive

Sidewalk Extension- Jodi Drive

ITEM NO.	Construction Items	UNIT	QUANTITY	UNIT PRICE	COST
0202000	EARTH EXCAVATION	c.y.	100.0	$ 29.00	$ 2,900.00
0202501	CUT CONCRETE PAVEMENT	l.f.	10.0	$ 9.00	$ 90.00
0202529	CUT BITUMINOUS CONCRETE PAVEMENT	l.f.	160.0	$ 4.00	$ 640.00
0209001	FORMATION OF SUBGRADE	s.y.	40.0	$ 5.00	$ 200.00
0406128.2	BITUMINOUS CONCRETE PATCHING - FULL DEPTH ON	s.y.	40.0	$ 211.00	$ 8,440.00
0506017	RETAINING WALL	s.f.	400.0	$ 60.00	$ 24,000.00
0815001	BITUMINOUS CONCRETE LIP CURBING	l.f.	160.0	$ 15.00	$ 2,400.00
0921001	CONCRETE SIDEWALK	s.f.	730.0	$ 24.00	$ 17,520.00
0921005	CONCRETE SIDEWALK RAMP	s.f.	100.0	$ 48.00	$ 4,800.00
0944001	FURNISHING AND PLACING TOPSOIL	s.y.	50.0	$ 9.00	$ 450.00
0950005	TURF ESTABLISHMENT	s.y.	50.0	$ 3.00	$ 150.00
1208937	SIGN FACE - SHEET ALUMINUM (TYPE XI RETROREFLEC	s.f.	15.0	$ 56.00	$ 840.00
1210105	EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS AND L	s.f.	112.0	$ 8.00	$ 896.00
	SUBTOTAL				$ 63,326.00
0971001	MAINTENANCE AND PROTECTION OF TRAFFIC	LS	1	4%	$ 2,533.04
0975004	MOBILIZATION AND PROJECT CLOSEOUT	LS	1	7%	$ 4,432.82
0980020	CONSTRUCTION SURVEYING	LS	1	1%	$ 633.26
	SUBTOTAL				$ 70,925.12
-	MINOR ITEM ALLOWANCE	LS	1	20%	$ 14,185.02
-	UTILITY RELOCATION	LS	1	3%	$ 2,127.75
	SUBTOTAL				$ 87,237.90
-	CONTINGENCY	LS	1	25%	$ 21,809.47
	TOTAL				$ 109,047.37
	SAY				**$ 109,050.00**

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Project: Wallingford Intersection Safety Study
Town: Wallingford
Description: Sidewalk Extension- Highland Avenue

Sidewalk Extension- Highland Avenue

ITEM NO.	Construction Items	UNIT	QUANTITY	UNIT PRICE	COST
0202000	EARTH EXCAVATION	c.y.	300.0	$ 29.00	$ 8,700.00
0202529	CUT BITUMINOUS CONCRETE PAVEMENT	l.f.	125.0	$ 4.00	$ 500.00
0209001	FORMATION OF SUBGRADE	s.y.	30.0	$ 5.00	$ 150.00
0406128.2	BITUMINOUS CONCRETE PATCHING - FULL DEPTH ON	s.y.	30.0	$ 211.00	$ 6,330.00
0815001	BITUMINOUS CONCRETE LIP CURBING	l.f.	100.0	$ 15.00	$ 1,500.00
0921001	CONCRETE SIDEWALK	s.f.	5500.0	$ 24.00	$ 132,000.00
0921005	CONCRETE SIDEWALK RAMP	s.f.	25.0	$ 48.00	$ 1,200.00
0944001	FURNISHING AND PLACING TOPSOIL	s.y.	1200.0	$ 9.00	$ 10,800.00
0950005	TURF ESTABLISHMENT	s.y.	1200.0	$ 3.00	$ 3,600.00
	SUBTOTAL				$ 164,780.00
0971001	MAINTENANCE AND PROTECTION OF TRAFFIC	LS	1	4%	$ 6,591.20
0975004	MOBILIZATION AND PROJECT CLOSEOUT	LS	1	7%	$ 11,534.60
0980020	CONSTRUCTION SURVEYING	LS	1	1%	$ 1,647.80
	SUBTOTAL				$ 184,553.60
-	MINOR ITEM ALLOWANCE	LS	1	20%	$ 36,910.72
-	UTILITY RELOCATION	LS	1	3%	$ 5,536.61
	SUBTOTAL				$ 227,000.93
-	CONTINGENCY	LS	1	25%	$ 56,750.23
	TOTAL				$ 283,751.16
	SAY				**$ 283,800.00**