Town of Stratford

ATESD Submission for Office of State Traffic Administration (OSTA)

PREPARED FOR

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PREPARED BY



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January 20, 2025

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Appendix



1

Introduction

Vanasse Hangen Brustlin, Inc. (VHB) has been retained by Sensys Gatso Group (SGG) to prepare the Automatic Traffic Enforcement Safety Device (ATESD) plans for the 10 locations in the Town of Stratford as well as the completion of the CT ATESD Implementation Check List, as published by the Office of State Traffic Administration (OSTA). A copy of the plans and the check list are in the Appendix.

This report provides a summary of the check list information and is prepared in conjunction with SGG and the Town of Stratford Police Department representatives.

1.1 Project Description

SGG has worked with the Town of Stratford to develop the following locations based upon history of traffic crashes caused by drivers who are speeding or failing to obey traffic control. In addition, traffic volumes at these crash sites was reviewed as well as proximity to a traffic control signal. Based upon the review of these criteria, the following locations were determined to be justified for ATESD with all being School Zones except *italicized locations as Pedestrian Zones*: List of Locations

Location No. 1 – Huntington Rd. & Bulldog Blvd. SB Location No. 2 – Huntington Rd. & Bulldog Blvd. NB Location No. 3 – Route 108 (Nichols Ave.) & Barbara Ln. Location No. 4 – Broadbridge Ave. & Streckfus Rd. SB Location No. 5 – Broadbridge Ave. & Streckfus Rd. NB Location No. 6 – Route 108 (Nichols Ave.) & Kenyon St. Location No. 7 – Nichols Elementary School on Route 108 (Nichols Ave.) SB Location No. 8 – Nichols Elementary School on Route 108 (Nichols Ave.) NB Location No. 9 – Franklin Elementary School on US Route 1 (Barnum Ave.) EB Location No. 10 – Franklin Elem. School on US Route 1 (Barnum Ave.) WB

1.2 Summary of Findings

The 10 locations were found to be justified for ATESD based upon the OSTA criteria as published by the Connecticut Department of Transportation (CTDOT).

https://portal.ct.gov/dot/-/media/dot/programs/automated-traffic-enforcement/final-atesdguidance.pdf?rev=b8fad755e63041b3a4a117da27bb54f6&hash=13079AFCF39712A2A9D151CB1 FF7A955

A copy of the guidelines are attached in the Appendix.

1.3 ATESD Methodology

The preparation of this report summarizing the locations was conducted in conformance with the published guidelines and Chapters 248 and 249 of the Connecticut General Statutes.

1.4 Stratford Summary of Data

The Town of Stratford has compiled significant data on crash history across the Town as well as for the individual locations being proposed for ATESD. The data shows that from 2021 to 2022, there was over a 20 percent increase in crashes town-wide, and significant increases over 2018-2020 data. Between 2020 and 2024, serious injury crashes doubled.

For Vulnerable Road Users (VRU), there were 30 crashes in 2022, 24 for pedestrians and 6 for bicyclists, none fatal, many of these locations were close to public schools.

The Town also prepared a list of hot spot crash locations and a list of selected priority projects which overlay the ATESD locations.

In addition, the Regional Transportation Safety Plan (RTSP) was completed prior to 2020 with an update planned by the Connecticut Metropolitan Council Of Governments (MetroCOG) in the near future.

The Town of Stratford data is included in the Appendix.

2

ATESD Locations

Each location listed below includes the description of the intersection and supporting traffic data including crashes, traffic volumes, speed limits and traffic stops.

2.1 Huntington Road at Bulldog Boulevard, SB

This location is along proximate to Stratford's Bunnell High School, located on Bulldog Boulevard. This location is southbound direction approaching the intersection. ATESD plan T-2 shows the layout of the proposed ATESD equipment.

- a) Posted Speed Limit = 30 mph
- b) 10.5% of traffic at least 40 mph
- c) Average Daily Traffic = 9,800
- d) School Zone
- e) Violations = 2,246
- f) Vehicles Assessed = 21,393
- g) Existing pedestrian crossing with crosswalk and signs (unsignalized)
- h) Bunnell High School west of intersection

2.2 Huntington Road at Bulldog Boulevard, NB

This location is along Huntington Road and proximate to Stratford's Bunnell High School, located on Bulldog Boulevard. This location is northbound direction approaching the intersection. ATESD plan T-3 shows the layout of the proposed ATESD equipment.

- a) Posted Speed Limit = 30 mph
- b) 22.4% of traffic at least 40 mph
- c) Average Daily Traffic = 9,800
- d) School Zone
- e) Violations = 5,425
- f) Vehicles Assessed = 24,219
- g) Existing pedestrian crossing with crosswalk and signs (unsignalized)
- h) Bunnell High School west of intersection

2.3 Route 108 (Nichols Avenue) at Barbara Lane, SB

This location is on Nichols Avenue and proximate to Stratford's Second Hill Lane School, located on Second Hill Lane, south of this location. This location is southbound direction approaching the intersection. ATESD plan T-4 shows the layout of the proposed ATESD equipment.

- a) Posted Speed Limit = 35 mph
- b) 5.04% of traffic at least 45 mph
- c) Average Daily Traffic = 18,000
- d) School Zone
- e) Violations = 4,815
- f) Vehicles Assessed = 93,497
- g) Existing pedestrian crossing with crosswalk and signs (signalized)
- h) Second Hill Lane School west of intersection

2.4 Broadbridge Avenue at Streckfus Road, SB

This location is along Broadbridge Avenue, and north of the unsignalized intersection with Streckfus Road. This location is southbound direction approaching the intersection. Broadbridge Road is a five lane cross section with a 10 foot wide planted median through the intersection. ATESD plan T-6 shows the layout of the proposed ATESD equipment.

- a) Posted Speed Limit = 30 mph
- b) 11.3% of traffic at least 40 mph
- c) Average Daily Traffic = 12,500
- d) Pedestrian Zone
- e) Violations = 5,941
- f) Vehicles Assessed = 52,494
- g) No pedestrian crosswalk across five lanes with median (unsignalized)

2.5 Broadbridge Avenue at Streckfus Road, NB

This location is along Broadbridge Avenue, and north of the unsignalized intersection with Streckfus Road. This location is southbound direction approaching the intersection. Broadbridge Road is a five lane cross section with a 10 foot wide planted median through the intersection. ATESD plan T-7 shows the layout of the proposed ATESD equipment.

- a) Posted Speed Limit = 30 mph
- b) 3.9% of traffic at least 40 mph
- c) Average Daily Traffic = 12,500
- d) Pedestrian Zone
- e) Violations = 2,196
- f) Vehicles Assessed = 56,349
- g) No pedestrian crosswalk across five lanes with median (unsignalized)

2.6 Route 108 (Nichols Avenue) at Kenyon Street NB

This location is along Nichols Avenue, and south of Second Hill Lane School. This location is northbound direction approaching the signalized intersection with Second Hill Lane School. ATESD plan T-8 shows the layout of the proposed ATESD equipment.

- a) Posted Speed Limit = 35 mph
- b) 4.0% of traffic at least 45 mph
- c) Average Daily Traffic = 15,200
- d) Pedestrian Zone
- e) Violations = 2,721
- f) Vehicles Assessed = 67,388
- g) Existing pedestrian crossing with crosswalk and signs (signalized)

2.7 Route 108 (Nichols Avenue) at Nichols ES (Grace Lane), SB

This location is north of Nichols Elementary School, at Grace Lane. This location is southbound direction at the Grace Lane intersection, approaching the signalized intersection with North Street. ATESD plan T-9 shows the layout of the proposed ATESD equipment.

- a) Posted Speed Limit = 35 mph
- b) 3.916% of traffic at least 45 mph
- c) Average Daily Traffic = 11,800
- d) School Zone
- e) Violations = 1,304
- f) Vehicles Assessed = 33,268
- g) Existing pedestrian crossing with crosswalk and signs (signalized)
- h) Nichols Elementary School south of intersection

2.8 Route 108 (Nichols Avenue) at Nichols ES (Wood Avenue), NB

This location is south of Nichols Elementary School, at Wood Avenue intersection. This location is northbound direction, approaching the signalized intersection with North Street, and south of Nichols Elementary School. ATESD plan T-10 shows the layout of the proposed ATESD equipment..

- a) Posted Speed Limit = 35 mph
- b) 2.2% of traffic at least 45mph
- c) Average Daily Traffic = 11,800
- d) School Zone
- e) Violations = 861
- f) Vehicles Assessed = 38,670
- g) Existing pedestrian crossing with crosswalk and signs (signalized)
- h) Nichols Elementary School north of intersection

2.9 Route 1 (Barnum Avenue) at Franklin ES (Soundview Avenue), EB

This location is immediately proximate to Franklin Elementary School, located abutting the school grounds at intersection with Soundview Avenue. This location is eastbound direction approaching the school. ATESD plan T-11 shows the layout of the proposed ATESD equipment.

- a) Posted Speed Limit = 30 mph
- b) .4% of traffic at least 40 mph
- c) Average Daily Traffic = 18,100
- d) School Zone
- e) Violations = 231
- f) Vehicles Assessed = 55,596
- g) Existing pedestrian crossing with crosswalk and signs (signalized)
- h) Franklin Elementary School abutting intersection

2.10 Route 1 (Barnum Avenue) at Franklin ES (Barnum Terrace), WB

This location is due east of Franklin Elementary School, located between Barnum Terrace and Van Rensselaer Avenue. This location is westbound direction approaching the school. ATESD plan T-12 shows the layout of the proposed ATESD equipment.

- a) Posted Speed Limit = 30 mph
- b) 13.94% of traffic at least 40 mph
- c) Average Daily Traffic = 18,100
- d) School Zone
- e) Violations = 2,524
- f) Vehicles Assessed = 53,281
- g) Existing pedestrian crossing with crosswalk and signs (signalized)
- h) Franklin Elementary School west of location

ATESD Plan Checklist

Based upon the guidance promulgated by CTDOT and to be reviewed by OSTA, the ATESD Plan Check List, the following materials are provided with copies in the Appendix.

3.1 Town Approvals

The Town of Stratford approvals for the ATESD include the following:

- Municipal ordinance authorizing the use of ATESD
- Public hearing notice for the ATESD (Hearing conducted February 20, 2025)
- Meeting minutes of the Town Council approval of the ATESD, dated
- Copy of the Regional Transportation Safety Plan (RTSP) for the Metro Council Of Governments (MetroCOG)

3.2 Written Justification

The foregoing sections of this report provide the justifications for ATESD presenting the crash history, speed data, enforcement data, and traffic data.

3.3 Scaled Roadway Plans

The ATESD plans developed for each of the 10 locations are located in the Appendix.

3.4 School Zones

The Town has approved School Zones for 8 of the 10 locations as shown in Section 1 of this report. Three of the 10 locations are approved as other locations.

Appendix

- A. ATESD Site Plans
- **B. ATESD Check List**
- C. Town of Stratford Data Summary
- D. Town of Stratford Traffic Stop/Crash Data
- E. OSTA Speed Limit Data
- F. Sensys Speed Camera Technical Specifications

Appendix A ATESD Site Plans **Site Plans**

Issued forReviewDate IssuedNovember 1, 2024Latest IssueNovember 15, 2024

Automated Traffic Enforcement Safety Device (ATESD)

Stratford, Connecticut



Sensys Gatso Group 900 Cummings Center Suite 316-U Beverly, MA 01915





100 Great Meadow Road Suite 200 Wethersfield, CT 06109 860.807.4300

Owner

| No. Drawing Title Latest T-1 Plan Symbols, General & Traffic Notes Nov T-2 Construction Plan No. 1 - Huntington Rd. & Bulldog Blvd. SB Nov T-3 Construction Plan No. 2 - Huntington Rd. & Bulldog Blvd. SB Nov T-4 Construction Plan No. 3 - Nichols Ave. & Barbara Ln. Nov T-5 Construction Plan No. 5 - Broadbridge Ave. & Streckfus Rd. SB Nov T-7 Construction Plan No. 5 - Broadbridge Ave. & Streckfus Rd. NB Nov T-7 Construction Plan No. 6 - Nichols Ave. & Kenyon St. Nov T-8 Construction Plan No. 7 - Nichols Elem. School on Nichols Ave. NB Nov T-9 Construction Plan No. 9 - Franklin Elem. School on Barnum Ave. EB Nov T-10 Construction Plan No. 10 - Franklin Elem. School on Barnum Ave. WB Nov T-11 Construction Plan No. 10 - Franklin Elem. School on Barnum Ave. WB Nov | Sheet Index | | | | |
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| T-6 Construction Plan No. 5 - Broadbridge Ave. & Streckfus Rd. NB Nov T-7 Construction Plan No. 6 - Nichols Ave. & Kenyon St. Nov T-8 Construction Plan No. 7 - Nichols Elem. School on Nichols Ave. SB Nov T-9 Construction Plan No. 8 - Nichols Elem. School on Nichols Ave. NB Nov T-10 Construction Plan No. 9 - Franklin Elem. School on Barnum Ave. EB Nov T-11 Construction Plan No. 10 - Franklin Elem. School on Barnum Ave. WB Nov T-12 Detail Plan Nov | T-5 | Construction Plan No. 4 - Broadbridge Ave. & Streckfus Rd. SB | Nov. 1, 202 | | |
| T-7 Construction Plan No. 6 - Nichols Ave. & Kenyon St. Nov T-8 Construction Plan No. 7 - Nichols Elem. School on Nichols Ave. SB Nov T-9 Construction Plan No. 8 - Nichols Elem. School on Nichols Ave. NB Nov T-10 Construction Plan No. 9 - Franklin Elem. School on Barnum Ave. EB Nov T-11 Construction Plan No. 10 - Franklin Elem. School on Barnum Ave. WB Nov T-12 Detail Plan Nov | T-6 | Construction Plan No. 5 - Broadbridge Ave. & Streckfus Rd. NB | Nov. 1, 2024 | | |
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| T-12 Detail Plan Nov | T-11 | Construction Plan No. 10 - Franklin Elem. School on Barnum Ave. WB | Nov. 1, 202 | | |
| | T-12 | Detail Plan | Nov. 1, 2024 | | |
| T-13 Foundation Plan | T-13 | Foundation Plan | Pending | | |

VHB Project: 43519.00 lssued for: November 1, 2024

TRAFFIC SIGNAL GENERAL NOTES

- 1. ALL WORK TO BE DONE WITHIN THE STATE HIGHWAY RIGHT-OF-WAY (ROW) SHALL CONFORM TO THE CONNECTICUT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, FORM 819 WITH ALL REVISIONS AND ADDENDA AND STANDARD DETAILS.
- EXISTING GEOMETRY SHOWN IS BASED ON NEARMAP AERIALS AND HISTORICAL PLANS WHEN AVAILABLE. FIELD CONDITIONS VERIFIED BY VHB ON SITE IN OCTOBER 2024.
- 3. ALL ITEMS NOT REFERENCED FOR MODIFICATION WILL BE "EXISTING TO REMAIN" UNLESS OTHERWISE DIRECTED BY THE ENGINEER
- 4. LOCATIONS OF PROPOSED HANDHOLES AND CONDUITS SHOWN ON THE PLANS ARE APPROXIMATE. EXACT LOCATIONS OF HANDHOLES AND CONDUITS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
- 5. ANY EXISTING PROPERTY THAT WAS NOT PROPOSED TO BE MODIFIED THAT IS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST.
- 6. THE CONTRACTOR SHALL NOT BE ALLOWED TO STOCK PILE CONSTRUCTION MATERIALS WITHIN THE TOWN OF THE CONTRACTOR SHALL NOT BE ALLOWED TO STOCK PILE CONSTRUCTION MATERIALS WITHIN THE TOWN OF STRATORD OR THE CONNECTUDE DEPARTMENT OF TRANSPORTION (CTOOT) NOTH-OF-WAY DURING NON-WORKING HOURS UNLESS OTHERWISE DIRECTED BY THE OWNER AGENCY. THE CONTRACTOR SHALL PLACE ALL STOCKPILED MATERIAL IN A PLACE DESIGNATE BY THE OWNER AGENCY SO AS NOT TO CAUSE A HAZARD.
- 7. AT ALL UNPAYED AREAS WHICH ARE DISTURBED DUE TO CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL IN ALC SHARE DISTRUCTED IN THE PLANS.
- 8. ANY BRICK OR PAVER SIDEWALK, EXPOSED AGGREGATE SIDEWALK OR ROADWAY DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE REPARED BY THE CONTRACTOR AT NO ADDITIONAL COST. THE COST SHALL BE CONSIDERED MODERNAL TO THE WORK THE CAUSIG THE DAWAGE, ANY BRICK OR PAVER SIDEWALKS, EXPOSED ACORECATE SIDEWALK OR ROADWAYS DAMAGED, OR TO BE RESTORED, SHALL MATCH THE SAME BRICK OR PAVERS OF EXPOSED ACCRECATE SIDEWALK THAT EXIST INCLUDING CONCRETE BASE, UNLESS OTHERWISE INDICATED ON THE PLANS.
- 9. THE CONTRACTOR SHALL AVOID DISTURBANCE OF WHEELCHAIR RAMPS WHENEVER POSSIBLE. ANY EXISTING WHEELCHAIR RAMPS DAMAGED OR DISTURBED DURING CONSTRUCTION SHALL BE REPLACED WITH NEW PROWAG COMPLIANT WHEELCHAIR RAMPS AT NO ADDITIONAL COST.
- 10. THE CONTRACTOR SHALL BE AWARE THAT SOME BASEMENTS AND/OR UTILITY VAULTS FOR EXISTING BUILDINGS MAY EXTEND UNDER THE SIDEWALKS. THE CONTRACTOR SHALL USE EXTRA CARE WHEN WORKING WITHIN OR ADJACENT TO SIDEWALKS IN FRONT OF BUILDINGS, ANY BASEMENTS OR UTILITY VAULTS DAMAGED BY THE CONTRACTOR WHILE CARRYING OUT THIS CONTRACT SHALL BE REPARED BY THE CONTRACTOR HO THE SATISFACTION OF THE TOWN OF STRATFORD DIRECTOR OF PUBLIC WORKS AT NO ADDITIONAL CHARGE
- 11. IF EXISTING CONCRETE BASE IS DISTURBED DURING CONSTRUCTION, IT SHALL BE REPLACED AT NO ADDITIONAL COST. NEW CONCRETE SHALL BE CONNECTED TO EXISTING CONCRETE TO REMAIN BY DRILLING AND DOWELING.
- 12. A 2 FOOT MINIMUM BUFFER SHALL BE PROVIDED BETWEEN THE CURB AND ALL LATERAL OBSTRUCTIONS (INCLUDING ALL POLES AND CAMERAS) TO PROVIDE ADEQUATE CLEARANCE FOR TURNING VEHICLES UNLESS OTHERWISE NOTED ON THE PLANS.
- 13. THE CONTRACTOR SHALL EXERCISE CAUTION TO ENSURE THAT NEW CONDUIT INSTALLED WITHIN THE LIMITS OF WHEELCHAIR RAMP AREAS HAS BEEN GIVEN SUFFICIENT DEPTH TO GO BENEATH DEPRESSED OF TRANSITION CURB
- 14. ALL FOUNDATIONS MUST HAVE CONES OR BARRELS BOLTED TO FOUNDATION BASES UNTIL ACTUAL POLE IS INSTALLED
- WHEN PLACING FOUNDATIONS, HANDHOLES OR CONDUIT IN EXISTING PORTLAND CEMENT CONCRETE SIDEWALKS, THE ENTIRE SIDEWALK SQUARE OF CONCRETE SHALL BE REPLACED. 16. ACCESS ALONG SIDEWALKS SHALL MEET PROWAG REQUIREMENTS AT ALL TIMES.
- 17. THE CONTRACTOR SHALL SUPPLY AND INSTALL ALL CONDUCTORS NECESSARY FOR THE INTENDED OPERATION AS NOTED ON THESE PLANS IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE AND FORM 809.
- 18. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, FEES AND INSPECTIONS REQUIRED FOR THE COMPLETION OF WORK SHOWN ON THE PLANS.
- 19. CONTRACTOR SHALL HAND DIG AT ALL GAS PIPELINE CROSSINGS.
- 20. A 1 FOOT VERTICAL CLEARANCE IS REQUIRED BETWEEN NEW CONDUIT AND UTILITIES.
- 21, ALL NEW MANHOLES, HANDHOLES, PULL BOXES, AND FOUNDATIONS SHALL MEET A MINIMUM 2 FOOT LATERAL
- CLEARANCE AND NOT BE PLACED OVER UTILITY FACILITIES 22. ALL CABLING TO THE PROPOSED CAMERAS SHALL BE STRANDED.

GENERAL NOTES - UTILITY

- 1. THE LOCATIONS OF ANY EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND DO NOT REPRESENTATION OF ALL UTILITIES THAT MAY EXIST. THE CONTRACTOR SHALL CHECK AND VERIFY LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES PRIOR TO EXCAVATION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE TH CONTRACTOR'S RESPONSIBILITY. COSTS OF SUCH DAMAGE SHALL BE BORNE BY THE CONTRACTOR. NO EXCAVATION SHALL BE DONE UNTIL ALL INVOLVED UTILITY COMPANIES ARE NOTIFIED 72 HOURS IN ADVANCE.
- 2. ANY REQUIRED UTILITY PERMITS SHALL BE OBTAINED BY THE CONTRACTOR AT NO ADDITIONAL COST. ONLY NON-MECHANICAL MEANS OF EXCAVATION SHALL BE USED IN AREAS ADJACENT TO UNDERGROUND UTILITIES UNLESS OTHERWISE DIRECTED BY THE OWNER AGENCY.
- 4. THE CONTRACTOR SHALL NOTIFY DIGSAFE A MINIMUM OF 72 HOURS AND NOT MORE THAN 30 DAYS IN
- ADVANCE OF ANY WORK ADJACENT TO UTILITIES. 5. ALL WORK SHALL CONFORM TO THE LATEST REVISION OF THE NATIONAL ELECTRIC CODE. THE REQUIREMENTS OF FORM 819 AND THE APPROPRIATE COMMUNICATIONS COMPANY
- ALL PROPOSED FOUNDATIONS SHALL NOT BE PLACED OVER EXISTING UNDERGROUND UTILITY FACILITIES UNLESS APPROVED BY THE OWNER AGENCY AND THE AFECTED UTILITY COMPARY, WHERE UTILITY UNES ARE TO REMAN UNDER PROPOSED FOUNDATIONS. THEY SHALL BE PROPERLY SLEEVED THROUGH FOUNDATION.
- 7. CONTRACTOR MUST FILE APPLICATION FOR SERVICE AND COORDINATE LOCATION WITH UNITED ILLUMINATING
- (UI). ANY CHARGES SHALL BE THE CONTRACTOR'S RESPONSIBILITY. CONTRACTOR SHALL COORDINATE WIT UNITED ILLUMINATION (UI) FOR JUNCTION BOX, DISCONNECT, AND METERING REQUIREMENTS IN NETWORK AREA, IE APPLICABLE. 8, ANY INSTALLATION AND MONTHLY SERVICE CHARGES FOR ELECTRIC SERVICES SHALL BE BORNE BY THE
- CONTRACTOR UNTIL SERVICE CHARGES FOR ELECTRIC SERVICES SHALL BE BORNE BY THE CONTRACTOR UNTIL SUCH TIME THAT THE PROJECT HAS BEEN ACCEPTED BY SENSYS GATSO AND THE TOWN OF STRATFORD.
- 9. PROPOSED CONDUIT AND PULL BOX LOCATIONS ARE APPROXIMATE, LOCATIONS TO BE DETERMINED BY FIELD CONDITIONS.
- 10. THE CONTRACTOR IS TO ASSUME THAT SERVICE CONNECTIONS (ELECTRIC, GAS, TELEPHONE, WATER, AND SANITARY) ARE PRESENT TO ALL BUILDINGS. THEIR LOCATIONS ARE TO BE CHECKED WITH THE APPROPRIATE UTILITY COMPANIES.
- 11. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING DRAINAGE AND RUNOFF FLOW DURING PERIODS OF RAINFALL AT NO ADDITIONAL COST

TRAFFIC CONTROL GENERAL NOTES

- 1. TRAFFIC CONTROL SHALL COMPLY WITH CTDOT FORM 819 FOR TYPICAL TRAFFIC CONTROL PLANS.
- CONE SPACING SHALL BE 10' O.C. WITHIN SHOULDER AND LANE TAPERS AND TRANSITION AREA AND 20' O.C. WITHIN ALL OTHER AREAS, UNLESS OTHERWISE NOTED.
- 3. 11' MINIMUM LANE WIDTHS SHALL BE MAINTAINED UNLESS OTHERWISE NOTED ON THE PLANS.
- 4. ALL TRAFFIC CONTROLS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), EDITION (DECEMBER 2023), INCLUDING ALL REVISIONS.
- ALL TRAFFIC CONTROL SETUPS SHALL BE COORDINATED WITH ADJACENT CONCURRENT CONSTRUCTION CONTRACTS TO DETERMINE IF SIGNS AND SETUPS SPECIFIED ARE APPROPRIATE.
- 6. TEMPORARY LANE OR SHOULDER CLOSURES SHALL BE REMOVED IN THEIR ENTIRETY AT THE END OF THE WORK DAY.
- 7. TEMPORARY CONSTRUCTION SIGN PANELS SHALL CONFORM TO FORM 819.
- ALL TRAFFIC CONTROL DEVICES, UNLESS OTHERWISE NOTED, SHALL CONFORM TO M.U.T.C.D. ALL SIGNS AND CONES SHALL BE REFLECTORIZED.
- 9 ALL CONES SHALL CONFORM TO FORM 819
- 10. TYPICAL LANE CLOSURE DETAILS DEPICT THE MINIMAL REQUIREMENTS FOR MAINTENANCE OF TRAFFIC. THE DETAILS SHALL BE USED AS A GUDE TO PROVIDE TRAFFIC MANAGEMENT FOR DAILY OPERATIONS AND MAY BE MODIFIED AT THE DISCRETION OF CIDED TAND TOWN OF STRAFFORD.
- WORKERS SHALL WEAR RETROREFLECTIVE PERSONAL PROTECTIVE EQUIPMENT (PPE) IN ACCORDANCE WITH THE MUTCD AND FHWA REQUIREMENTS.
- 12. SIGNS INSTALLED ON PORTABLE STANDS REQUIRE A 12 INCH MINIMUM MOUNTING HEIGHT FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN SURFACE TO THE BOTTOM OF THE SIGN.
- 13. SIGNS INSTALLED ON PORTABLE STANDS PLACED AMONG CHANNELIZATION DEVICES REQUIRE A 36 INCH MINIMUM MOUNTING HEIGHT FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN TO ENSURE THAT SIGNS ARE VISIBLE TO MOTORIST.
- 14. TO MINIMIZE THE IMPACTS TO PARKING AND TRAFFIC FLOW THE CONTRACTOR SHALL LIMIT THE WORK AREA TO THE ACTUAL LIMIT OF WORK WITHIN THE ALLOWED WORK ZONES AND SHALL LIMIT OF WORK MITHE WORK ZONE UNLESS IT IS REQUIRED FOR THE SPECIFIC ITEMS OF WORK BEING PERFORMED AND IS APPROVED BY THE ENORMER.
- 15. ALL TEMPORARY PEDESTRIAN PATHWAYS SHALL COMPLY FULLY WITH ALL REQUIREMENTS OF THE MUTCO AND ALL APPLICABLE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) REQUIREMENTS.
- 16. THE CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OR RESTRICTION OF ACCESS.
- 17. THE CONTRACTOR SHALL SECURE WORK AREAS TO PREVENT UNAUTHORIZED ACCESS AT ALL TIMES.
- 18. ALL PEDESTRIAN AREAS TO REMAIN OPEN SHALL BE KEPT CLEAN AND FREE OF DEBRIS AT ALL TIMES.
- 19. PEDESTRIAN AND VEHICLE ACCESS TO EXISTING BUILDINGS IMPACTED BY CONSTRUCTION TO BE COORDINATED
- 20. SAFE ACCESS AND EGRESS TO ALL DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE APPROVED BY THE TOWN OF STRATEORD.
- 21. WHEN WORK REQUIRES THE LOSS OF PARKING SPACES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE TOWN OF STRATFORD AT LEAST 1 WEEK IN ADVANCE WHEN NO PARKINE ZONES ARE REQUIRED FOR TRAFFIC CONTROL. THE CONTRACTOR SHALL NOTIFY ABUTTERS INCLUDING LOCAL BUSINESSES OF ANTICIPATED IMPACTS TO PARKING, ANY PERMIT FEES ASSOCIATED WITH THE COST OF LOST PARKING SPACES SHALL BE BORNE BY THE CONTRACTOR.

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GENERAL NOTES - SIGNS

- ALL NEW REGULATORY, WARNING AND GUIDE SIGNS SHALL HAVE SIGN SUPPORTS. UNLESS OTHERWISE INDICATED. SIGN MOUNTINGS SHALL BE PER FORM 819.
- 2. PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE APPROVED OR MODIFIED BY THE TOWN AND CTDOT AS APPLICABLE.
- 3. ALL SIGNS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7' OVER THE SIDEWALK. ALL TEMPORARY CONSTRUCTION SIGNS AND TRAFFIC BARRICADES ARE TO BE REMOVED FROM THE ROADWAY WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
- 5. TEMPORARY CONSTRUCTION SIGN PANELS SHALL CONFORM TO FORM 819.
- 6. ALL SIGN RADII AND BORDERS SHALL BE AS SPECIFIED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- ALL SIGNS THAT ARE DESIGNATED TO BE REMOVED AND SALVAGED SHALL BE DELIVERED AT NO ADDITIONAL COST BY THE CONTRACTOR TO A LOCATION AS DIRECTED BY THE OWNER AGENCY.
- 8. THE SPEED LIMIT PHOTO ENFORCEMENT SIGN SHALL BE PLACED WITHIN A DISTANCE OF BETWEEN ONE HUNDRED FIFTY FEET (150') AND THREE HUNDRED FEET (300') IN ADVANCE OF ANY INTERSECTION WHERE AN AUTOMATED TRAFFIC VIOLATION MONITORING SYSTEM IS OPERATING. THE PHOTO ENFORCEMENT SIGN SHALL COMPLY WITH THE MINIMUM SIZE REQUIREMENTS OF THE DETAIL AS SHOWN ON THE DETAIL PLAN (SHEET T-13).
- ALL PROPOSED SIGNS SHALL BE INSTALLED AT LOCATIONS THAT DO NOT BLOCK EXISTING SIGNS AND SHALL ACHIEVE A MINIMUM 48 INCH CLEARANCE BETWEEN OBSTACLES PER CTDOT REQUIREMENTS. 9.

GENERAL NOTES - PAVEMENT MARKINGS

- 1. ALL PERMANENT PAVEMENT MARKINGS FOR THIS PROJECT SHALL BE EPOXY RESIN
- 2. THE LOCATION OF PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS AMENDED.
- 3. WHERE EXISTING PAVEMENT MARKINGS CONFLICT WITH PROPOSED MARKINGS SHOWN, EXISTING MARKINGS SHALL BE REMOVED BY METHOD APPROVED BY THE OWNER AGENCY

GENERAL NOTES - FOUNDATIONS

- FOUNDATIONS SHALL BE IN ACCORDANCE WITH FORM 819 AND AS SHOWN ON THESE PLANS. 1.
- 2. CONCRETE SHALL BE IN ACCORDANCE WITH FORM 819 AND AS SHOWN ON THESE PLANS.
- 3. THE CONTRACTOR SHALL PERFORM A TEST PIT AT THE PROPOSED FOUNDATION LOCATIONS, IN THE EVENT OF A CONFLICT, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY SENSYS GATSO AND THE ENGINEER TO DETERMINI AN ALTERNATE LOCATION.
- FINISHED GRADE OF PROPOSED POLE FOUNDATIONS SHALL BE FLUSH WITH THE EXISTING OR PROPOSED FINISHED GRADE OF THE ADJACENT SIDEWALK.

ADDITIONAL CONTRACTOR REQUIREMENTS

- 1 THE CONTRACTOR IS REQUIRED TO SUBMIT A WEEKLY SCHEDULE TO SENSYS GATSO PRIOR TO THE START OF WORK EACH WEEK WITHOUT EXCEPTION
- EQUIPMENT LOCATIONS SHALL BE AS DEPICTED ON THE PLANS. THE CONTRACTOR SHALL VERIFY EQUIPMENT FIELD LOCATIONS WITH THE SENSYS GATSO PROJECT MANAGER JEFF FREY (978-810-2529) OR NATIONAL FIELD OPERATIONS MANAGER ROSS DUKE (978-288-6964) PRIOR TO EXCAVATION/INSTALLATION.
- ALL WORK SHALL BE IN ACCORDANCE WITH UNITED ILLUMINATING (UI), ALL LOCAL, STATE, AND FEDERAL CODES, ORDINANCES, AND ANY APPLICABLE AMENDMENTS.
- 3. THE CONTRACTOR SHALL PROVIDE A COST ESTIMATE TO SENSYS GATSO FOR ALL WORK SHOWN ON THE PLANS WORK NORMALLY REQUIRED TO CARRY OUT THE DESIGN INTENT OF THE PLANS
- 4. THE CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS TO SENSYS GATSO WITHIN THIRTY (30) DAYS OF CONSTRUCTION COMPLETION.
- 5. UTILITY LOCATIONS SHOWN ARE BASED UPON THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL CONTACT THE UTILITY LOCATING COMPANY BEFORE CONSTRUCTION AND VERIFY ACTUAL UTILITY LOCATIONS.
- 6. ALL EQUIPMENT MUST BE LOCATED WITHIN THE RIGHT-OF-WAY. 7. PROTECT IN PLACE ALL TOWN/CIDDT TRAFFIC SIGNAL EQUIPMENT AND LOOPS. ANY EQUIPMENT OR LOOPS
- **Enforcement Safety** DAMAGED AS A RESULT OF THIS INSTALLATION WILL BE RESTORED AT THE COST OF THE CONTRACTOR
- 8. IF ADDITIONAL CONDUITS ARE REQUIRED TO BE INSTALLED ACROSS ROADWAYS, THE CONTRACTOR SHALL AVOID DISTURBING ANY EXISTING LOOPS, WHERE FEASIBLE. ANY LOOPS DAVAGED BY CONSTRUCTION ADVINTES SHALL BE REPLACED IN KIND. THE CONTRACTOR TO BE COMPENSATED FOR ANY NEW LOOPS USING UNIT COST IN BID.
- 9. WHERE DRIVEWAY ACCESS TO LOCAL BUSINESSES OR RESIDENCES WILL BE IMPACTED BY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL COORDINATE WITH THE OWNERS A MINIMUM OF ONE (1) WEEK IN ADVANCE.
- 10. CONTRACTOR SHALL REPLACE ALL DISTURBED AREAS INCLUDING PAVEMENT, CURBING, DRIVEWAYS IN KIND IN ACCORDANCE WITH CTDOT FORM 819

_____W____

LINETYPE LEGEND

- -G EXISTING GAS LINE
- EXISTING SEWER LINE EXISTING TELEPHONE LINE - EXISTING WATER LINE
 - Plan Symbols, General & Traffic Notes

Review

Automated Traffic

Nov 1 2024

Suite 200

860 807 4300

Wethersfield. CT 06109

- 43519.00

- -OHW EXISTING OVERHEAD WIRE
- PROPOSED PEDESTAL POLE OR WOOD POLE PROPOSED POLE FOUNDATION PROPOSED POLE BASE -O EXISTING MAST ARM POLE

PROPOSED RED LIGHT ENFORCEMENT CAMERA

SYMBOL LEGEND

EXISTING CONTROLLER CABINET

EXISTING UTILITY POLE WITH LIGHT

EXISTING UTILITY POLE

EXISTING HANDHOLE

PROPOSED HANDHOLE

EXISTING TRAFFIC SIGNAL HEAD

EXISTING CONDUIT

- - - PROPOSED CONDUIT

THE EXISTING PEDESTRIAN SIGNAL HEAD

EXISTING PEDESTRIAN PUSH BUTTON

EXISTING SPAN OR PEDESTAL POLE

- SMH = SEWER MANHOLE
- SWL = SINGLE WHITE LANE LINE
- TMH = TELEPHONE MANHOLE UP = UTILITY POLE VCC = VERTICAL CONCRETE CURB

VGC = VERTICAL GRANITE CURB

WG = WATER GATE

PAR = PEDESTRIAN ACCESS ROUTE

SCC = SLOPED CONCRETE CURB

ABBREVIATIONS

BWLL = BROKEN WHITE LANE LINE

DYL = DOUBLE YELLOW LANE LINE

APPROX. = APPROXIMATE

BIT = BITUMINOUS

CB = CATCH BASIN

DMH = DRAINAGE MANHOLE

EMH = ELECTRIC MANHOLE

CONC = CONCRETE

GG = GAS GATE

GRAN = GRANITE

HH = HANDHOLE

HYD = HYDRANT

MH = MANHOLE

OHW = OVERHEAD WIRE

R.O.W. = RIGHT OF WAY

SHH = SIGNAL HANDHOLE

- 6a 7a 7m 9f 10 11
- ITEM DESCRIPTION Meter Socket W/ Monual Byposs NEMA Cabinet Supplies by Sensy Galso Group Canduit Underground Conduit Under Pavement 10 AWG Sigle Conductor Cable 8 AWG Single Conductor Cable 600V Insulation Speed Enforcement Camera (To Be Supplied by Sensys Galso) Camera Pole Speed Limit Photo Enforced Sign

CONSTRUCTION NOTES

THE CONTRACTOR SHALL MOUNT THE SPEED CAMERA ON THE POLE AS SHOWN ON THE PLANS. SEE POLE EQUIPMENT DETAIL PLAN NO. 2 FOR DETAILS ON THE VARIOUS CONDUITS NEEDED, ALONG WITH ADDITIONAL REQUIREMENTS FOR THE CAMERA INSTALLATION.



LOCATION - PLAN VIEW

40 Feet









Construction Plan No. 1 Huntington Road & Bulldog Boulevard SB Frank Scott Bunnell High School



- 30

- ITEM DESCRIPTION Meter Socket W/ Monual Byposs NEMA Cabinet Supplies by Sensy Galso Group Canduit Underground Conduit Under Pavement 10 AWG Sigle Conductor Cable 8 AWG Single Conductor Cable 600V Insulation Speed Enforcement Camera (To Be Supplied by Sensys Galso) Camera Pole Speed Limit Photo Enforced Sign 6a 7a 7m 9f 10 11

CONSTRUCTION NOTES

THE CONTRACTOR SHALL MOUNT THE SPEED CAMERA ON THE POLE AS SHOWN ON THE PLANS. SEE POLE EQUIPMENT DETAIL PLAN NO. 2 FOR DETAILS ON THE VARIOUS CONDUITS NEEDED, ALONG WITH ADDITIONAL REQUIREMENTS FOR THE CAMERA INSTALLATION.





40 Feet



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10 Feet



Automated Traffic Enforcement Safety Device (ATESD)



Construction Plan No. 2 Huntington Road & Bulldog Boulevard NB Frank Scott Bunnell High School



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- ITEM DESCRIPTION Meter Socket W/ Monual Byposs NEMA Cabinet Supplies by Sensy Galso Group Canduit Underground Conduit Under Pavement 10 AWG Sigle Conductor Cable 8 AWG Single Conductor Cable 600V Insulation Speed Enforcement Camera (To Be Supplied by Sensys Galso) Camera Pole Speed Limit Photo Enforced Sign 6a 7a 7m 9f 10 11

CONSTRUCTION NOTES

THE CONTRACTOR SHALL MOUNT THE SPEED CAMERA ON THE POLE AS SHOWN ON THE PLANS. SEE POLE EQUIPMENT DETAIL PLAN NO. 2 FOR DETAILS ON THE VARIOUS CONDUITS NEEDED, ALONG WITH ADDITIONAL REQUIREMENTS FOR THE CAMERA INSTALLATION.







Automated Traffic Enforcement Safety Device (ATESD)



Construction Plan No. 3 Nichols Avenue & Barbara Lane



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- ITEM DESCRIPTION Meter Socket W/ Monual Byposs NEMA Cabinet Supplies by Sensy Galso Group Canduit Underground Conduit Under Pavement 10 AWG Sigle Conductor Cable 8 AWG Single Conductor Cable 600V Insulation Speed Enforcement Camera (To Be Supplied by Sensys Galso) Camera Pole Speed Limit Photo Enforced Sign 6a 7a 7m 9f 10 11

CONSTRUCTION NOTES

THE CONTRACTOR SHALL MOUNT THE SPEED CAMERA ON THE POLE AS SHOWN ON THE PLANS. SEE POLE EQUIPMENT DETAIL PLAN NO. 2 FOR DETAILS ON THE VARIOUS CONDUITS NEEDED, ALONG WITH ADDITIONAL REQUIREMENTS FOR THE CAMERA INSTALLATION.





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- ITEM DESCRIPTION Meter Socket W/ Monual Byposs NEMA Cabinet Supplies by Sensy Galso Group Canduit Underground Conduit Under Pavement 10 AWG Sigle Conductor Cable 8 AWG Single Conductor Cable 600V Insulation Speed Enforcement Camera (To Be Supplied by Sensys Galso) Camera Pole Speed Limit Photo Enforced Sign 6a 7a 7m 9f 10 11

CONSTRUCTION NOTES

THE CONTRACTOR SHALL MOUNT THE SPEED CAMERA ON THE POLE AS SHOWN ON THE PLANS. SEE POLE EQUIPMENT DETAIL PLAN NO. 2 FOR DETAILS ON THE VARIOUS CONDUITS NEEDED, ALONG WITH ADDITIONAL REQUIREMENTS FOR THE CAMERA INSTALLATION.





- ITEM DESCRIPTION Meter Socket W/ Monual Byposs NEMA Cabinet Supplies by Sensy Galso Group Canduit Underground Conduit Under Pavement 10 AWG Sigle Conductor Cable 8 AWG Single Conductor Cable 600V Insulation Speed Enforcement Comera (To Be Supplied by Sensys Galso) Camera Pole Speed Limit Photo Enforced Sign 6a 7a 7m 9f 10 11

CONSTRUCTION NOTES

THE CONTRACTOR SHALL MOUNT THE SPEED CAMERA ON THE POLE AS SHOWN ON THE PLANS. SEE POLE EQUIPMENT DETAIL PLAN NO. 2 FOR DETAILS ON THE VARIOUS CONDUITS NEEDED, ALONG WITH ADDITIONAL REQUIREMENTS FOR THE CAMERA INSTALLATION.





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- ITEM DESCRIPTION Meter Socket W/ Monual Byposs NEMA Cabinet Supplies by Sensy Galso Group Canduit Underground Conduit Under Pavement 10 AWG Sigle Conductor Cable 8 AWG Single Conductor Cable 600V Insulation Speed Enforcement Comera (To Be Supplied by Sensys Galso) Camera Pole Speed Limit Photo Enforced Sign 6a 7a 7m 9f 10 11

CONSTRUCTION NOTES:

THE CONTRACTOR SHALL MOUNT THE SPEED CAMERA ON THE POLE AS SHOWN ON THE PLANS. SEE POLE EQUIPMENT DETAIL PLAN NO. 2 FOR DETAILS ON THE VARIOUS CONDUITS NEEDED, ALONG WITH ADDITIONAL REQUIREMENTS FOR THE CAMERA INSTALLATION.





40 Feet



<u>INSET</u>

5

10 Feet

100 Great I Suite 200 Wethersfield, CT 06109 860.807.4300

Enforcement Safety



Construction Plan No. 8 Nichols Elementary School on Nichols Avenue SB



- 6a 7a 7m
- 9f 10
- 11

CONSTRUCTION NOTES:

1.



- ITEM DESCRIPTION Meter Socket W/ Manual Bypass NEMA Cabinet Supplied by Sensys Gatsa Group Conduit Underground Conduit Under Powement 10 AWG 3 Conductor Cable 8 AWG Single Conductor Cable 600V Insulation
- 6a 7a 7m 9f 10
- Speed Enforcement Camera (To Be Supplied by Sensys Gatso) Camera Pole Speed Limit Photo Enforced Sign
- 11

CONSTRUCTION NOTES:

THE CONTRACTOR SHALL MOUNT THE SPEED CAMERA ON THE POLE AS SHOWN ON THE PLANS. SEE POLE EQUIPMENT DETAIL PLAN NO. 2 FOR DETAILS ON THE VARIOUS CONDUITS NEEDED, ALONG WITH ADDITIONAL REQUIREMENTS FOR THE CAMERA INSTALLATION.





40 Feet



- ITEM DESCRIPTION Meter Socket W/ Manual Bypass NEMA Cabinet Supplied by Sensys Gatsa Group Conduit Underground Conduit Under Powement 10 AWG 3 Conductor Cable 8 AWG Single Conductor Cable 600V Insulation
- 6a 7a 7m 9f 10 11
- Speed Enforcement Camera (To Be Supplied by Sensys Gatso) Camera Pole Speed Limit Photo Enforced Sign

CONSTRUCTION NOTES:

THE CONTRACTOR SHALL MOUNT THE SPEED CAMERA ON THE POLE AS SHOWN ON THE PLANS. SEE POLE EQUIPMENT DETAIL PLAN NO. 2 FOR DETAILS ON THE VARIOUS CONDUITS NEEDED, ALONG WITH ADDITIONAL REQUIREMENTS FOR THE CAMERA INSTALLATION.



LOCATION - PLAN VIEW



Nov. 1, 2024

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- NOTES:
- THIS SHEET IS TO BE USED ONLY FOR THE PURPOSES OF FOUNDATION INSTALLATION. FOUNDATION DESIGN IS BASED ON EQUIPMENT, EQUIPMENT MOUNTING HEIGHTS, AND OTHER DIMENSIONS PROVIDED BY THE CLIENT, SENSYS GATSO, AND IS SHOWN FOR INFORMATIONAL PURPOSES IN THE SCHEMATE CLEVATION VIEW.
- 2. GENERAL SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION CTDOT FORM 819.
- 3. DESIGN SPECIFICATIONS: AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 1ST EDITION AS MODIFIED BY THE CTDOT FORM 819.
- 4. DESIGN WIND LOADING: 130 MPH
- 5. MATERIALS SHALL BE AS FOLLOWS:
 - A. CONCRETE: CLASS IV (CAST-IN-PLACE OR PRECAST) B. REINFORCING: ASTM A615, GRADE 60

 - C. POLE: PER MANUFACTURER'S SPECIFICATIONS
 - ANCHOR BOLTS: PER THE MANUFACTURER'S SPECIFICATIONS
 - ANCHOR BOLT NUTS: PER THE MANUFACTURER'S SPECIFICATIONS PLATE WASHERS: PER THE MANUFACTURER'S SPECIFICATIONS
- 6. TOP OF FOUNDATION SHALL HAVE A 6" (MAX.) REVEAL ABOVE GRADE WHEN FOUNDATION IS INSTALLED IN GRASS. THE FOUNDATION SHALL BE FLUSH WITH TOP OF SIDEWALK WHEN INSTALLED ENTIRELY IN SURROUNDING SIDEWALK. THE TOP OF FOUNDATION SHALL NOT CONTAIN A CHAMFER FOR FOUNDATIONS TO BE INSTALLED IN SIDEWALK AREAS.
- CONTRACTOR TO VERIFY THAT THERE WILL BE NO INTERFERENCE BETWEEN EXISTING UTILITIES AND THE FOUNDATION PRIOR TO INSTALLATION. PRIOR TO ORDERING THE FOUNDATION, THE CONTRACTOR SHALL CONFIRM CONSTRUCTABILITY OF THE DESIGNED POLE LOCATION. 7.
- SQUARE TRANSFORMER BASE, POLE COLLAR ASSEMBLY, AND ANCHOR BOLT INSTALLATION SHALL BE DORUE IN ACCORDANCE WITH THE TRANSFORMER BASE MANUFACTURER'S RECOMMENDATIONS. 8.
- 9. DESIGN OF FOUNDATION IS BASED ON THE FOLLOWING SOIL PROPERTIES: A. INTERNAL FRICTION ANGLE = 30 DEGREES B. EFFECTIVE SOIL UNIT WEIGHT = 50 pcf CONTRACTOR TO VERIFY SOIL PROPERTIES PRIOR TO INSTALLATION.
- 10. DEPTHS SHOWN ARE FOR SLOPES FLATTER THAN 1:4. FOR SLOPES STEEPER THAN 1:4, ADD 2'-6" TO FOUNDATION DEPTHS SHOWN. CONTRACTOR TO VERIFY SLOPES PRIOR TO CONSTRUCTION.
- 11. CONSTRUCT FOUNDATION IN ACCORDANCE WITH THE DETAIL ON SHEET T-14 AND CTDOT FORM 819

NOT TO SCALE





Automated Traffic Enforcement Safety Device (ATESD)



NOTES:

1. ALL PROPOSED SIGNS SHALL BE INSTALLED AT LOCATIONS THAT DO NOT BLOCK EXISTING SIGNS AND SHALL ACHIEVE A 48" MIN. (CLEARANCE FOR ADA) IN SIDEWALK AREAS THAT CANNOT ACHIEVE A 48" MIN. (LEARANCE DUE TO SIGN POST OBSTRUCTIONS SUCH AS UNDERGROUND UTLITES, THE CONTRACTOR MAY UTLIZE A CANTILEVER STYLED SIGN POST MOUNTING THAT PROVIDES A 48" MIN. CLEARANCE.





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NOTES:

- THIS SHEET IS TO BE USED ONLY FOR THE PURPOSES OF FOUNDATION INSTALLATION. FOUNDATION DESIGN IS BASED ON EQUIPMENT, COUIPMENT MOUNTING HEIGHTS, AND OTHER DIMENSIONS PROVIDED BY THE CLIENT, SENSYS GATSO, AND IS SHOWN FOR INFORMATIONAL PURPOSES IN THE SCHEMATIC ELEVATION VIEW.
- 2. GENERAL SPECIFICATIONS: STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, FACILITIES AND INCIDENTAL CONSTRUCTION, FORM 819; 2024.
- DESIGN SPECIFICATIONS: AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 1ST EDITION. 3.
- 4. DESIGN WIND LOADING: 140 MPH
- 5. MATERIALS SHALL BE AS FOLLOWS:
 - CONCRETE: CLASS PCC04460 REINFORCING: ASTM A615, GRADE 60 R
 - c.
 - POLE: PER THE MANUFACTURER'S SPECIFICATIONS ANCHOR BOLTS: PER THE MANUFACTURER'S SPECIFICATIONS D.
 - ANCHOR BOLT NUTS: PER THE MANUFACTURER'S SPECIFICATIONS Ε.
 - F. PLATE WASHERS: PER THE MANUFACTURER'S SPECIFICATIONS
- 6. TOP OF FOUNDATION SHALL HAVE A 3" (MAX.) REVEAL ABOVE GRADE WHEN FOUNDATION IS INSTALLED IN GRASS. THE FOUNDATION SHALL BE FLUSH WITH TOP OF SIDEWALK WHEN INSTALLED ENTIRELY IN SUBROUNDING SUBGWALK. THE TOP OF FOUNDATION SHALL NOT CONTAIN A CHAMFER FOR FOUNDATIONS TO BE INSTALLED IN SIDEWALK AREAS.
- CONTRACTOR TO VERIFY THAT THERE WILL BE NO INTERFERENCE BETWEEN EXISTING UTILITIES AND THE FOUNDATION PRIOR TO INSTALLATION. PRIOR TO ORDERING THE 7. FOUNDATION, THE CONTRACTOR SHALL CONFIRM CONSTRUCTABILITY OF THE DESIGNED POLE LOCATION.
- 8. EQUIPMENT BASE, POLE COLLAR ASSEMBLY, AND ANCHOR BOLT INSTALLATION, INCLUDING ANCHOR BOLT DIAMETER AND EMBEDMENT LENGTH SHALL BE DONE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- DESIGN OF FOUNDATION IS BASED ON THE FOLLOWING SOIL PROPERTIES: A. COHESVE SOIL AND UNDRAINED SOIL SHEAR STRENGTH = 0.38 KSF B. EFFECTIVE SOIL UNIT WEIGHT = 50 PCF CONTRACTOR TO SUBMIT SOIL PROPERTIES TO ENSINEER FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION OF DRILLED SHAFT FOUNDATION.
- 10. DEPTHS SHOWN ARE FOR SLOPES FLATTER THAN 1:4. FOR SLOPES STEEPER THAN 1:4, ADD 2'-6" TO FOUNDATION DEPTHS SHOWN. CONTRACTOR TO VERIFY SLOPES PRIOR TO CONSTRUCTION.

Automated Traffic **Enforcement Safety Device (ATESD)**

Suite 200

Wethersfield, CT 06109 860.807.4300





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Appendix B ATESD Check List

Automated Traffic Enforcement Safety Device (ATESD) Plan Checklist for Submission to the OSTA

Requirements for all ATESD Plans:

 $\hfill\square$ A copy of the ordinance adopted by the municipality authorizing the use of ATESDs.

 $\hfill\square$ A copy of the notice of the public hearing conducted on the municipality's ATESD plan.

□ A copy of minutes of the meeting at which the municipality's legislative body or board of selectman voted to approve the ATESD plan.

□ A copy of the municipality's Comprehensive Safety Action Plan (CSAP), the section in the Regional Transportation Safety Plan (RTSP) specific to the municipality, and/or the municipality's Vision Zero Action Plan.

□ A written justification, with supporting documentation, explaining how and why an ATESD was selected for installation at each location. Supporting documentation may include but is not limited to:

- □ Crash History
- □ Speed Data
- Enforcement Data
- □ Traffic Data (Vehicles, Pedestrians, Bicyclists, etc.)
- □ Recommendations from a Road Safety Audit (RSA)
- □ Findings that other speed reduction measures are not feasible or have not been effective
- $\hfill\square$ A scaled roadway plan or an aerial image showing:

□ The location for the ATESD at a traffic control signal, school zone, pedestrian safety zone, or other location(s); and,

□ The location for the signs notifying motorists there is operational ATESD present.

Additional Requirements for ATESDs at a Traffic Control Signal:

□ A copy of the current traffic signal plan of record showing the geometry, phasing/sequence, and timing.

□ Confirmation that the traffic control signal location appears on the list of intersections on the CT Red Light Intersection Evaluation Tool (CT-REDV).

□ If the traffic control signal is municipally-owned, then all of the following requirements must be met:

□ The Traffic Investigation Report (TIR) confirming that the current traffic signal plan of record has been approved by the Office of the State Traffic Administration (OSTA).

□ The traffic signal plans shows that the change intervals (e.g. yellow, red, and pedestrian clearance timings) have already been optimized in accordance with Chapter 6 in CTDOT's Traffic Control Signal Design Manual.

Additional Requirements for ATESDs at a School Zone:

□ Confirmation that the school zone has been approved or established by either the OSTA <u>or</u> Local Traffic Authority (LTA).

□ The scaled roadway plan or aerial image must show all existing school zone signage within the limit of the school zone.

Additional Requirements for ATESDs at a Pedestrian Safety Zone:

 \Box Confirmation that the pedestrian safety zone has been approved or established by either the OSTA <u>or</u> Local Traffic Authority (LTA).

□ The scaled roadway plan or aerial image must show all existing pedestrian safety zone signage within the limits of the pedestrian safety zone.

Appendix C Town of Stratford Data



TOWN OF STRATFORD 2023 - STATUS UPDATE

Stratford

From 2021 to 2022, the increase in the number of overall crashes in Stratford (+23.3%) was similar (+21.1%) to the increase seen between 2020 and 2021. This trend represents a significant increase in the number of overall crashes in the Town compared with 2018 through 2020, when the volume of overall crashes decreased significantly (-38.6%).

Between 2020 and 2022, the number of serious injury crashes in the Town doubled (from 12 to 24), while the number of fatal crashes remained the same [two (2)] from 2020 to 2021, before increasing [three (3)] in 2022.

The number of non-motor crashes in the region in 2022 was the lowest seen over the five year period, down (-26.0%) from 2019 (the highest volume over the 5-year period).



FIGURE 7A: STRATFORD MOTOR VEHICLE CRASHES 2018-2021 VS. 2022



FIGURE 7B: STRATFORD FATAL + SERIOUS INJURY CRASHES 2018-2021 VS. 2022

*Traffic collision where a person was killed or seriously injured.

FIGURE 7C: STRATFORD NON-MOTOR CRASHES 2018-2021 VS. 2022






TABLE 7.1: 2018-2021 vs. 2022CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF STRATFORD (1 of 2)

| High Crash Location | | Crash # | EPDO* | Fatal C | rash # | # of F | eds | # of Cy | clists/ | |
|---|---------|----------------------|-------|---------|--------|---------|------|---------|---------|-----|
| (Corridor) | '18-'21 | '18-'21 2022 Score , | | '18-'21 | 2022 | '18-'21 | 2022 | '18-'21 | 2022 | HIN |
| Success Ave + Cupheag Cr | 12 | 0 | 216 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| Broadridge Ave near Second Hill Ln | 6 | 2 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| Broadridge Ave btwn Canaan Rd + Booth S | 21 | 2 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| Broadridge Ave btwn Porter St + Marina Dr w/focus on Success Ave | 41 | 4 | 1111 | 1 | 0 | 0 | 0 | 0 | 0 | Y |
| RT-1 - St. Michael's Ave to Stratford Plaza | 59 | 10 | 331 | 0 | 0 | 2 | 0 | 0 | 0 | Y |
| Ferry Blvd btwn RT-113 + split w/Stratford Ave | 54 | 14 | 292 | 0 | 0 | 1 | 0 | 1 | 0 | Y |
| Canaan Rd btwn Henry Ave + Clover St | 11 | 2 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | Ν |
| Canaan Rd btwn Light St + Franklin Ave | 19 | 7 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | Ν |
| RT-1 btwn Burlington + King St w/focus on King St + RT-108 | 177 | 43 | 689 | 0 | 0 | 4 | 4 | 0 | 0 | Y |
| RT-110 btwn Tudor Ridge Condos + RT-15 S w/focus on Spring Village + Ornoque Ln + Warner Hill Rd | 281 | 58 | 2021 | 1 | 0 | 0 | 0 | 0 | 0 | Y |
| RT-110 Near Ryders Ln | 6 | 1 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| Barnum Ave btwn I-95 S Ramp and I-95 underpass | 29 | 23 | 71 | 0 | 0 | 1 | 0 | 0 | 0 | Y |
| West Broad St btwn California St + Linden Ave w/focus on Knowlton St + Linden Ave | 146 | 36 | 568 | 0 | 0 | 0 | 2 | 0 | 0 | Y |
| W Broad St Roundabout @ I-95 N | 34 | 15 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | Ν |
| RT-113 btwn Watson Blvd + I-95 | 103 | 33 | 1627 | 1 | 0 | 1 | 0 | 0 | 0 | Y |
| RT-1 + Barnum Ave cutoff @ I-95 | 16 | 1 | 1038 | 1 | 0 | 0 | 0 | 0 | 0 | Y |
| Honeyspot Rd btwn Old Honeyspot Rd + I-95 Underpass | 13 | 9 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| I-95 N Ramp @ Honeyspot Rd | 12 | 5 | 1078 | 1 | 0 | 1 | 0 | 1 | 0 | Ν |
| Honeyspot Rd btwn Birds Eye St + Anderson St | 21 | 5 | 127 | 0 | 0 | 1 | 0 | | 0 | Y |
| RT-108 Intersection of Second Hill Ln w/Connors Ln | 44 | 12 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| Intersection of RT-113 + RT-110 | 19 | 3 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| Essex Place | 16 | 4 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | Ν |
| RT-113 btwn Essex PI + Longbrook Ave | 136 | 22 | 525 | 0 | 0 | 1 | 1 | 0 | 0 | Y |
| RT-108 btwn Marcroft St + London Ter | 4 | 1 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| RT-113 btwn Garden St E + Beers PI | 25 | 10 | 143 | 0 | 0 | 1 | 0 | 1 | 0 | Y |
| RT-1 btwn Metro North Overpass + Vererans Blvd w/focus on Long Brook Ave | 88 | 25 | 490 | 0 | 0 | 1 | 0 | 0 | 0 | Y |

TABLE 7.1: 2018-2021 vs. 2022CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF STRATFORD (2 of 2)

| High Crash Location | | Crash # | EPDO* | Fatal C | rash # | # of F | Peds | # of Cy | clists/ | |
|---|---------|---------|-------|---------|--------|---------|------|---------|---------|-----|
| (Corridor) | '18-'21 | 2022 | Score | '18-'21 | 2022 | '18-'21 | 2022 | '18-'21 | 2022 | HIN |
| RT-113 @ split w/Huntington Rd | 32 | 12 | 130 | 0 | 0 | 1 | 0 | 0 | 0 | Y |
| RT-1 btwn I-95 + the Washington Bridge | 45 | 19 | 195 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| Barnum Ave Cutoff + Ferry Blvd @ I-95 | 31 | 15 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| RT-1 btwn Light St + One Stop Tile w/focus on Barnum Ave, Mary Ave, W Broad St, Canal St + California St | 395 | 79 | 1820 | 0 | 0 | 2 | 2 | 1 | 0 | Y |
| South Ave btwn Taft St + Everett St | 13 | 1 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | Ν |
| South Ave btwn Hamilton Ave + Dover St | 4 | 4 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | Ν |
| Bruce Ave btwn Seymour St + Connecticut Ave w/ focus on Connecticut Ave +Stratford Ave merge | 52 | 12 | 178 | 0 | 0 | 0 | 0 | 1 | 0 | Ν |
| RT-113 btwn Woodend Rd + split w/Access Rd | 21 | 4 | 1999 | 2 | 0 | 0 | 0 | 1 | 0 | Y |
| Surf Ave btwn Avon St + Stratford Ave w/focus on Stratford Ave | 33 | 3 | 229 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| Stratford Ave btwn Honeyspot Rd + Old Honey Spot Rd | 31 | 7 | 155 | 0 | 0 | 1 | 0 | 0 | 0 | Ν |
| RT-113 btwn Clover Field + Honeyspot Rd | 51 | 2 | 191 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| Honeyspot Rd btwn Garibaldi Ave + Benton St | 32 | 6 | 220 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| RT-108 btwn Wooster Park + Greenfield Ave + Glenfield Ave btwn RT-108 + Freeman Ave | 17 | 5 | 1011 | 1 | 0 | 0 | 0 | 0 | 0 | Y |
| RT-108 btwn London Ter and Grace Ln | 6 | 1 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| RT-108 btwn Wood Ave + Van Buskirk Ave | 12 | 1 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| RT-113 btwn Hurd Ave + North Ave | 38 | 15 | 146 | 0 | 0 | 1 | 0 | 2 | 0 | Y |
| RT-113 @ Judson Pl | 12 | 1 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| Ferry Blvd btwn Ferry Ct + Riverview Pl | 10 | 3 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | Y |
| RT-113 near Riverton Ter | 6 | 2 | 76 | 0 | 0 | 1 | 0 | 0 | 0 | Y |
| RT-110 btwn Frog Pond Ln +Sidney St | 67 | 23 | 247 | 0 | 0 | 3 | 3 | 0 | 0 | Y |
| Barnum Ave - Sage Ave to Dorus St | 70 | 15 | 406 | 0 | 0 | 1 | 0 | 1 | 0 | Ν |
| Bruce Ave - Peace St to RT-1 | 61 | 15 | 357 | 0 | 0 | 3 | 0 | 0 | 0 | Ν |

* "Equivalent Property Damage Only" (EPDO) is an FHWA-recognized approach to evaluating crash severity.

TABLE 7.2: TOWN OF STRATFORD - 2022 STATUS UPDATE SELECTED PRIORITY PROJECTS (1 of 2)

| Location | Safety Problem (2018-2021) | Project Type | Term | Status |
|--|--|---|----------------------------------|------------------------------------|
| Broadbridge Ave, Booth St +Canaan Rd | Location identified by Town; Broadridge Ave btwn Canaan Rd + Booth St: 21 crashes, EPDO 73 | Intersection improvements | Short- to mid-term | |
| Honeyspot Rd | Multiple sections and intersections | Honeyspot Rd Complete Street Implementation: I-95 to RT-113; evaluate corridor for improvements | Mid-term | |
| Housatonic River Greenway | Off-road greenway w/ pedestrian facilities; would provide an alternative to RT-113; Woodend Rd + split w/Access Rd: 21 crashes, 2 fatalities, 1 bicyclist, EPDO 1999 | Park Path/Greenway Planted Revetment; construct a shoreline revetment with low berm, connect to Stratford Army Engine Plant levee | Mid- to long-term | |
| Nichols Ave/ RT- 108 | 44 crashes, EPDO 168 | Construct intersection improvements @ Nichols Avenue/RT-108, Connors Ln + Second Hill Ln; safety improvements + realignment | Mid-term | |
| RT-1 - Barnum Ave, Barnum Ave Cutoff + Ferry Blvd | Multiple sections and intersections | Barnum Ave Complete Street Implementation | Mid- to long-term | No updates along this route yet |
| RT-110, RT-15/ Sikorsky vicinity | Btwn Tudor Ridge Condos +RT- 15 S Ramp w/focus on Spring Village + Ornoque Ln and Warner Hill Rd: 281 crashes, 1 fatality, EPDO 2021 | Implement RT-110 Study recommendations | Short-, mid- and long-term | |
| RT-113/ Lordship Blvd | Watson Blvd to I-95: 103 crashes, 1 fatality, 1 pedestrian, EPDO 1627; Woodend Rd + split w/Access Rd: 21 crashes, 2 fatalities, 1 bicyclist, EPDO 1999; btwn Clover Field + Honeyspot Rd: 51 crashes, EPDO 191 | Lordship Blvd Complete Street Implementation; pedestrian crossings, traffic calming + bike lanes | Mid- to long-term | |

TABLE 7.2: TOWN OF STRATFORD - 2022 STATUS UPDATE SELECTED PRIORITY PROJECTS (2 of 2)

| Location | Safety Problem (2018-2021) | Project Type | Term | Status | Notes |
|--|--|---|----------------------------------|--|--|
| RT-130/ Stratford Ave | Surf Ave btwn Avon St + Stratford Ave: 33 crashes, EPDO 229; Bruce Ave btwn Seymour St + Connecticut Ave w/focus on Connecticut Ave/Stratford Ave merge: 52 crashes, 1 bicyclist, EPDO 178 | Streetscape improvements from Bruce Blvd to Ferry Blvd are a Town priority; concepts developed through a Streetscape Plan. | Mid- to long-term | | |
| RR spur line | Potential project to remove pedestrians from Honeyspot Rd, RT-113/Lordship Blvd + RT- 130/Stratford Ave | Redevelop an inactive RR spurline from Stratford Ave to Long Beach Blvd; acquire ROW + potential partial Spur line reactivation; in conjunction w/ <i>Rails to Trails</i> resiliency project on part of the elevated Spur line | Long-term | | |
| Stratford Center Complete Streets | Majority of streets are on the HIN | Implement Complete Streets Plan recommendations @ Stratford Center/RT-113, Broad St, Paradise Green/ RT-113, Nichols Ave/RT-108 + Ferry Blvd/RT-130/RT-1; RT-113 - Barnum Ave/RT-1 to Paradise Green is in concept design (LOTCIP funding); Stratford Center to begin late 2022 | Short-, mid- and long-term | Stratford Ce is schedule implementa 2023; planr Paradise G route jus | enter route d to begin ition by Fall ning for the Green area t began |
| Success Ave + Canaan Rd | Location identified by the Town | Intersection improvements | Short- to mid-term | | |
| Townwide | Active Transportation: Housatonic River Greenway | Fully connected greenway running north-south through the town w/connections to Stratford Center, Roosevelt Forest, the Housatonic River, the East Coast Greenway, + local points of interest | Long-term | Implemer greenway Stratford Co the existing River Gree Phase II of G scheduled t Fall 2 | ntation of route to enter from Housatonic nway (aka Greenway) is to begin by 2023 |
| Townwide | Multimodal Transportation | Prepare a detailed long-term multi-modal transportation Plan outlining projects to increase travel efficiency | Short-term | No upda | ates yet |

Appendix D Town of Stratford Traffic Stop/Crash Data

Town of Stratford

Location No. 1 – Huntington Rd. & Bulldog Blvd. SB Location No. 2 – Huntington Rd. & Bulldog Blvd. NB

Traffic Stops between July 20, 21 and July 22, 2024: 39

Crashes: Fatal-0, Injury-2, Property Damage-11

Introduction

From 2021 to 2022, the increase in the number of overall crashes in Stratford (+23.3%) was similar (+21.1%) to the increase seen between 2020 and 2021. This trend represents a significant increase in the number of overall crashes in the Town compared with 2018 through 2020, when the volume of overall crashes decreased significantly (-38.6%).

Between 2020 and 2022, the number of serious injury crashes in the Town doubled (from 12 to 24), while the number of fatal crashes remained the same [two (2)] from 2020 to 2021, before increasing [three (3)] in 2022.

The number of non-motor crashes in the region in 2022 was the lowest seen over the five year period, down (-26.0%) from 2019 (the highest volume over the 5-year period).

An evaluation was done of the school zone located in the vicinity of the1300 block of Huntington Rd. at Bunnell High School. This location was identified due to the school zone's location along a high-volume traffic way. The AADT as reported by CT Department of Transportation is 8,600.



The school is near the street and presents a danger to both students in the vicinity and the drivers who pass through the school zone. In addition, there is also an elementary school, Eli Whitney, about 300 yards from the Bunnell High School location.

Since 2019, there have been three crashes involving bicyclists in the vicinity of this school zone.

Due to its location in a neighborhood, there is a significant amount of foot traffic in and around the school grounds at all times of the day and night. There is a designated pedestrian crossing in the school zone at Huntington Rd and Bulldog Ave. The amount of vehicle traffic in the area, limits driver visibility of pedestrians in the area and significantly adversely affects the reaction time to identify the danger and to stop. There are few streetlights in the area to assist with visibility.



A speed study was conducted for a five-day period at this location. The study revealed an extraordinary amount of speeding violations.

| | Speed | | Vehicles | |
|-------------------------------------|-------|------------|----------|-------|
| Street (Direction) | Limit | Violations | Assessed | vRate |
| SB Huntington @ Bunnell High School | 30 | 2,246 | 21,393 | 10.5% |
| NB Huntington @ Bunnell High School | 30 | 5,425 | 24,219 | 22.4% |
| | | 7,671 | 45,612 | 16.8% |
| CT DOT AADT (8600) | | | 9,122 | |

The five-day speed study revealed that on average between both directions 16.8% of all traffic was travelling at least 10 miles an hour over the speed limit. We know at those speeds that it takes over 160 feet for a driver to react and stop. School zone automated speed enforcement systems can reduce the violation rate by as much as 80% in the first six months according to studies.



In addition studies have revealed a pedestrian that is struck by a vehicle traveling at 40 mph is likely to die in 46% of those instances.

Higher vehicle speeds significantly increase likelihood of death

Our bodies can only tolerate so much physical impact. Even small increases in vehicle speed significantly escalate risk of severe injuries and deaths. System designers and policymakers can use proven tools to encourage lower, safer speeds.



Likelihood of death for people walking if hit at these speeds Source: AAA Foundation, Tefft, B.C. (2011)

It is imperative that we take affirmative action to reduce the frequency of violations and the overall speed of drivers at this location.

Traditional traffic enforcement is hampered due to:

- Few safe locations for officers to monitor traffic,
- Limited safe space for traffic stops which creates additional danger to both drivers, pedestrians and police officers, and
- Limited police resources to cover all the school zones at any given time. The town doesn't have enough police officers to assign to each school,

The use of an ATSED system allows for 24/7 enforcement and addressing both the safety concerns as well as the police resource limitations. Its use becomes a "force multiplier" in the community.

Communities implementing automated speed enforcement systems have realized significant reduction in violations and has dramatically reduced the speed in the monitored areas.

In combination with other countermeasures such as public awareness, warning signs and occasional traditional enforcement, we believe that our plan has the most potential to change driver behavior and slow traffic thus creating a safer school zone.

Town of Stratford

Location No. 3 – Route 108 (Nichols Ave.) & Barbara Ln. Location No. 6 – Route 108 (Nichols Ave.) & Kenyon St.

Traffic Stops between July 20, 21 and July 22, 2024: 24

Crashes: Fatal-0, Injury-5, Property Damage-31

Introduction

From 2021 to 2022, the increase in the number of overall crashes in Stratford (+23.3%) was similar (+21.1%) to the increase seen between 2020 and 2021. This trend represents a significant increase in the number of overall crashes in the Town compared with 2018 through 2020, when the volume of overall crashes decreased significantly (-38.6%).

Between 2020 and 2022, the number of serious injury crashes in the Town doubled (from 12 to 24), while the number of fatal crashes remained the same [two (2)] from 2020 to 2021, before increasing [three (3)] in 2022.

The number of non-motor crashes in the region in 2022 was the lowest seen over the five-year period, down (-26.0%) from 2019 (the highest volume over the 5-year period.

An evaluation was done of the zone located in the vicinity between the 1400 and 1800 block of Nichols Ave. between Marina and Barbara. The AADT as reported by CT Department of Transportation is 18,000

Due to its location in a neighborhood, there is a significant amount of foot traffic in the neighborhood at all times of the day and night. There was one reported pedestrian related crash in the vicinity in 2022. There are several bus stops along this route. Additionally, since this is a densely populated residential area, there is increased danger as resident attempt to back out of their driveways.

The amount of vehicle traffic in the area limits driver visibility of pedestrians in the area and significantly adversely affects the reaction time to identify the danger and to stop. There is limited street lighting in the area.



A speed study was conducted for a five-day period at this location. The study revealed an extraordinary amount of speeding violations.

| | Speed | | Vehicles | |
|-------------------------|-------|------------|----------|-------|
| Street (Direction) | Limit | Violations | Assessed | vRate |
| NB Nichols @ Marina | 35 | 2 721 | 67 399 | 4 0% |
| | 35 | 2,721 | 07,388 | 4.0% |
| SB Nichols @ Barbara Ln | 35 | 4,815 | 93,497 | 5.1% |
| | | 7,536 | 160,885 | 4.7% |
| CT DOT AADT (18,000) | | | 32,177 | |

The five-day speed study revealed that on average between both directions 4.7% of all traffic was travelling at least 10 miles an hour over the speed limit. Combined, the two directions of travel recorded over 7,500 violations during the survey period. We know at those speeds that it takes over 160 feet for a driver to react and stop.



In addition, studies have revealed a pedestrian that is struck by a vehicle traveling at 40 mph is likely to die in 46% of those instances.

Higher vehicle speeds significantly increase likelihood of death

Our bodies can only tolerate so much physical impact. Even small increases in vehicle speed significantly escalate risk of severe injuries and deaths. System designers and policymakers can use proven tools to encourage lower, safer speeds.



Likelihood of death for people walking if hit at these speeds Source: AAA Foundation, Tefft, B.C. (2011)

It is imperative that we take affirmative action to reduce the frequency of violations and the overall speed of drivers at this location.

Traditional traffic enforcement is hampered due to:

• Few safe locations for officers to monitor traffic,

• Limited safe space for traffic stops which creates additional danger to both drivers, pedestrians and police officers, and

The use of an ATSED system allows for 24/7 enforcement and addressing both the safety concerns as well as the police resource limitations. Its use becomes a "force multiplier" in the community.

In combination with other countermeasures such as public awareness, warning signs and occasional traditional enforcement, we believe that our plan has the most potential to change driver behavior and slow traffic thus creating a safer school zone.

Town of Stratford

Location No. 4 – Broadbridge Ave. & Streckfus Rd. SB Location No. 5 – Broadbridge Ave. & Streckfus Rd. NB

Traffic Stops between July 20, 21 and July 22, 2024: 72

Crashes: Fatal-0, Injury-7, Property Damage-13

Introduction

From 2021 to 2022, the increase in the number of overall crashes in Stratford (+23.3%) was similar (+21.1%) to the increase seen between 2020 and 2021. This trend represents a significant increase in the number of overall crashes in the Town compared with 2018 through 2020, when the volume of overall crashes decreased significantly (-38.6%).

Between 2020 and 2022, the number of serious injury crashes in the Town doubled (from 12 to 24), while the number of fatal crashes remained the same [two (2)] from 2020 to 2021, before increasing [three (3)] in 2022.

The number of non-motor crashes in the region in 2022 was the lowest seen over the five-year period, down (-26.0%) from 2019 (the highest volume over the 5-year period.

An evaluation was done of the zone located in the vicinity of Broadbridge Ave. and Streckfus. This roadway passes in front of the ABC Academy. This zone was identified due to the proximity of academy to the high-volume traffic way and the speed violation rate. **The AADT as reported by CT Department of Transportation is 21,765.**

Due to its location in a neighborhood, there is a significant amount of foot traffic in and around the vicinity at all times of the day and night. There is school children pedestrian traffic in the area as Second Hill Lane Elementary School (65 Second Hill Lane) is approximately 3,100 feet from the Intersection of Broadbridge Avenue and Second Hill Lane. In addition, Our Lady of Grace Church (497 Second Hill Lane) is only 1,000 feet away from the same intersection.

The amount of vehicle traffic in the area limits driver visibility of pedestrians in the area and significantly adversely affects the reaction time to identify the danger and to stop. There are few street lights in the area to help with illumination.



A speed study was conducted for a five-day period at this location. The study revealed an extraordinary amount of speeding violations.

| | Speed | | Vehicles | |
|-------------------------------|-------|------------|----------|-------|
| Street (Direction) | Limit | Violations | Assessed | vRate |
| NB Broadbridge near Streckfus | 30 | 2,196 | 56,349 | 3.9% |
| SB Broadbridge near Streckfus | 30 | 5,941 | 52,494 | 11.3% |
| | | 8,137 | 108,843 | 7.5% |
| CT DOT AADT (10,600) | | | 21,769 | |

The five-day speed study revealed that on average between both directions 7.5% of all traffic was travelling at least 10 miles an hour over the speed limit. Combined, the two directions of travel recorded over 8,000 violations during the survey period. We know at those speeds that it takes over 160 feet for a driver to react and stop. School zone automated speed enforcement systems can reduce the violation rate by as much as 80% in the first six months according to studies.



In addition, studies have revealed a pedestrian that is struck by a vehicle traveling at 40 mph is likely to die in 46% of those instances.

Higher vehicle speeds significantly increase likelihood of death

Our bodies can only tolerate so much physical impact. Even small increases in vehicle speed significantly escalate risk of severe injuries and deaths. System designers and policymakers can use proven tools to encourage lower, safer speeds.



Likelihood of death for people walking if hit at these speeds Source: AAA Foundation, Tefft, B.C. (2011)

It is imperative that we take affirmative action to reduce the frequency of violations and the overall speed of drivers at this location.

Traditional traffic enforcement is hampered due to:

- Few safe locations for officers to monitor traffic,
- Limited safe space for traffic stops which creates additional danger to both drivers, pedestrians and police officers, and

• Limited police resources to cover all the school zones at any given time. The town doesn't have enough police officers to assign to each school.

The use of an ATSED system allows for 24/7 enforcement and addressing both the safety concerns as well as the police resource limitations. Its use becomes a "force multiplier" in the community. Communities implementing automated speed enforcement systems have realized significant reduction in violations and has dramatically reduced the speed in the monitored areas.

In combination with other countermeasures such as public awareness, warning signs and occasional traditional enforcement, we believe that our plan has the most potential to change driver behavior and slow traffic thus creating a safer school zone.

Town of Stratford

Location No. 7 – Nichols Elementary School on Route 108 (Nichols Ave.) SB Location No. 8 – Nichols Elementary School on Route 108 (Nichols Ave.) NB

Traffic Stops between July 22, 2021 and July 22, 2024: 40

Crashes: Fatal-0, Injury-11, Property Damage-26

Introduction

From 2021 to 2022, the increase in the number of overall crashes in Stratford (+23.3%) was similar (+21.1%) to the increase seen between 2020 and 2021. This trend represents a significant increase in the number of overall crashes in the Town compared with 2018 through 2020, when the volume of overall crashes decreased significantly (-38.6%).

Between 2020 and 2022, the number of serious injury crashes in the Town doubled (from 12 to 24), while the number of fatal crashes remained the same [two (2)] from 2020 to 2021, before increasing [three (3)] in 2022.

The number of non-motor crashes in the region in 2022 was the lowest seen over the five-year period, down (-26.0%) from 2019 (the highest volume over the 5-year period).

An evaluation was done of the school zone located in the vicinity of the 300 block of Nichols Ave. at Nichols Elementary School. This location was identified due to the school zone's location along a high-volume traffic way. The AADT as reported by CT Department of Transportation is over 14, 000.



The school is near the street and presents a danger to both students in the vicinity and the drivers who pass through the school zone.

In 2022, there was one pedestrian related crash in the vicinity of this school zone.

Due to its location in a neighborhood, there is a significant amount of foot traffic in and around the school grounds at all times of the day and night. There are two designated pedestrian crossing in the school zone at Nichols Avenue at Johnson Ave. and Nichols Avenue at North Avenue. It is a two-laned roadway with street parking on both sides of the street. This limits driver and pedestrian visibility in the area and significantly adversely affects the reaction time to identify the danger and to stop. There are limited street lighting in the area.



A speed study was conducted for a five-day period at this location. The study revealed an extraordinary amount of speeding violations.

| | Speed | | Vehicles | |
|---------------------------------|-------|------------|----------|-------|
| Street (Direction) | Limit | Violations | Assessed | vRate |
| | | | | |
| NB Nichols @ Nichols Elementary | 35 | 861 | 38,670 | 2.2% |
| SB Nichols @ Nichols Elementary | 35 | 1,304 | 33,268 | 3.9% |
| | | 2,165 | 71,938 | 3.0% |
| CT DOT AADT (14,100) | | | 14,388 | |

The five-day speed study revealed that on average between both directions 3.0% of all traffic was travelling at least 10 miles an hour over the speed limit. That equated to over 2,000 speeding violations during the survey period. We know at those speeds that it takes over 160 feet for a driver to react and stop.



In addition studies have revealed a pedestrian that is struck by a vehicle traveling at 40 mph is likely to die in 46% of those instances.

Higher vehicle speeds significantly increase likelihood of death

Our bodies can only tolerate so much physical impact. Even small increases in vehicle speed significantly escalate risk of severe injuries and deaths. System designers and policymakers can use proven tools to encourage lower, safer speeds.



Likelihood of death for people walking if hit at these speeds Source: AAA Foundation, Tefft, B.C. (2011)

It is imperative that we take affirmative action to reduce the frequency of violations and the overall speed of drivers at this location.

Traditional traffic enforcement is hampered due to:

- Few safe locations for officers to monitor traffic,
- Limited safe space for traffic stops which creates additional danger to both drivers, pedestrians and police officers, and
- Limited police resources to cover all the school zones at any given time. The town doesn't have enough police officers to assign to each school,

The use of an ATSED system allows for 24/7 enforcement and addressing both the safety concerns as well as the police resource limitations. Its use becomes a "force multiplier" in the community.

In combination with other countermeasures such as public awareness, warning signs and occasional traditional enforcement, we believe that our plan has the most potential to change driver behavior and slow traffic thus creating a safer school zone.

Town of Stratford

Location No. 9 – Franklin Elementary School on US Route 1 (Barnum Ave.) EB Location No. 10 – Franklin Elementary School on US Route 1 (Barnum Ave.) WB

Traffic Stops between July 20, 21 and July 22, 2024: 117

Crashes: Fatal-0, Injury-15, Property Damage-76

Introduction

From 2021 to 2022, the increase in the number of overall crashes in Stratford (+23.3%) was similar (+21.1%) to the increase seen between 2020 and 2021. This trend represents a significant increase in the number of overall crashes in the Town compared with 2018 through 2020, when the volume of overall crashes decreased significantly (-38.6%).

Between 2020 and 2022, the number of serious injury crashes in the Town doubled (from 12 to 24), while the number of fatal crashes remained the same [two (2)] from 2020 to 2021, before increasing [three (3)] in 2022.

The number of non-motor crashes in the region in 2022 was the lowest seen over the five year period, down (-26.0%) from 2019 (the highest volume over the 5-year period.

An evaluation was done of the school zone located in the vicinity of the 1800-1900 block of Barnum Avenue at Franklin School. This location was identified due to the school zone's location along a high-volume traffic way. The AADT as reported by CT Department of Transportation is 16,600



The school is near the street and presents a danger to both students in the vicinity and the drivers who pass through the school zone. In addition, there are multiple crosswalk

Since 2018, there have been 4 crashes involving pedestrians in the vicinity of this school zone.

Due to its location in a neighborhood, there is a significant amount of foot traffic in and around the school grounds at all times of the day and night. There are two designated pedestrian crossing in the school zone on Barnum Ave. at the intersection with Soundview Ave. and Mary Ave.

The amount of vehicle traffic in the area, limits driver visibility of pedestrians in the area and significantly adversely affects the reaction time to identify the danger and to stop.



A speed study was conducted for a five-day period at this location. The study revealed an extraordinary amount of speeding violations.

| | Speed | | Vehicles | |
|----------------------------------|-------|------------|----------|-------|
| Street (Direction) | Limit | Violations | Assessed | vRate |
| EB Barnum Ave. @ Franklin School | 30 | 231 | 55,596 | 0.4% |
| WB Barnum Ave, @ Franklin School | 30 | 2,524 | 53,281 | 4.7% |
| | | 2,755 | 108,877 | 2.5% |
| CT DOT AADT (16,600) | | | 21,775 | |

The five-day speed study revealed that on average between both directions 2.5% of all traffic was travelling at least 10 miles an hour over the speed limit. The westbound direction totaled over 2,500 violations during the study. We know at those speeds that it takes over 160 feet for a driver to react and stop. School zone automated speed enforcement systems can reduce the violation rate by as much as 80% in the first six months according to studies.



In addition studies have revealed a pedestrian that is struck by a vehicle traveling at 40 mph is likely to die in 46% of those instances.

Higher vehicle speeds significantly increase likelihood of death

Our bodies can only tolerate so much physical impact. Even small increases in vehicle speed significantly escalate risk of severe injuries and deaths. System designers and policymakers can use proven tools to encourage lower, safer speeds.



Likelihood of death for people walking if hit at these speeds Source: AAA Foundation, Tefft, B.C. (2011)

It is imperative that we take affirmative action to reduce the frequency of violations and the overall speed of drivers at this location.

Traditional traffic enforcement is hampered due to:

- Few safe locations for officers to monitor traffic,
- Limited safe space for traffic stops which creates additional danger to both drivers, pedestrians and police officers, and
- Limited police resources to cover all the school zones at any given time. The town doesn't have enough police officers to assign to each school

The use of an ATSED system allows for 24/7 enforcement and addressing both the safety concerns as well as the police resource limitations. Its use becomes a "force multiplier" in the community.

Communities implementing automated speed enforcement systems have realized significant reduction in violations and has dramatically reduced the speed in the monitored areas.

In combination with other countermeasures such as public awareness, warning signs and occasional traditional enforcement, we believe that our plan has the most potential to change driver behavior and slow traffic thus creating a safer school zone.

Appendix E OSTA Speed Limit Data

Town Speed

| TOWN | STREET | FROM | ТО | DIST | SPD |
|-----------|------------------------|------------------------|---------------------------------|------|-----|
| STRATFORD | AAA - BLANKET APPROVAL | ALL TOWN ROADS | | | 30 |
| STRATFORD | ACADEMY HILL | RT 113 (MAIN ST) | ELM STREET | 0.12 | 25 |
| STRATFORD | ACCESS ROAD | RT 113 (LORDSHIP BLVD) | RT 113 (MAIN ST) | 0.89 | 35 |
| STRATFORD | ADAMS STREET | BIRDSEYE STREET | SOUTH AVENUE | 0.23 | 25 |
| STRATFORD | AIRWAY DRIVE | RT 113 (STRATFORD RD) | SHORT BEACH ROAD | 0.11 | 25 |
| STRATFORD | ALBERT AVENUE | GREENFIELD AVENUE | CAROL ROAD | 0.44 | 25 |
| STRATFORD | ALBRIGHT AVENUE | GREENFIELD AVENUE | MARINA DRIVE | 0.33 | 25 |
| STRATFORD | ALLYNDALE DRIVE | PLYMOUTH STREET | RT 110 (E. MAIN ST) | 0.57 | 25 |
| STRATFORD | ANDREW STREET | MARCROFT STREET | GREENFIELD AVENUE | 0.22 | 25 |
| STRATFORD | ANN TERRACE | DELL DRIVE | RT 108 (NICHOLS AVE) | 0.19 | 25 |
| STRATFORD | ANSON STREET | HILLTOP DRIVE | CUTSPRING ROAD | 0.20 | 25 |
| STRATFORD | ARBOR STREET | WOODCREST AVENUE | GARDEN STREET | 0.15 | 25 |
| STRATFORD | ARCADIA AVENUE | WAKELEE AVENUE | WOODLAND AVENUE | 0.13 | 25 |
| STRATFORD | ARROWHEAD PLACE | EDWARD STREET | HILLTOP DRIVE | 0.18 | 25 |
| STRATFORD | ASH STREET | RT 113 (STRATFORD RD) | SPRUCE STREET | 0.11 | 25 |
| STRATFORD | AUBURN STREET | HENRY AVENUE EXT | BROADBRIDGE AVENUE | 0.18 | 25 |
| STRATFORD | AVERY STREET | RT 110 (E. MAIN ST) | .11 MI. E/O RT 110 (E. MAIN ST) | 0.11 | 25 |
| STRATFORD | BARNUM AVENUE | BRIDGEPORT TOWN LINE | RT 1 (BOSTON AVE) | 0.45 | 30 |
| STRATFORD | BARNUM TERRACE | RT 1 (BARNUM AVE) | CANAAN ROAD | 0.26 | 25 |
| STRATFORD | BARNUM TERRACE | RT 1 (BARNUM AVE) | END OF TOWN MAINTENANCE | 0.63 | 25 |
| STRATFORD | BARNUM TERRACE EXT | CANAAN ROAD | YUKON STREET | 0.28 | 25 |
| STRATFORD | BARROWS STREET | HIGHLAND TERRACE | RT 113 (MAIN ST) | 0.12 | 25 |
| STRATFORD | BATES STREET | LARKIN COURT | WOODEND ROAD | 0.10 | 25 |

| TOWN | STREET | FROM | ТО | DIST | SPD |
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| STRATFORD | BAYBERRY LANE | RT 108 (NICHOLS AVE) | SYCAMORE CIRCLE | 0.23 | 25 |
| STRATFORD | BEACH DRIVE (EB) | WASHINGTON PARKWAY | JEFFERSON STREET | 0.14 | 25 |
| STRATFORD | BEACON STREET | WILCOXSON AVE (E JCT) | EDISON STREET | 0.16 | 25 |
| STRATFORD | BEAR PAW ROAD | HUNTINGTON ROAD | FLAGLER AVENUE | 0.10 | 25 |
| STRATFORD | BEARDSLEY AVENUE | RT 130 (STRATFORD AVE) | WEST BROAD STREET | 0.20 | 25 |
| STRATFORD | BEAVER DAM ROAD | HUNTINGTON ROAD | .83 MI. N/O HUNTINGTON RD | 0.83 | 20 |
| STRATFORD | BENJAMIN STREET | CANAAN ROAD | FRANKLIN AVENUE | 0.13 | 25 |
| STRATFORD | BENTON STREET | HONEYSPOT ROAD | BORDENS STREET | 0.46 | 25 |
| STRATFORD | BIRCH DRIVE | .14 MI. S/O WOODEND ROAD | WOODEND ROAD | 0.14 | 20 |
| STRATFORD | BIRDSEYE STREET | HONEYSPOT ROAD | BEACON POINT ROAD | 0.95 | 25 |
| STRATFORD | BISCAYNE DRIVE | HUNTINGTON ROAD | FLAGLER AVENUE | 0.08 | 25 |
| STRATFORD | BITTERSWEET LANE | RT 110 (E. MAIN ST) | BROOKSIDE DRIVE | 0.17 | 25 |
| STRATFORD | BLUEBERRY LANE | CANNON DRIVE | RT 108 (NICHOLS AVE) | 0.22 | 25 |
| STRATFORD | BOOTH STREET | BROADBRIDGE AVENUE | RT 108 (NICHOLS AVE) | 0.43 | 25 |
| STRATFORD | BORDENS STREET | WOODEND ROAD | BENTON STREET | 0.18 | 25 |
| STRATFORD | BOSWELL STREET | BIRDSEYE STREET | SOUTH AVENUE | 0.23 | 25 |
| STRATFORD | BRANDON AVENUE | MT. PLEASANT AVENUE | ROGER DRIVE | 0.14 | 25 |
| STRATFORD | BRENAIR TERRACE | HILLTOP DRIVE | CUTSPRING ROAD | 0.17 | 25 |
| STRATFORD | BRIARFIELD DRIVE | KENYON STREET | SECOND HILL LANE | 0.22 | 25 |
| STRATFORD | BRIDGEVIEW PLACE | RT 110 (E. MAIN ST) | GLENAVON STREET | 0.58 | 25 |
| STRATFORD | BRIGHTWOOD AVENUE | PLYMOUTH STREET | INWOOD ROAD | 0.19 | 25 |
| STRATFORD | BRINSMAYD AVENUE | HINMAN STREET | FAR MILL DRIVE | 0.24 | 25 |
| STRATFORD | BROAD STREET | RT 113 (MAIN ST) | HOUSATONIUC AVENUE | 0.41 | 25 |
| STRATFORD | BROADBRIDGE AVENUE | RT 1 (BARNUM AVE) | SILVER LANE | 2.16 | 30 |
| STRATFORD | BROADBRIDGE AVENUE | RT 113 (MAIN ST) | RT 1 (BARNUM AVE) | 0.59 | 25 |

| TOWN | STREET | FROM | ТО | DIST | SPD |
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| STRATFORD | BROADMERE ROAD | .23 MI. S/O BROADBRIDGE AVE | BROADBRIDGE AVENUE | 0.23 | 25 |
| STRATFORD | BRONSON ROAD | RT 110 (RIVER RD) | BRIDGEVIEW PLACE | 0.08 | 25 |
| STRATFORD | BROOKBEND DRIVE | ALBRIGHT AVENUE | MEADOWBROOK ROAD (N JCT) | 0.29 | 25 |
| STRATFORD | BROOKSIDE DRIVE | RT 110 (E. MAIN ST) | BITTERSWEET LANE | 0.27 | 25 |
| STRATFORD | BRUCE AVENUE | RT 130 (STRATFORD AVE) | RT 1 (BOSTON AVE) | 0.59 | 25 |
| STRATFORD | BULMER DRIVE | BUNNYVIEW DRIVE(S JCT) | BUNNYVIEW DRIVE(N JCT) | 0.22 | 25 |
| STRATFORD | BUNNYVIEW DRIVE | NEMERGUT DRIVE | TAVERN ROCK ROAD | 0.53 | 25 |
| STRATFORD | BURBANK AVENUE | FREEMAN AVENUE | HUNTINGTON ROAD | 0.36 | 25 |
| STRATFORD | BURBANK DRIVE | MT. PLEASANT AVENUE | BURBANK AVENUE | 0.17 | 25 |
| STRATFORD | BURRITT AVENUE | HOLLISTER STREET | RT 1 (BARNUM AVE) | 0.44 | 25 |
| STRATFORD | CALIFORNIA STREET #1 | BOOTH STREET (W JCT) | RT 108 (NICHOLS AVE) | 0.26 | 25 |
| STRATFORD | CALIFORNIA STREET #2 | BROADBRIDGE AVE (W JCT) | BOOTH STREET (E JCT) | 0.32 | 25 |
| STRATFORD | CALIFORNIA STREET #3 | KNOWLTON STREET | BROADBRIDGE AVE (E JCT) | 0.07 | 25 |
| STRATFORD | CAMBRIDGE AVENUE | BROADBRIDGE AVENUE | CLARENDON STREET | 0.13 | 25 |
| STRATFORD | CANAAN ROAD | BRIDGEPORT TOWN LINE | BROADBRIDGE AVENUE | 0.69 | 30 |
| STRATFORD | CANNON DRIVE | LAWLOR TERRACE | SORGHUM TERRACE | 0.33 | 25 |
| STRATFORD | CAROL ROAD | MARINA DRIVE (S JCT) | MARINA DRIVE (N JCT) | 0.41 | 25 |
| STRATFORD | CASTLE DRIVE | WESTCHESTER DRIVE | STERLING PLACE | 0.37 | 25 |
| STRATFORD | CATHERINE STREET | CALIFORNIA STREET | KING STREET | 0.14 | 25 |
| STRATFORD | CEDARKNOLL DRIVE | CHANBROOK ROAD | TAVERN ROCK ROAD | 0.36 | 25 |
| STRATFORD | CHANBROOK ROAD | WILBROOK ROAD | BUNNYVIEW DRIVE | 0.14 | 25 |
| STRATFORD | CHANDA DRIVE | WILBROOK ROAD | CEDARKNOLL DRIVE | 0.10 | 25 |
| STRATFORD | CHAPEL STREET | CUTSPRING ROAD | MAIN STREET | 1.07 | 25 |
| STRATFORD | CHARLES STREET | STAGG STREET | MEAD STREET | 0.13 | 25 |
| STRATFORD | CHARLTON STREET | GLENDALE ROAD | WILCOXSON AVENUE | 0.21 | 25 |
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| TOWN | STREET | FROM | ТО | DIST | SPD |
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| STRATFORD | CHELSEA STREET | BIRDSEYE STREET | SOUTH AVENUE | 0.23 | 25 |
| STRATFORD | CHESHIRE STREET | CUTSPRING ROAD | LINTON STREET | 0.19 | 25 |
| STRATFORD | CHICKADEE LANE | .49 MI. S/O WIGWAM LANE | WIGWAM LANE | 0.49 | 25 |
| STRATFORD | CIRCLE DRIVE (PVT) | CUTSPRING ROAD | .37 MI. N/O CUTSPRING ROAD | 0.37 | 20 |
| STRATFORD | CLARENDON STREET | BOOTH STREET | CAMBRIDGE AVENUE | 0.13 | 25 |
| STRATFORD | CLAUDIA DRIVE | SUCCESS AVENUE | STONY BROOK ROAD | 0.16 | 25 |
| STRATFORD | CLEMENTS DRIVE | RT 110 (E. MAIN ST) | BRIDGEVIEW PLACE | 0.09 | 25 |
| STRATFORD | CLIFFLAWN ROAD | RIDGE ROAD | HIGHLAND AVENUE | 0.12 | 25 |
| STRATFORD | CLINTON STREET | HURD AVENUE | PATTERSON AVENUE | 0.12 | 25 |
| STRATFORD | CLOVER STREET | RT 1 (BOSTON AVE) | CANAAN ROAD | 0.29 | 25 |
| STRATFORD | COE AVENUE | HINMAN STREET | WARNER HILL ROAD | 0.10 | 25 |
| STRATFORD | COLLEGE STREET | RT 1 (BOSTON AVE) | EDWIN STREET | 0.20 | 25 |
| STRATFORD | COLUMBUS AVENUE | HONEYSPOT ROAD | WOODEND ROAD | 0.70 | 25 |
| STRATFORD | CONCORD STREET | BOOTH STREET | CAMBRIDGE AVENUE | 0.11 | 25 |
| STRATFORD | CONNORS LANE | RT 108 (NICHOLS AVE) | HUNTINGTON ROAD | 0.78 | 25 |
| STRATFORD | COPPER KETTLE DRIVE | WARNER HILL ROAD | FAR MILL DRIVE | 0.10 | 25 |
| STRATFORD | COVE PLACE | PARK BOULEVARD | PROSPECT DRIVE | 0.15 | 25 |
| STRATFORD | CROWN STREET | RT 113 (OAK BLUFF AVE) (W JCT) | RT 113 (PROSPECT DR) (E JCT) | 0.47 | 25 |
| STRATFORD | CURTIS AVENUE #1 | RT 113 (STRATFORD AVE) | SPRUCE STREET | 0.11 | 25 |
| STRATFORD | CURTIS AVENUE #2 | LIGHTHOUSE AVENUE | RYEGATE TERRACE | 0.28 | 25 |
| STRATFORD | CUTSPRING ROAD | RT 113 (MAIN ST) | PUMPKIN GROUND ROAD | 1.50 | 30 |
| STRATFORD | DAHL AVENUE | FREEMAN AVENUE | HUNTINGTON ROAD | 0.32 | 25 |
| STRATFORD | DANIEL DRIVE | RUSSELL ROAD | OCEANVIEW TERRACE | 0.21 | 25 |
| STRATFORD | DEL DRIVE | OCEANVIEW TERRACE | GLENN DRIVE | 0.18 | 25 |
| STRATFORD | DENTON PLACE | MT. PLEASANT AVENUE | ROGER DRIVE | 0.13 | 25 |
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| TOWN | STREET | FROM | ТО | DIST | SPD |
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| STRATFORD | DEWEY STREET | ORANGE STREET | GREEN STREET | 0.28 | 25 |
| STRATFORD | DIANE TERRACE | BROOKSIDE DRIVE | RT 110 (E. MAIN ST) | 0.27 | 25 |
| STRATFORD | DODGE AVENUE | ACCESS ROAD | WOODEND ROAD | 0.16 | 25 |
| STRATFORD | DORNE DRIVE | SHORT BEACH ROAD #1 | SHORT BEACH ROAD #2 | 0.32 | 25 |
| STRATFORD | DORUS STREET | BARNUM AVENUE | RT 1 (BOSTON AVE) | 0.10 | 25 |
| STRATFORD | DOUGLAS STREET | ORCHARD HILL DRIVE | HUNTINGTON ROAD | 0.24 | 25 |
| STRATFORD | DOVER STREET | BIRDSEYE STREET | SOUTH AVENUE | 0.24 | 25 |
| STRATFORD | DROME AVENUE | BIRDSEYE STREET | MT. CARMEL BOULEVARD | 0.16 | 25 |
| STRATFORD | EAST BROADWAY | RT 113 (MAIN ST) | RT 130 (FERRY BLVD) | 0.49 | 30 |
| STRATFORD | EAST LAUGHLIN ROAD | EAST PARKWAY DRIVE | RT 110 (E. MAIN ST) | 0.20 | 25 |
| STRATFORD | EAST STREET | HOLMES STREET | WELLS PLACE | 0.08 | 25 |
| STRATFORD | EATON STREET | STONY BROOK ROAD | REITTER STREET WEST | 0.14 | 25 |
| STRATFORD | EDGEWOOD STREET | MILFORD AVENUE | RT 1 (BARNUM AVE) | 0.28 | 25 |
| STRATFORD | EDISON STREET | BEACON STREET | RT 110 (E. MAIN ST) | 0.10 | 25 |
| STRATFORD | EDWIN STREET | FRANKLIN AVENUE | MARY AVENUE | 0.08 | 25 |
| STRATFORD | ELEANOR STREET | LINES PLACE | RT 130 (STRATFORD AVE) | 0.11 | 25 |
| STRATFORD | ELIZABETH TERRACE | WAKELEE AVENUE | ELMHURST AVENUE | 0.17 | 25 |
| STRATFORD | ELK TERRACE | GLENDALE ROAD | GLENRIDGE ROAD | 0.07 | 25 |
| STRATFORD | ELLIOT STREET | LONGBROOK AVENUE | HURD AVENUE | 0.20 | 25 |
| STRATFORD | ELM STREET | RT 113 (MAIN ST) | RT 130 (STRATFORD AVE) | 0.73 | 30 |
| STRATFORD | ELM STREET | RT 130 (STRATFORD AVE) | EAST BROADWAY | 0.43 | 25 |
| STRATFORD | ELM TERRACE (EB) | WOODEND ROAD | RT 113 (MAIN ST) | 0.11 | 25 |
| STRATFORD | ELMHURST AVENUE | RT 113 (MAIN ST) | ELIZABETH TERRACE | 0.11 | 25 |
| STRATFORD | EMERALD PLACE | BROADBRIDGE AVENUE | RIDGEFIELD ROAD | 0.18 | 25 |
| STRATFORD | EUCLID AVENUE | HUNTINGTON ROAD | BUNNYVIEW DRIVE | 0.36 | 25 |
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| TOWN | STREET | FROM | ТО | DIST | SPD |
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| STRATFORD | EUERLE STREET | VAN RENSSELAER AVENUE | BROADBRIDGE AVENUE | 0.13 | 25 |
| STRATFORD | EUREKA AVENUE | EUCLID AVENUE | TAVERN ROCK ROAD | 0.17 | 25 |
| STRATFORD | EVELYN STREET | SOUTH AVENUE | CORINTHIAN AVENUE | 0.15 | 25 |
| STRATFORD | EVERETT STREET | SEDGEWICK AVENUE | SOUTH AVENUE | 0.36 | 25 |
| STRATFORD | FAIRFAX DRIVE | NASSAU ROAD | HUNTINGTON ROAD | 0.18 | 25 |
| STRATFORD | FAIRLEA AVENUE | ROSEDALE TERRACE | FREEMAN AVENUE | 0.11 | 25 |
| STRATFORD | FAIRVIEW AVENUE | JAMES STREET | NORTH AVENUE | 0.21 | 25 |
| STRATFORD | FAR MILL DRIVE | COPPER KETTLE DRIVE | BRINSMAYD AVENUE | 0.18 | 25 |
| STRATFORD | FENELON PLACE | HUNTINGTON ROAD | RT 113 (MAIN ST) | 0.10 | 25 |
| STRATFORD | FERNDALE AVENUE | FREEMAN AVENUE | HUNTINGTON ROAD | 0.36 | 25 |
| STRATFORD | FERNWOOD DRIVE | BAYBERRY LANE | SYCAMORE CIRCLE | 0.17 | 25 |
| STRATFORD | FIFTH AVENUE | START OF TOWN MAINTENANCE | OCEAN AVENUE | 0.21 | 25 |
| STRATFORD | FIRST AVENUE | BEACH DRIVE | WEST HILLSIDE AVENUE | 0.05 | 25 |
| STRATFORD | FIRST AVENUE | OCEAN AVENUE | PAULINE STREET | 0.25 | 25 |
| STRATFORD | FIRST AVENUE (NB) | WEST HILLSIDE AVE | OCEAN AVENUE | 0.08 | 25 |
| STRATFORD | FLAGLER AVENUE | FLORA DRIVE | BEAR PAW ROAD | 0.23 | 25 |
| STRATFORD | FLORA DRIVE | FLAGLER AVENUE | ROBIN LANE | 0.17 | 25 |
| STRATFORD | FLORAL WAY | SHERWOOD PLACE | HOLMES STREET | 0.10 | 25 |
| STRATFORD | FLORENCE STREET | HUNTINGTON ROAD | WHIPPOORWILL LANE | 0.15 | 25 |
| STRATFORD | FOURTH AVENUE | OCEAN AVENUE | STRATFORD ROAD | 0.12 | 25 |
| STRATFORD | FOX HILL ROAD | FOX HILL PLACE | HUNTINGTON ROAD | 0.25 | 25 |
| STRATFORD | FRANKLIN AVENUE | RT 1 (BOSTON AVE) | YUKON STREET | 0.54 | 25 |
| STRATFORD | FREEMAN AVENUE | RT 113 (MAIN ST) | SALVIA STREET | 1.03 | 25 |
| STRATFORD | FROG POND LANE | PATTERSON AVENUE | RT 110 (E. MAIN ST) | 0.18 | 25 |
| STRATFORD | GARDEN STREET | GARDEN STREET EAST | FREEMAN AVENUE | 0.13 | 25 |
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| STRATFORDGARDEN STREET EASTGARDEN STREETRT 113 (MAIN ST)0.0725STRATFORDGARFIELD AVENUERT 113 (LORDSHIP BLVD)HONEYSPOT ROAD0.3230STRATFORDGARIBALDI AVENUEHONEYSPOT ROADLARKIN COURT0.4325STRATFORDGEM STREETSILVER LANEPEARL PLACE0.1725STRATFORDGLENAVON STREETRT 110 (MAIN ST)BRIDGEVIEW PLACE0.0725STRATFORDGLENDALE ROADELK TERRACEPATTERSON AVENUE0.2025STRATFORDGLENFIELD AVENUERT 108 (NICHOLS AVE)FREEMAN AVENUE0.2125 | 1 |
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| STRATFORDGARFIELD AVENUERT 113 (LORDSHIP BLVD)HONEYSPOT ROAD0.3230STRATFORDGARIBALDI AVENUEHONEYSPOT ROADLARKIN COURT0.4325STRATFORDGEM STREETSILVER LANEPEARL PLACE0.1725STRATFORDGLENAVON STREETRT 110 (MAIN ST)BRIDGEVIEW PLACE0.0725STRATFORDGLENDALE ROADELK TERRACEPATTERSON AVENUE0.2025STRATFORDGLENFIELD AVENUERT 108 (NICHOLS AVE)FREEMA AVENUE0.2125 | |
| STRATFORDGARIBALDI AVENUEHONEYSPOT ROADLARKIN COURT0.4325STRATFORDGEM STREETSILVER LANEPEARL PLACE0.1725STRATFORDGLENAVON STREETRT 110 (MAIN ST)BRIDGEVIEW PLACE0.0725STRATFORDGLENALE ROADELK TERRACEPATTERSON AVENUE0.2025STRATFORDGLENFIELD AVENUERT 108 (NICHOLS AVE)FREEMA AVENUE0.2125 | |
| STRATFORDGEM STREETSILVER LANEPEARL PLACE0.1725STRATFORDGLENAVON STREETRT 10 (MAIN ST)BRIDGEVIEW PLACE0.0725STRATFORDGLENDALE ROADELK TERRACEPATTERSON AVENUE0.2025STRATFORDGLENFIELD AVENUERT 108 (NICHOLS AVE)FREEMAN AVENUE0.2125 | |
| STRATFORDGLENAVON STREETRT 110 (MAIN ST)BRIDGEVIEW PLACE0.0725STRATFORDGLENDALE ROADELK TERRACEPATTERSON AVENUE0.2025STRATFORDGLENFIELD AVENUERT 108 (NICHOLS AVE)FREEMAN AVENUE0.2125 | |
| STRATFORDGLENDALE ROADELK TERRACEPATTERSON AVENUE0.2025STRATFORDGLENFIELD AVENUERT 108 (NICHOLS AVE)FREEMAN AVENUE0.2125 | |
| STRATFORDGLENFIELD AVENUERT 108 (NICHOLS AVE)FREEMAN AVENUE0.2125 | |
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| STRATFORD GLENN DRIVE TEAKWOOD DRIVE LAWLOR TERRACE 0.34 25 | |
| STRATFORDGLENWOOD AVENUERT 113 (MAIN ST)REED STREET0.1525 | |
| STRATFORD GOLDBACH DRIVE PLANE TREE ROAD HUNTINGTON ROAD 0.34 25 | |
| STRATFORD GRAHAM STREET WEST AVENUE SOUNDVIEW AVENUE 0.38 25 | |
| STRATFORD GREEN VALLEY ROAD CANNON DRIVE RT 108 (NICHOLS AVE) 0.22 25 | |
| STRATFORD GREENFIELD AVENUE #1 RT 108 (NICHOLS AVE) (N JCT) FREEMAN AVENUE 0.21 25 | |
| STRATFORD GREENFIELD AVENUE #2 BROADBRIDGE AVENUE RT 108 (NICHOLS AVE) (S JCT) 0.36 25 | |
| STRATFORD GREGORY CIRCLE BIRCH DRIVE WOODEND ROAD 0.16 20 | |
| STRATFORD GROVE STREET RT 113 (PROSPECT DR) HEMLOCK STREET 0.16 25 | |
| STRATFORD HALL ROAD BITTERSWEET LANE BROOKSIDE DRIVE 0.09 25 | |
| STRATFORDHAMILTON AVENUESOUTH AVENUERT 130 (STRATFORD AVE)0.2725 | |
| STRATFORD HARDING AVENUE HONEYSPOT ROAD LARKIN COURT 0.44 25 | |
| STRATFORD HARTLAND STREET RT 113 (STRATFORD RD) SHORT BEACH ROAD 0.09 25 | |
| STRATFORD HARVARD AVENUE RT 113 (MAIN ST) REED STREET 0.13 25 | |
| STRATFORD HATHAWAY DRIVE GARFIELD AVENUE WOODEND ROAD 0.36 30 | |
| STRATFORD HAWKINS STREET PECK STREET WARD STREET 0.09 25 | |
| STRATFORD HAWLEY LANE HUNTINGTON ROAD ITS ENTIRETY 0.97 25 | |
| STRATFORD HAWLEY LANE (NB) RT 108 (NICHOLS AVE) .52 MI. N/O RT 108 (NICHOLS AVE) 0.52 25 | |

| TOWN | STREET | FROM | ТО | DIST | SPD | |
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| STRATFORD | HAZELWOOD TERRACE | FERNWOOD DRIVE | SYCAMORE CIRCLE | 0.11 | 25 | |
| STRATFORD | HEMLOCK STREET | RT 113 (PROSPECT DR) | GROVE STREET | 0.11 | 25 | |
| STRATFORD | HENRY AVENUE | CANAAN ROAD | STONY BROOK ROAD | 0.42 | 25 | |
| STRATFORD | HENRY AVENUE EXT | STONY BROOK ROAD | AUBURN STREET | 0.18 | 25 | |
| STRATFORD | HIGH PARK AVENUE | GRAHAM STREET | RT 1 (BARNUM AVE) | 0.24 | 25 | |
| STRATFORD | HIGHLAND AVENUE | HUNTINGTON ROAD | RT 113 (MAIN ST) | 0.54 | 25 | |
| STRATFORD | HIGHLAND TERRACE | HIGHLAND AVENUE | BARROWS STREET | 0.10 | 25 | |
| STRATFORD | HILLSIDE AVENUE | RT 108 (NICHOLS AVE) | RT 113 (MAIN ST) | 0.36 | 25 | |
| STRATFORD | HILLTOP DRIVE | ANSON STREET | WIGWAM LANE | 0.43 | 25 | |
| STRATFORD | HINMAN STREET | BRINSMAYD AVENUE | COE AVENUE | 0.25 | 25 | |
| STRATFORD | HOLLISTER STREET | WEST AVENUE | KNOWLTON STREET | 0.58 | 25 | |
| STRATFORD | HOLLYWOOD AVENUE | FREEMAN AVENUE | HUNTINGTON ROAD | 0.34 | 25 | |
| STRATFORD | HOLMES STREET | SOUTH AVENUE | SHERWOOD PLACE | 0.19 | 25 | |
| STRATFORD | HOMESTEAD AVENUE | RT 130 (FERRY BLVD) | HOUSATONIC AVENUE | 0.13 | 25 | |
| STRATFORD | HONEYSPOT ROAD | RT 113 (LORDSHIP BLVD) | RT 130 (STRATFORD AVE) | 1.15 | 30 | |
| STRATFORD | HONEYSPOT ROAD EXT | .25 MI. S/O RT 113 (LORDSHIP BLVD) | RT 113 (LORDSHIP BLVD) | 0.25 | 25 | |
| STRATFORD | HOUSATONIC AVENUE | BROAD STREET | MINOR AVENUE | 0.51 | 25 | |
| STRATFORD | HULL COURT | MCNAIR STREET | SUCCESS AVENUE | 0.06 | 20 | |
| STRATFORD | HUNTINGTON ROAD | REEDS LANE | TRUMBULL TOWN LINE (S JCT) | 1.73 | 30 | |
| STRATFORD | HUNTINGTON ROAD | RT 113 (MAIN ST) | REEDS LANE | 0.44 | 25 | |
| STRATFORD | HUNTINGTON ROAD | TRUMBULL TOWN LINE (N JCT) | SHELTON TOWN LINE | 0.37 | 30 | |
| STRATFORD | HUNTINGTON ROAD (NB) | TRUMBULL TOWN LINE (S JCT) | TRUMBULL TOWN LINE (N JCT) | 0.98 | 30 | |
| STRATFORD | HURD AVENUE | RT 113 (MAIN ST) | CLINTON STREET | 0.42 | 25 | |
| STRATFORD | IVY STREET (SB) | RT 113 (PROSPECT DR) | MAPLE STREET | 0.09 | 25 | |
| STRATFORD | JACKSON AVENUE | BRUCE AVENUE | END OF TOWN MAINTENANCE | 0.51 | 25 | |
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| TOWN | STREET | FROM | ТО | DIST | SPD |
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| STRATFORD | JACKSON AVENUE | BRUCE AVENUE | SOUNDVIEW AVENUE | 0.38 | 25 |
| STRATFORD | JAMES FARM ROAD | CHAPEL STREET | PETERS LANE | 0.42 | 25 |
| STRATFORD | JAMES FARM ROAD | PETERS LANE | SHELTON TOWN LINE | 1.62 | 30 |
| STRATFORD | JAMES STREET #1 | KING STREET | FAIRVIEW AVENUE | 0.05 | 25 |
| STRATFORD | JEFFERSON STREET | OCEAN AVENUE | PAULINE STREET | 0.17 | 25 |
| STRATFORD | JEFFERSON STREET (NB) | WEST HILLSIDE AVENUE | OCEAN AVENUE | 0.09 | 25 |
| STRATFORD | JOHNSON AVENUE | BOOTH STREET | RT 108 (NICHOLS AVE) | 0.33 | 25 |
| STRATFORD | JOHNSON COURT | CORINTHIAN AVENUE | HAMILTON AVENUE | 0.09 | 25 |
| STRATFORD | JOHNSON LANE | CONNORS LANE | RED FOX ROAD | 0.36 | 25 |
| STRATFORD | JUDSON PLACE | RT 113 (MAIN ST) | WHITE STREET | 0.28 | 25 |
| STRATFORD | JUSTICE PLACE | MCPADDEN DRIVE (S JCT) | MCPADDEN DRIVE (N JCT) | 0.17 | 25 |
| STRATFORD | KAREN AVENUE | QUAIL STREET | TUCCI DRIVE | 0.10 | 25 |
| STRATFORD | KENWOOD AVENUE | ANDREW STREET #2 | RT 108 (NICHOLS AVE) | 0.20 | 25 |
| STRATFORD | KENYON STREET | BROADBRIDGE AVENUE | RT 108 (NICHOLS AVE) | 0.50 | 25 |
| STRATFORD | KETCHAM ROAD | PHILO STREET | WOODEND ROAD | 0.13 | 25 |
| STRATFORD | KING STREET #1 | JAMES STREET | NORTH AVENUE | 0.20 | 25 |
| STRATFORD | KING STREET #1 (NB) | RT 1 (BARNUM AVE) | JAMES STREET | 0.20 | 25 |
| STRATFORD | KING STREET #2 | BROADBRIDGE AVENUE | RT 1 (BARNUM AVE) | 0.33 | 25 |
| STRATFORD | KING STREET #2 | LINDEN AVENUE | BROADBRIDGE AVENUE | 0.06 | 25 |
| STRATFORD | KINGS COLLEGE PLACE | YALE STREET | RT 113 (MAIN ST) | 0.12 | 25 |
| STRATFORD | KLONDIKE STREET | MCQUILLAN STREET | YUKON STREET | 0.14 | 25 |
| STRATFORD | KNOWLTON STREET | HOLLISTER STREET | WEST BROOK STREET | 0.48 | 25 |
| STRATFORD | LAMBERT DRIVE | BAYBERRY LANE | KAREN AVENUE | 0.21 | 25 |
| STRATFORD | LANTERN ROAD | PRAYER SPRING ROAD | WARNER HILL ROAD | 0.28 | 25 |
| STRATFORD | LARKIN COURT | COLUMBUS AVENUE (W JCT) | COLUMBUS AVENUE (E JCT) | 0.35 | 25 |
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| TOWN | STREET | FROM | FROM TO DIST | | SPD | |
|-----------|----------------------|------------------------------------|---------------------------|------|-----|--|
| STRATFORD | LAUREL STREET | PARK BOULEVARD | CURTIS AVENUE | 0.33 | 25 | |
| STRATFORD | LAWLOR TERRACE | GARNET PLACE | RT 108 (NICHOLS AVE) | 0.35 | 25 | |
| STRATFORD | LEEWARD DRIVE | WOODEND ROAD | ELM TERRACE | 0.12 | 20 | |
| STRATFORD | LEGION AVENUE | NICHOLS TERRACE | GREENFIELD AVENUE | 0.23 | 25 | |
| STRATFORD | LIGHT STREET #1 | RT 1 (BOSTON AVE) | CANAAN ROAD | 0.28 | 25 | |
| STRATFORD | LIGHT STREET #1 | RT 1 (BOSTON AVE) | END OF TOWN MAINTENANCE | 0.60 | 25 | |
| STRATFORD | LIGHTHOUSE AVENUE | PROSPECT DRIVE | SHORT BEACH ROAD | 0.28 | 25 | |
| STRATFORD | LILIBETH DRIVE | BUNNYVIEW DRIVE | SPEER DRIVE | 0.12 | 25 | |
| STRATFORD | LINCOLN STREET | RT 108 (NICHOLS AVE) | FREEMAN AVENUE | 0.23 | 25 | |
| STRATFORD | LINDEN AVENUE | WEST BROAD STREET | CHURCH STREET | 0.16 | 25 | |
| STRATFORD | LINDEN AVENUE (SB) | RT 113 (MAIN ST) | CHURCH STREET | 0.12 | 25 | |
| STRATFORD | LINES PLACE | ELEANOR STREET | RT 130 (STRATFORD AVE) | 0.16 | 25 | |
| STRATFORD | LINTON STREET | CUTSPRING ROAD | CHESHIRE STREET | 0.10 | 25 | |
| STRATFORD | LOCKWOOD AVENUE | STRATFORD AVENUE | RT 130 (FERRY BLVD) | 0.11 | 25 | |
| STRATFORD | LOMBARD ROAD | HUNTINGTON ROAD | FLAGLER AVENUE | 0.11 | 25 | |
| STRATFORD | LONDON TERRACE | BROADBRIDGE AVENUE | RT 108 (NICHOLS AVE) | 0.28 | 25 | |
| STRATFORD | LONG BEACH BOULEVARD | .42 MI. S/O RT 113 (LORDSHIP BLVD) | RT 113 (LORDSHIP BLVD) | 0.42 | 25 | |
| STRATFORD | LONG BEACH REC. AREA | | RECREATIONAL AREA | | 15 | |
| STRATFORD | LONGBROOK AVENUE | RT 113 (MAIN ST) | RT 1 (BARNUM AVE) | 0.47 | 25 | |
| STRATFORD | LORDSHIP ROAD | PARK BOULEVARD | RT 113 (PROSPECT DR) | 0.39 | 25 | |
| STRATFORD | LOS ANGELES AVENUE | ROGER DRIVE | HUNTINGTON ROAD | 0.15 | 25 | |
| STRATFORD | MAIN STREET-PUTNEY | RT 110 (RIVER RD) (S JCT) | RT 110 (RIVER RD) (N JCT) | 1.33 | 30 | |
| STRATFORD | MAPLE STREET | PARK BOULEVARD | RT 113 (PROSPECT DR) | 0.21 | 25 | |
| STRATFORD | MAPLEDALE AVENUE | SPRINGVIEW AVENUE | PASADENA AVENUE | 0.11 | 25 | |
| STRATFORD | MARCHANT ROAD | RT 110 (E. MAIN ST) | BRIDGEVIEW PLACE | 0.11 | 25 | |
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| TOWN | STREET | FROM | ТО | DIST | SPD | _ |
|-----------|-------------------|-------------------------|-------------------------|------|-----|---|
| STRATFORD | MARCROFT STREET | CHEVVY STREET | RT 108 (NICHOLS AVE) | 0.20 | 25 | |
| STRATFORD | MARGHERITA LAWN | PARK BOULEVARD | RT 113 (PROSPECT DR) | 0.27 | 25 | |
| STRATFORD | MARINA DRIVE | BROADBRIDGE AVENUE | RT 108 (NICHOLS AVE) | 0.45 | 25 | |
| STRATFORD | MARY AVENUE | CANAAN ROAD (E JCT) | MCQUILLAN STREET | 0.12 | 25 | |
| STRATFORD | MARY AVENUE | RT 1 (BARNUM AVE) | CANAAN ROAD (W JCT) | 0.29 | 25 | |
| STRATFORD | MASARIK AVENUE | HONEYSPOT ROAD | END OF TOWN MAINTENANCE | 0.39 | 25 | |
| STRATFORD | MASARIK AVENUE | HONEYSPOT ROAD | WELLINGTON STREET | 0.26 | 25 | |
| STRATFORD | MATTHEW DRIVE | HILLSIDE TERRACE | MILL RIVER DRIVE | 0.20 | 25 | |
| STRATFORD | MAUREEN STREET | RT 113 (STRATFORD RD) | SHORT BEACH ROAD | 0.15 | 25 | |
| STRATFORD | MCGRATH COURT | COLUMBUS AVENUE | WOOSTER AVENUE (E JCT) | 0.31 | 25 | |
| STRATFORD | MCKINLEY AVENUE | HONEYSPOT ROAD | END OF TOWN MAINTENANCE | 0.43 | 25 | |
| STRATFORD | MCKINLEY AVENUE | HONEYSPOT ROAD | PAPP COURT | 0.40 | 25 | |
| STRATFORD | MCNAIR STREET | SINGER COURT | HULL COURT | 0.12 | 20 | |
| STRATFORD | MCNEIL TERRACE | NICHOLS TERRACE | FREEMAN AVENUE | 0.13 | 25 | |
| STRATFORD | MCPADDEN DRIVE | WOODEND ROAD | RT 113 (MAIN ST) | 0.31 | 25 | |
| STRATFORD | MCQUILLAN STREET | MARY AVENUE | BROADBRIDGE AVENUE | 0.15 | 25 | |
| STRATFORD | MEAD STREET | SURF AVENUE | MOFFITT STREET | 0.13 | 25 | |
| STRATFORD | MEADOWBROOK ROAD | BROOKBEND DRIVE (S JCT) | RT 108 (NICHOLS AVE) | 0.38 | 25 | |
| STRATFORD | MEADOWMERE ROAD | MAIN STREET (S JCT) | MAIN STREET (N JCT) | 0.28 | 25 | |
| STRATFORD | MEADOWVIEW AVENUE | ACCESS ROAD | WOODEND ROAD | 0.22 | 25 | |
| STRATFORD | MERCER STREET | ROSEDALE TERRACE | FREEMAN AVENUE | 0.11 | 25 | |
| STRATFORD | MIDDLEBROOK ROAD | ZENITH DRIVE | HUNTINGTON ROAD | 0.21 | 25 | |
| STRATFORD | MILFORD AVENUE | SOUNDVIEW AVENUE | ROCKWELL AVENUE | 0.27 | 25 | |
| STRATFORD | MILL RIVER DRIVE | RT 110 (E. MAIN ST) | RT 113 (MAIN ST) | 0.13 | 25 | |
| STRATFORD | MINOR AVENUE | RT 130 (FERRY BLVD) | HOUSATONIC AVENUE | 0.13 | 25 | |
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| TOWN | STREET | FROM | ТО | DIST | SPD |
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| STRATFORD | MOFFITT STREET | SURF AVENUE | HONEYSPOT ROAD | 0.24 | 25 |
| STRATFORD | MOHAWK STREET | BURRITT AVENUE | KNOWLTON STREET | 0.11 | 25 |
| STRATFORD | MONROE STREET | FREEMAN AVENUE | SHEPPARD STREET | 0.15 | 25 |
| STRATFORD | MONTERO DRIVE | RT 110 (E. MAIN ST) | BRIDGEVIEW PLACE | 0.10 | 25 |
| STRATFORD | MONUMENT PLACE | .05 MI. S/O BROAD STREET | BROAD STREET | 0.05 | 25 |
| STRATFORD | MOREHOUSE AVENUE | SALVIA STREET | STOCK STREET | 0.23 | 25 |
| STRATFORD | MORNINGSIDE DRIVE | MORNINGSIDE TERRACE | CUTSPRING ROAD | 0.10 | 25 |
| STRATFORD | MORNINGSIDE TERRACE | WHIPPOORWILL LANE | CUTSPRING ROAD | 0.25 | 25 |
| STRATFORD | MOUNT CARMEL BLVD (NB) | HONEYSPOT ROAD | SOUTH AVENUE | 0.21 | 30 |
| STRATFORD | MT. PLEASANT AVENUE | FREEMAN AVENUE | HUNTINGTON ROAD | 0.39 | 25 |
| STRATFORD | NEMERGUT DRIVE | WIGWAM LANE | CUTSPRING ROAD | 0.28 | 25 |
| STRATFORD | NICHOLS TERRACE | RT 108 (NICHOLS AVE) | END OF TOWN MAINTENANCE | 0.29 | 25 |
| STRATFORD | NICHOLS TERRACE | RT 108 (NICHOLS AVE) | MCNEIL TERRACE | 0.20 | 25 |
| STRATFORD | NOBLE STREET | RT 1 (BARNUM AVE) | EUERLE STREET | 0.12 | 25 |
| STRATFORD | NORMAN CIRCLE | RT 110 (E. MAIN ST) | ITS ENTIRETY | 0.20 | 25 |
| STRATFORD | NORTH AVENUE | BROADBRIDGE AVENUE | RT 113 (MAIN ST) | 0.82 | 25 |
| STRATFORD | NORTH PETERS LANE | KATHLEEN DRIVE | SHELTON TOWN LINE | 0.48 | 25 |
| STRATFORD | NORTH TRAIL (PVT) | ORONOQUE LANE | .58 MI. N/O ORONOQUE LANE | 0.58 | 25 |
| STRATFORD | OAK BLUFF AVENUE | .36 MI. S/O RT 113 (LORDSHIP BLVD) | RT 113 (LORDSHIP BLVD) | 0.36 | 25 |
| STRATFORD | OAK RIDGE ROAD | SUN RIDGE LANE | PUMPKIN GROUND ROAD | 0.32 | 25 |
| STRATFORD | OAKLAND STREET | OAKLAND PLACE | WEST BROAD STREET | 0.22 | 25 |
| STRATFORD | OCEAN AVENUE | OAK BLUFF AVENUE | IVY STREET | 0.62 | 25 |
| STRATFORD | OCEAN AVENUE | ROUTE 113 (W JCT) | ROUTE 113 (E JCT) | 0.62 | 25 |
| STRATFORD | OCEANVIEW TERRACE | GLENN DRIVE | SECOND HILL LANE | 0.43 | 25 |
| STRATFORD | OKENUCK TRAIL | PEQUONNOCK CIRCLE | WIGWAM LANE | 0.20 | 25 |
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| TOWN | STREET | FROM | ТО | DIST | SPD |
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| STRATFORD | OLD COACH LANE | CUL-DE-SAC | MAIN STREET-PUTNEY | 0.22 | 25 |
| STRATFORD | OLD SOUTH AVENUE | ACCESS ROAD | WOODEND ROAD | 0.17 | 25 |
| STRATFORD | OLD SPRING ROAD | SALVIA STREET | CONNORS LANE | 0.19 | 25 |
| STRATFORD | ORANGE STREET | MASARIK AVENUE | SEDGEWICK AVENUE | 0.32 | 25 |
| STRATFORD | ORCHARD HILL DRIVE | CONNORS LANE | HUNTINGTON ROAD | 0.29 | 25 |
| STRATFORD | ORONOQUE LANE | JAMES FARM ROAD | RT 110 (MAIN ST) | 1.04 | 30 |
| STRATFORD | OVERLAND DRIVE | HUNTINGTON ROAD | END OF TOWN MAINTENANCE | 0.38 | 25 |
| STRATFORD | OVERLAND DRIVE | SHERBROOK ROAD | HUNTINGTON ROAD | 0.41 | 25 |
| STRATFORD | PARK BOULEVARD | LORDSHIP ROAD | COVE PLACE | 0.55 | 25 |
| STRATFORD | PARK STREET | FREEMAN AVENUE | HUNTINGTON ROAD | 0.33 | 25 |
| STRATFORD | PARKWAY DRIVE | FENELON PLACE | REEDS LANE | 0.41 | 25 |
| STRATFORD | PASADENA AVENUE | MT. PLEASANT AVENUE | LOS ANGELES AVENUE | 0.19 | 25 |
| STRATFORD | PATRICIA DRIVE | NORTH PETERS LANE | CUL-DE-SAC | 0.17 | 25 |
| STRATFORD | PATTERSON AVENUE | LONGBROOK AVENUE | RT 110 (E. MAIN ST) | 0.62 | 25 |
| STRATFORD | PAULINE STREET | OCEAN AVENUE | RT 113 (OAK BLUFF/PROSPECT) | 0.34 | 25 |
| STRATFORD | PEACE ACRE LANE | ORONOQUE LANE | PILGRIM LANE | 0.26 | 25 |
| STRATFORD | PEACE STREET | BRUCE AVENUE | HIGH PARK AVENUE | 0.28 | 25 |
| STRATFORD | PECK STREET | RT 110 (E. MAIN ST) | HAWKINS STREET | 0.12 | 25 |
| STRATFORD | PETERS LANE | .66 MI. N/O JAMES FARM RD | .97 MI. N/O JAMES FARM RD | 0.31 | 15 |
| STRATFORD | PETERS LANE | JAMES FARM ROAD | .66 MI. N/O JAMES FARMS RD | 0.66 | 25 |
| STRATFORD | PILGRIM LANE | PRAYER SPRING ROAD | WARNER HILL ROAD | 0.47 | 25 |
| STRATFORD | PINEHURST ROAD | WESTCHESTER DRIVE | BRIARFIELD DRIVE | 0.07 | 25 |
| STRATFORD | PLYMOUTH STREET | TERRILL ROAD | WILCOXSON AVENUE | 0.28 | 25 |
| STRATFORD | POND STREET | WEBER STREET | CLOVER STREET | 0.10 | 25 |
| STRATFORD | POOTATUCK PATH | OKENUCK TRAIL | ROBIN LANE | 0.10 | 25 |
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| TOWN | STREET | FROM | ТО | DIST | SPD |
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| STRATFORD | PORTER STREET | BROADBRIDGE AVENUE | ALBERT AVENUE | 0.18 | 25 |
| STRATFORD | POST OAK ROAD | PLANE TREE ROAD | HUNTINGTON ROAD | 0.33 | 25 |
| STRATFORD | PRAYER SPRING ROAD | ORONOQUE LANE | WARNER HILL ROAD | 0.54 | 25 |
| STRATFORD | PRISCILLA LANE | LARKIN COURT (W JCT) | LARKIN COURT (E JCT) | 0.12 | 25 |
| STRATFORD | PROSPECT DRIVE | RIVERDALE DRIVE | END OF TOWN MAINTENANCE | 0.24 | 25 |
| STRATFORD | PROSPECT DRIVE | RT 113 (STRATFORD RD) | RIVERDALE DRIVE | 0.60 | 30 |
| STRATFORD | PUMPKIN GROUND ROAD | .17 MI. W/O CUTSPRING ROAD | CUTSPRING ROAD | 0.17 | 25 |
| STRATFORD | QUAIL STREET | RT 108 (NICHOLS AVE) | FREEMAN AVENUE | 0.32 | 25 |
| STRATFORD | RAVEN TERRACE | REED STREET | RT 113 (MAIN ST) | 0.31 | 25 |
| STRATFORD | REED STREET | GLENWOOD AVENUE | RT 110 (E. MAIN ST) | 0.41 | 25 |
| STRATFORD | REEDS LANE | HUNTINGTON ROAD | HIGHLAND AVENUE | 0.33 | 25 |
| STRATFORD | REITTER STREET | BROADBRIDGE AVENUE | RT 108 (NICHOLS AVE) | 0.32 | 25 |
| STRATFORD | REITTER STREET WEST | HENRY AVENUE EXT. | BROADBRIDGE AVENUE | 0.19 | 25 |
| STRATFORD | REUT DRIVE | ZENITH DRIVE | HUNTINGTON ROAD | 0.19 | 25 |
| STRATFORD | RIDGE ROAD | PARKWAY DRIVE (S JCT) | PARKWAY DRIVE (N JCT) | 0.25 | 25 |
| STRATFORD | RIVERDALE DRIVE | LIGHTHOUSE AVENUE | PROSPECT DRIVE | 0.45 | 25 |
| STRATFORD | ROBIN LANE | CHICKADEE LANE | WIGWAM LANE | 0.33 | 25 |
| STRATFORD | ROCKLAND AVENUE | FREEMAN AVENUE | HUNTINGTON ROAD | 0.32 | 25 |
| STRATFORD | ROCKWELL AVENUE | KNOWLTON STREET | MELLVILLE STREET | 0.33 | 25 |
| STRATFORD | ROCKWELL AVENUE (SB) | RT 1 (BARNUM AVE) | MELLVILLE STREET | 0.08 | 25 |
| STRATFORD | ROGER DRIVE | BURBANK DRIVE | LOS ANGELES AVENUE | 0.16 | 25 |
| STRATFORD | ROSEDALE TERRACE | MERCER STREET | GREENFIELD AVENUE | 0.10 | 25 |
| STRATFORD | RUSSELL ROAD | SECOND HILL LANE | OCEANVIEW TERRACE | 0.22 | 25 |
| STRATFORD | RYEGATE TERRACE | CURTIS AVENUE (W JCT) | RIVERDALE DRIVE | 0.34 | 25 |
| STRATFORD | SALEM ROAD | BETH DRIVE | HAWLEY LANE | 0.18 | 25 |
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| TOWN | STREET | FROM | ТО | DIST | |
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| STRATFORD | SALVIA STREET | FREEMAN AVENUE | SULTAN STREET | 0.18 | 25 |
| STRATFORD | SAN GABRIEL AVENUE | MAPLEDALE AVENUE | FERNDALE AVENUE | 0.14 | 25 |
| STRATFORD | SANDS PLACE | SOUTH AVENUE (W JCT) | SOUTH AVENUE (E JCT) | 0.17 | 25 |
| STRATFORD | SANFORD PLACE | HUNTINGTON ROAD | DELAWARE DRIVE | 0.19 | 25 |
| STRATFORD | SEABREEZE DRIVE | DENISE DRIVE | DOGWWOD DRIVE | 0.26 | 25 |
| STRATFORD | SECOND AVENUE | OCEAN AVENUE | RT 113 (OAK BLUFF AVE) | 0.34 | 25 |
| STRATFORD | SECOND HILL LANE | BROADBRIDGE AVENUE | RT 108 (NICHOLS AVE) | 0.59 | 25 |
| STRATFORD | SEDGEWICK AVENUE | HONEYSPOT ROAD | WOODEND ROAD | 0.71 | 25 |
| STRATFORD | SEKELSKY DRIVE | EUCLID AVENUE | CEDARKNOLL DRIVE | 0.18 | 25 |
| STRATFORD | SEYMOUR STREET | GRANT STREET | SOUNDVIEW AVENUE | 0.27 | 25 |
| STRATFORD | SEYMOUR STREET (EB) | BRUCE AVENUE | GRANT STREET | 0.12 | 25 |
| STRATFORD | SHANLEY STREET | WOODEND ROAD | BIRDSEYE STREET | 0.16 | 25 |
| STRATFORD | SHEA TERRACE | HILLTOP DRIVE | CUTSPRING ROAD | 0.19 | 25 |
| STRATFORD | SHEPPARD STREET | PARK STREET | LOBDELL DRIVE | 0.21 | 25 |
| STRATFORD | SHERWOOD PLACE | SOUTH AVENUE | RT 130 (STRATFORD AVE) | 0.38 | 25 |
| STRATFORD | SHORE ROAD | ELM STREET | STRATFORD AVENUE | 0.36 | 20 |
| STRATFORD | SHORT BEACH PRKNG AREA | PARKING AREA | PARKING AREA | | 15 |
| STRATFORD | SHORT BEACH ROAD | .13 MI. S/O LIGHTHOUSE AVE | RT 113 (STRATFORD RD) | 0.64 | 25 |
| STRATFORD | SHORT BEACH ROAD | LIGHTHOUSE AVENUE | RT 113 (STRATFORD RD) | 0.54 | 25 |
| STRATFORD | SILVER LANE | BROADBRIDGE AVENUE | ITS ENTIRETY | 0.87 | 25 |
| STRATFORD | SILVER LANE | BROADBRIDGE AVENUE | RT 108 (NICHOLS AVE) | 0.91 | 25 |
| STRATFORD | SINGER COURT | SUCCESS AVENUE | MCNAIR STREET | 0.08 | 20 |
| STRATFORD | SNIFFEN LANE | RT 113 (MAIN ST) | .50 MI. E/O RT 113 (MAIN ST) | 0.50 | 25 |
| STRATFORD | SORGHUM TERRACE | CANNON DRIVE | SILVER LANE | 0.12 | 25 |
| STRATFORD | SOUNDVIEW AVENUE | SEYMOUR STREET | RT 1 (BARNUM AVE) | 0.53 | 25 |
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| TOWN | STREET | FROM TO | | DIST | SPD |
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| STRATFORD | SOUTH AVENUE | RT 113 (MAIN ST) | SHORE ROAD | 0.22 | 25 |
| STRATFORD | SOUTH AVENUE | RT 130 (STRATFORD AVE) | RT 113 (MAIN ST) | 0.69 | 30 |
| STRATFORD | SOUTH TRAIL (PVT) | AGAWAM DRIVE (PVT) | ORONOQUE LANE | 0.88 | 25 |
| STRATFORD | SPADA BOULEVARD (SB) | SOUTH AVENUE | HONEYSPOT ROAD | 0.14 | 25 |
| STRATFORD | SPERRY AVENUE | ACCESS ROAD | WOODEND ROAD | 0.16 | 25 |
| STRATFORD | SPRINGVIEW AVENUE | MT. PLEASANT AVENUE | MAPLEDALE AVENUE | 0.11 | 25 |
| STRATFORD | SPRUCE STREET | PARK BOULEVARD | ASH STREET | 0.38 | 25 |
| STRATFORD | STAGG STREET | SURF AVENUE | HONEYSPOT ROAD | 0.28 | 25 |
| STRATFORD | STOCK STREET | MOREHOUSE AVENUE | SULTAN STREET | 0.10 | 25 |
| STRATFORD | STONY BROOK ROAD | KASPER DRIVE | BROADBRIDGE AVENUE | 0.53 | 25 |
| STRATFORD | STRATFORD AVENUE | ELM STREET | SHORE ROAD | 0.26 | 20 |
| STRATFORD | STRATFORD ROAD | RT 113 (OAK BLUFF AVE) (W JCT) | RT 113 (PROSPECT DR) (E JCT) | 0.75 | 30 |
| STRATFORD | STRECKFUS DRIVE | REDBIRD DRIVE | BROADBRIDGE AVENUE | 0.09 | 25 |
| STRATFORD | SUCCESS AVENUE | BRIDGEPORT TOWN LINE | BROADBRIDGE AVENUE | 0.75 | 25 |
| STRATFORD | SULTAN STREET | SALVIA STREET | STOCK STREET | 0.18 | 25 |
| STRATFORD | SUMMER STREET | BROADBRIDGE AVENUE | JOHNSON AVENUE | 0.26 | 25 |
| STRATFORD | SUNFLOWER AVENUE | SALVIA STREET | STOCK STREET | 0.20 | 25 |
| STRATFORD | SUNNYBANK AVENUE | FREEMAN AVENUE | HUNTINGTON ROAD | 0.32 | 25 |
| STRATFORD | SUNRISE TERRACE | RT 108 (NICHOLS AVE) | .11 MI. E/O RT 108 (NICHOLS AVE) | 0.11 | 25 |
| STRATFORD | SURF AVENUE | RT 113 (LORDSHIP BLVD) | RT 130 (STRATFORD AVE) | 0.93 | 25 |
| STRATFORD | SWANSON AVENUE | CANAAN ROAD | STONY BROOK ROAD | 0.43 | 25 |
| STRATFORD | SYCAMORE CIRCLE | CONNORS LANE | BAYBERRY LANE | 0.11 | 25 |
| STRATFORD | TAVERN ROCK ROAD | HUNTINGTON ROAD | CUTSPRING ROAD | 0.50 | 25 |
| STRATFORD | TERRILL ROAD | PLYMOUTH STREET | INWOOD ROAD | 0.18 | 25 |
| STRATFORD | THIRD AVENUE | START OF TOWN MAINTENANCE | CROWN STREET | 0.41 | 25 |
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| TOWN | STREET | FROM TO DIS | | DIST | SPD |
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| STRATFORD | THOMPSON STREET | SEYMOUR STREET | BARNUM AVENUE | 0.49 | 25 |
| STRATFORD | THORNBERG STREET | HILLTOP DRIVE | CUTSPRING ROAD | 0.18 | 25 |
| STRATFORD | TOPAZ PLACE | BROADBRIDGE AVENUE | NORTH ACRE PLACE | 0.16 | 25 |
| STRATFORD | TUCCI DRIVE | LEIGHTON DRIVE | KAREN AVENUE | 0.11 | 25 |
| STRATFORD | TWIN OAKS TERRACE | OAK RIDGE ROAD | PUMPKIN GROUND ROAD | 0.25 | 25 |
| STRATFORD | ULRICH ROAD | LOBDELL DRIVE | HUNTINGTON ROAD | 0.15 | 25 |
| STRATFORD | VAL DRIVE | CANNON DRIVE | RT 108 (NICHOLS AVE) | 0.22 | 25 |
| STRATFORD | VAN RENSSELAER AVENUE | RT 1 (BARNUM AVE) | EUERLE STREET | 0.14 | 25 |
| STRATFORD | VAN STREET | RT 108 (NICHOLS AVE) | .12 MI. E/O RT 108 (NICHOLS AVE) | 0.12 | 25 |
| STRATFORD | VERMONT AVENUE | PROSPECT DRIVE | CURTIS AVENUE | 0.15 | 25 |
| STRATFORD | VICTORIA LAWN | PARK BOULEVARD | RT 113 (PROSPECT DR) | 0.33 | 25 |
| STRATFORD | VICTORY STREET | BRUCE AVENUE | THOMPSON STREET | 0.17 | 25 |
| STRATFORD | WAKELEE AVENUE | RT 113 (MAIN ST) | RT 110 (E. MAIN ST) | 0.48 | 25 |
| STRATFORD | WARNER HILL ROAD | PILGRIM LANE | SHELTON TOWN LINE | 0.74 | 30 |
| STRATFORD | WARNER HILL ROAD | RT 110 (MAIN ST) | PILGRIM LANE | 0.44 | 25 |
| STRATFORD | WASHINGTON PARKWAY | BEACH DRIVE | RT 113 (OAK BLUFF AVE) | 0.54 | 25 |
| STRATFORD | WEBER AVENUE | POND STREET | CANAAN ROAD | 0.14 | 25 |
| STRATFORD | WELLINGTON STREET | BENTON STREET | ROOSEVELT AVENUE | 0.27 | 25 |
| STRATFORD | WELLS PLACE | SHERWOOD PLACE | ELM STREET | 0.34 | 25 |
| STRATFORD | WEST AVENUE | HOLLISTER STREET | BARNUM AVENUE | 0.28 | 25 |
| STRATFORD | WEST BROAD ST (RSEC.) | RT 113 (MAIN ST) | RT 1 (BARNUM AVE) | 0.76 | 25 |
| STRATFORD | WEST BROAD STREET | CALIFORNIA STREET | RT 113 (MAIN ST) | 0.34 | 25 |
| STRATFORD | WEST BROAD STREET | RT 1 (BARNUM AVE) | CALIFORNIA STREET | 0.43 | 30 |
| STRATFORD | WEST HILLSIDE AVENUE | WASHINGTON PARKWAY | JEFFERSON STREET | 0.11 | 25 |
| STRATFORD | WESTCHESTER DRIVE | CAROL ROAD | ISLAND VIEW ROAD | 0.28 | 25 |
| | | | | | |

| TOWN | STREET | FROM | ТО | DIST | SPD |
|-----------|-------------------|--------------------------------|--------------------------------|------|-----|
| STRATFORD | WHIPPOORWILL LANE | FLORENCE STREET | MAIN STREET | 1.06 | 25 |
| STRATFORD | WHITE STREET | BROAD STREET | EAST BROADWAY | 0.19 | 25 |
| STRATFORD | WIEBE AVENUE | NORTH AVENUE | LONDON TERRACE | 0.19 | 25 |
| STRATFORD | WIGWAM LANE | HUNTINGTON ROAD | CUTSPRING ROAD | 0.80 | 25 |
| STRATFORD | WILBAR DRIVE | SHERBROOK ROAD | HUNTINGTON ROAD | 0.41 | 25 |
| STRATFORD | WILBROOK ROAD | WIGWAM LANE | EUCLID AVENUE | 0.35 | 25 |
| STRATFORD | WILCOXSON AVENUE | RT 113 (MAIN ST) | RT 110 (E. MAIN ST) | 0.59 | 25 |
| STRATFORD | WILD WOOD DRIVE | ROOSEVELT FOREST DRIVE (W JCT) | ROOSEVELT FOREST DRIVE (E JCT) | 0.38 | 25 |
| STRATFORD | WILLIAM STREET | NORTH AVENUE | LONDON TERRACE | 0.16 | 25 |
| STRATFORD | WILLOW AVENUE | RT 130 (FERRY BLVD) | HOUSATONIC AVENUE | 0.16 | 25 |
| STRATFORD | WINDSOR AVENUE | RT 113 (MAIN ST) | STILES STREET | 0.32 | 25 |
| STRATFORD | WINFIELD DRIVE | OAKLAND PLACE | WEST BROAD STREET | 0.22 | 25 |
| STRATFORD | WINTER STREET | BROADBRIDGE AVENUE | SPRING STREET | 0.15 | 25 |
| STRATFORD | WOOD AVENUE | RT 108 (NICHOLS AVE) | KING STREET | 0.24 | 25 |
| STRATFORD | WOODCREST AVENUE | NORTH AVENUE | FREEMAN AVENUE | 0.17 | 25 |
| STRATFORD | WOODEND ROAD | KETCHAM ROAD | RT 113 (MAIN ST) | 0.68 | 25 |
| STRATFORD | WOODEND ROAD | RT 113 (LORDSHIP BLVD) | KETCHAM ROAD | 0.54 | 30 |
| STRATFORD | WOODLAND AVENUE | ELIZABETH TERRACE | ARCADIA AVENUE | 0.13 | 25 |
| STRATFORD | WOODLAWN AVENUE | RT 113 (MAIN ST) | REED STREET | 0.13 | 25 |
| STRATFORD | WOODSTOCK AVENUE | RT 113 (MAIN ST) | STILES STREET | 0.31 | 25 |
| STRATFORD | WOOSTER AVENUE | YARWOOD STREET | MC GRATH COURT (E JCT) | 0.16 | 25 |
| STRATFORD | WYOMING STREET | BOOTH STREET | MONTROSE PLACE | 0.11 | 25 |
| STRATFORD | YALE STREET | RT 130 (STRATFORD AVE) | KINGS COLLEGE PLACE | 0.11 | 25 |
| STRATFORD | YARWOOD STREET | WOOSTER AVENUE | SEDGEWICK AVENUE | 0.13 | 25 |
| STRATFORD | YORK STREET | PARK BOULEVARD | PROSPECT DRIVE | 0.16 | 25 |
| | | | | | |

| TOWN | STREET | FROM | ТО | DIST | SPD |
|-----------|--------------|-----------------|--------------------|------|-----|
| STRATFORD | YUKON STREET | FRANKLIN AVENUE | BROADBRIDGE AVENUE | 0.13 | 25 |
| STRATFORD | ZENITH DRIVE | POST OAK ROAD | PARKLAND DRIVE | 0.22 | 25 |

F. Sensys Speed Camera Technical Specifications



Civil works guidelines

AluCool



Document No. 17-0285 Revision: A © SENSYS Traffic AB, 2010

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REVISION SUMMARY

Updates will be issued when needed and noted on this page in the following issues of this document.

| Rev | Date Date | Description |
|-----|------------|--------------------|
| A | 2010-08-30 | First edition. |

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2 Scope

2.1 Identification

Product Nr.Name19-AluCool RLSS products19-AluCool SSS products

2.2 Introduction

This document contains basic guidelines for the fundamental construction work to be done on site before installation of AluCool Red Light Safety System (RLSS) or AluCool Speed Safety System (SSS). Please perform a site survey to determine exact positions for all equipment before starting any civil works. All construction work is to be made according to local conditions and regulations.

The contractor performing excavations and installation of foundations and poles must have knowledge of the local regulations and experience of the local ground type conditions.

The contractor performing the electrical installation must have knowledge of the local regulations regarding electrical safety and dimensioning of equipment.

3 Reference Documents

| No. | Identification | Issue | Name or Description |
|---------|----------------|--------|-----------------------------|
| [Ref A] | 17-0227 | Latest | AluCool Installation Manual |

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4 Definitions, Acronyms and Abbreviations

| Definition, Acronym or Abbreviation | Explanation |
|--|--|
| Cabinet | Main cabinet containing power connectors, cooling unit and cassette |
| Cassette | The main electronic unit containing camera, controller and logics. Placed inside the cabinet |
| Lane | Normally up to 3.5m width |
| Radar | See Sensor |
| RLSS | Red-Light Safety System |
| Sensor | Traffic measuring radar sensor. For SSS the sensor is placed in the cassette. For RLSS the sensor is placed externally. |
| SSS | Speed Safety System |
| System | A complete system SSS: Cabinet + Cassette RLSS: Cabinet + Cassette + external Sensor |
| | |
| | |
| | |

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5 Site overview

5.1 Speed Safety System, SSS



Sensor, camera and flash are placed together in the cabinet.

Speed systems can be configured for Arriving or Departing traffic.

Report distance is depending on road width: Arriving traffic: 10-60m. Departing traffic: 20-60m. The system can be placed outside road hard shoulder on a two-way road, or preferably in the middle section between the two directions on a Highway. Recommended side distance from system to closest lane is 1-3 m.

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Civil Works Guidelines

5.2 Red Light Safety System, RLSS



The Sensor is placed outside the cabinet to detect the front of arriving vehicles for best position accuracy at stop line. Normally 30 - 50m after the stop line.

Camera, Flash and video are placed in cabinet, normally 20 - 30m before the stop line. Verify exact position with the same type of camera/lens before mounting the pole.

For cables, see 7.4

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6 Work flow

Some parameters may vary between different sites; all these site specific parameters are established in the site survey.

6.1 Prerequisites

The following prerequisites have to be fulfilled before the installation works described in this document are made.

- Perform a Site survey to determine exact location of the poles. Verify cabinet positions with an identical camera/lens to secure proper picture coverage.
- Establish Site drawing containing equipment locations, cable locations, existing cable paths to be used and where to install new cable paths.

6.2 Actions

This is a suggestion of work flow to follow when carrying out construction works.

- 1. Determine type and dimensions of pole foundations and poles. Refer to section 7.1 for requirements
- 2. Locate mains power connections. Refer to section 7.2 for requirements.
- 3. Locate communication connections. Refer to section 7.3 for requirements.
- 4. Determine where new cable paths are needed. See 7.4.2 Connections for details
- 5. Dig holes for foundations, dig and install cable paths where necessary.
- 6. Make foundations for poles
- 7. Install mains power connections
- 8. Install cables between unit locations. Refer to section 7.4 for requirements
- 9. Mount poles, with cables through them, on foundations. Leave 2m of the cable hanging out at the pole top.

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7 Requirements

7.1 Poles and foundations

The contractor is responsible for choosing type of foundation and calculating dimensions of foundations to meet requirements below as well as local regulations regarding traffic safety.

7.1.1 Pole and foundation general requirements

- Foundation type is determined according to local conditions regarding ground type and dimensions are calculated to meet the specifications below.
- All poles and foundations must be dimensioned to meet the specific requirements stated below, and in addition to this also support a ladder leaned against the top of the pole, with one person climbing to the top of the ladder.
- All poles shall be made of steel, preferably galvanized to withstand rust.
- All poles shall be hollow to make it able to pull cables inside. Please note that the foundation must also have a path for the cables leading into the pole.

7.1.2 Pole specifications

Cabinet pole:

- **Dimensions**: Outer diameter: 115±1mm Recommended thickness: 5mm Height: Standard height is 2.5 – 2.8m, measured from

higher pole compared to narrow roads.

- **Load Capacity**: Must be able to support a cabinet of 100kg weight at the top.

road surface to top of the pole. Wider roads need a

- Ventilation:

The pole must be ventilated with a minimum area of 7000 mm2 for cooling air inlet.

We recommend 10 ventilation slots, 6x120mm each. The ventilation slots should be located app. 230 - 350 millimeters from the top of the pole.

Sensor pole (RLSS only):

- Dimensions:

Outer diameter: 115±1mm

Recommended thickness: 5mm

Height: Standard height is 4 - 5m, measured from road surface, depending of the size of the intersection.

Please consult site survey document for exact dimension.

- Load Capacity: 5kg at the top

7.1.3 Pole base

Some countries require a slip base to enhance security in case of an accident. The slip base makes the pole and cabinet to be pushed in front of the vehicle in case of a collision.



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7.2 Power supply

The contractor performing the electrical installations is responsible for fulfilling local requirements regarding electrical safety and dimensioning of cables and other equipment. Consider local requirements for surge protection.

7.2.1 Power requirements

- System cabinet: Power supply: 1 phase alternating current with protective earth Voltage: 230V AC +/- 10%, 50/60Hz Fuse: 16A slow blow Cable type and dimension: To meet local regulations
- Sensor pole: No power supply needed. 12V is supplied in the CAN cable from the System cabinet.

7.2.2 Power consumption

System cabinet: Max 200W RMS (idle) Max 500W RMS (cooling/heating) Max 1400W RMS (< 1s) Additional peak consumption during startup and exposures

7.3 Communication

External communication is provided through an Ethernet port in cabinet. Wireless access point is optional.

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7.4 Cabling

The different units are connected by signal cables. Which cables are to be laid is dependant on which units are to be installed.

7.4.1 Cable types

The table below states the different types of cables to be installed

| Name | Part n:o | Cable type | Characteristics |
|--------------|--|--|---|
| CAN cable | 9411-0002A | Euroflex CAN-Bus 4xAWG18 + 1x(2xAWG24) | Sensys CAN-Bus cable suitable for fixed outdoor installation. Not for direct burial, protect in a duct when installed in the ground. |
| Signal cable | 14-0085A | Twisted pair 4x2AWG24 | SF/UTP Cat 6 cable suitable for fixed outdoor installation. It is not suitable for direct burial, protect in a duct when it is installed in the ground. |
| Power cable | Not included in delivery from Sensys | Power cable | Cable to meet local requirements for power (see 7.2 Power) and a quality that is allowed to install in the ground. |

7.4.2 Connections

The table below shows the cable connections to be made.

| Node 1 | Node 2 | System | Cable type | Note |
|---------|----------------|-----------|--------------|--|
| Cabinet | Power source | SSS, RLSS | Power Cable | Not in delivery |
| Cabinet | Communication | SSS, RLSS | Signal cable | For external communication through Ethernet. Not in delivery |
| Cabinet | Sensor | RLSS | CAN cable | Max length 160 meters |
| Cabinet | Traffic lights | RLSS | Signal cable | Max length 100 meters |

7.4.3 Installation

- Cables must not be directly buried; they have to be laid in cable ducts.
- Always leave approximately 2m cable hanging out of the top of the pole to make equipment installation easy.

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8 Appendices

| Appendix No. | Name |
|--------------|-----------------------|
| Арр 1 | Dimensions Cabinet |
| App 2 | Dimensions Cassette |
| Арр З | External radar holder |

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Appendix 1 Dimensions Cabinet

The drawings below show the outer dimensions of the AluCool cabinet. Space required for opening of the door and rotating the cabinet is indicated. A SSS cabinet has a "dummy front" on the back door. A RLSS cabinet has a solid aluminum back door.



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Appendix 2 Dimensions Cassette

Drawings below show the outer dimensions of the AluCool Cassette.







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Appendix 3 External radar holder, RLSS



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