

TOWN OF STRATFORD

Automated Traffic Enforcement Safety Device (ATESD) Plan



Town of Stratford ATESD Speed Camera Municipal Plan
Submitted By: Mayor Laura Hoydick
Chief of Police: Joseph McNeil
Report Prepared By: Officer Brian Sharnick

PLAN RE-SUBMITTED TO D.O.T. FOR APPROVAL ON: SEPTEMBER 23, 2025

Data contained in this Plan was provided in collaboration with the Sensys Gatso Group as well as Vanasse Hangen Brustlin (VHB) and was obtained from the [Town of Stratford ATESD Submission for Office of State Traffic Administration \(OSTA\) Justification Report](#) that was prepared for the Town of Stratford by Sensys Gatso Group.

April 2, 2025

Mr. Joseph Ouellette
Executive Director-State Traffic Administration
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Please find the Town of Stratford's application for the implementation of an ATSED program to enhance traffic safety in our community.

The increase in the number of overall crashes in Stratford (+23.3%) from 2021 to 2022, was similar to the increase seen between 2020 and 2021 (+21.1%). 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). This trend has caused the Town to look for additional and alternative solutions to address traffic safety in the community.

After careful evaluation and consideration, we request permission to install and operate ATSED systems at the following locations:

- 1300 block of Huntington Rd. at Bunnell High School
- 300 block of Nichols Ave. at Nichols Elementary School
- 1800 block of Barnum Ave. at Franklin Elementary School
- Broadbridge Ave. between Marina Dr. and Emerald Place
- Nichols Ave. between Marina Dr. and Barbara Lane

These locations were selected based upon crash data, the pedestrian traffic that is near these locations and violation surveys that reveal a very dangerous propensity for drivers to violate the speed laws.

offering more from forest to shore

We conducted a public hearing on Feb 20, 2025, and March 10, 2025. Based upon the overall support of those in attendance we are confident that this traffic safety initiative will be very successful in the Town of Stratford.

The Town Council is supportive of this initiative and have approved the requisite ordinance as well as approving this traffic safety plan. The plan was approved on March 10, 2025.

The Town of Stratford is very concerned about traffic safety in our community. The crash rates continue to increase as more traffic travels through our community. Traditional traffic enforcement continues to be a challenge due to police staffing levels and the other demands of priority.

Studies across the US reveal that speeding can be reduced to up to over 80% with the implementation of ATSED systems. These demonstrated results will create a greatly safer passageway for students, pedestrians and drivers.

I find that a well-managed ATSED program will serve as a "force multiplier" in our community and be able to effectively and efficiently reduce our crash totals through this technology. The police department would never be able to monitor all these proposed locations with the resources that are available. In addition, these locations don't afford the officers a safe means of monitoring for traffic violations nor safely being able to stop potential violators. Due to locations, traffic stops would endanger the driver, other motorists and the police officer due to the lack of "safe areas" for the stops.

While enforcement is a key contributor to modifying driver behavior, the Town also intends to use engineering and education strategies to further ensure a reduction in unsafe driving and thus reducing dangerous collisions.

Our plan will also include:

- Monitoring ALL traffic data to promptly identify any unrecognized dangers.
- Evaluate environmental issues that may be contributing factors to crashes,
- Continued engineering assessments,
- Continued public awareness and education concerning traffic safety, and
- Using other ad-hoc strategies to complement our traffic safety initiatives.

Should you have any questions concerning this application, please do not hesitate to contact me.

Sincerely,



Laura R. Hoydick
Mayor

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ATESD PLAN REQUIRED DOCUMENTS

ATESD MUNICIPAL ORDINANCE

AN ORDINANCE AUTHORIZING THE USE OF AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES (#24-03)

Sponsored by: Stratford Town Council

BE IT ORDAINED THAT THE FOLLOWING BE ADOPTED AS CHAPTER 203, ARTICLE VI, SECTIONS 203-38 THROUGH 203-50 OF THE STRATFORD TOWN CODE:

§ 203-38 Use of automated traffic enforcement safety devices.

Pursuant to the authority granted in Public Act 116, Section 11, of the 2023 Session of the Connecticut General Assembly (the “Public Act”), the Town of Stratford (the “Town”) hereby authorizes the use of automated traffic enforcement safety devices at locations within school zones, pedestrian safety zones, and other places within the boundaries of Stratford, Connecticut, provided that the locations of such devices will be identified in a plan submitted to and approved by the Connecticut Department of Transportation.

§ 203-39 Definitions.

The following words, terms, and phrases, when used in this ordinance, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Automated traffic enforcement safety device shall mean a device designed to detect and collect evidence of alleged traffic violations by recording images that capture the number plate, date, time, and location of a motor vehicle that (i) exceeds the posted speed limit by ten (10) or more miles per hour or (ii) fails to stop such vehicle when facing a steady red signal on a traffic control signal.

Automated traffic enforcement safety device operator shall mean a person who is trained and certified to operate an automated traffic enforcement safety device.

Number plate shall mean any sign or marker furnished by the commissioner of motor vehicles on which is displayed the registration number assigned to a motor vehicle by the commissioner.

Owner shall mean any person holding title to a motor vehicle, or having the legal right to register the same.

Pedestrian safety zone shall mean an area designated by the Office of State Traffic Administration or the traffic authority of the Town pursuant to C.G.S. § 14-307a.

Personally identifiable information shall mean information created or maintained by the Town or a vendor that identifies or describes an owner and includes, but need not be limited to, the owner's address, telephone number, number plate, photograph, bank account information, credit card number, debit card number, or the date, time, location, or direction of travel on a highway.

School zone shall mean an area designated by the Office of State Traffic Administration or the traffic authority of the Town pursuant to C.G.S. § 14-212b.

Traffic authority, traffic control sign, and traffic control signal shall all have the same meanings as provided in C.G.S. § 14-297.

Vendor shall mean a person who provides services to the Town under this ordinance; operates, maintains, leases, or licenses an automated traffic enforcement safety device; or is authorized to review and assemble the recorded images captured by an automated traffic enforcement safety device and forward such recorded images to the Town.

§ 203-40 Vendors.

The Town may enter into agreements with vendors for the design, installation, operation, or maintenance, or any combination thereof, of automated traffic enforcement safety devices. If a vendor designs, installs, operates, or maintains an automated traffic enforcement safety device, the vendor's fees may not be contingent on the number of citations issued or fines paid pursuant to this ordinance.

§ 203-41 Operation and use of automated traffic enforcement safety device.

All automated traffic enforcement safety devices shall be operated by an automated traffic enforcement safety device operator, and shall be used solely for identifying violations of this ordinance.

§ 203-42 Violation.

- (a) The owner of a motor vehicle commits a violation of this ordinance if the person operating such motor vehicle:
 - (i) Exceeds the posted speed limit by ten (10) or more miles per hour and such operation is detected by an automated traffic enforcement safety device; or
 - (ii) Fails to stop such motor vehicle when facing a steady red signal on a traffic control signal and such failure is detected by an automated traffic enforcement safety device.

- (b) For the first thirty (30) days after a location is equipped with an operational automated traffic enforcement safety device, the owner of a motor vehicle that allegedly violates this ordinance that is detected by such device shall receive a written warning instead of a citation.

§ 203-43 Penalty for violation.

(a) Whenever an automated traffic enforcement safety device detects and produces recorded images of a motor vehicle allegedly committing a violation of this ordinance, a sworn member or employee of the Town's Police Department, or an employee of the Town as designated by the traffic authority, shall review and approve the recorded images provided by such device. If, after such review, the member or employee determines that there are reasonable grounds to believe that a violation occurred, the vendor or such member or employee may issue by first class mail a citation to the owner of such motor vehicle.

(b) A citation under this ordinance shall include the following:

- (i) The name and address of the owner of the motor vehicle;
- (ii) The number plate of the motor vehicle;
- (iii) The violation charged;
- (iv) The location of the automated traffic enforcement safety device and the date and time of the violation;
- (v) A copy of or information on how to view, through electronic means, the recorded images that captured the alleged violation;
- (vi) A statement or electronically generated affirmation by the member or employee who viewed the recorded images and determined that a violation occurred;
- (vii) Verification that the automated traffic enforcement safety device was operating correctly at the time of the alleged violation and the date of the most recent calibration check performed pursuant to the Public Act;
- (viii) The amount of the fine imposed and how to pay such fine; and
- (ix) The right to contest the violation and request a hearing pursuant to C.G.S. § 7152c and Section 6.6 of the Stratford Town Code.

- (c) Pursuant to Section 6.5 of the code, a member or employee of the Police Department or other employee designated by the Traffic Authority shall apply to the Citation Clerk for a judgment assessing monetary penalties as set forth in Section 203-44 against the owner.
- (d) In the case of an alleged violation involving a motor vehicle registered in Connecticut, the citation shall be sent by first class mail not later than thirty (30) days after the identity of the owner is determined and shall be mailed to the address of the owner that is in the records of the Department of Motor Vehicles. In the case of an alleged violation involving a motor vehicle registered in another jurisdiction, the citation shall be sent by first class mail not later than thirty (30) days after the identity of the owner is determined and shall be mailed to the address of the owner that is in the records of the official in the other jurisdiction issuing such registration.
- (e) A citation shall be invalid unless mailed to an owner not later than sixty (60) days after the alleged violation.
- (f) A manual or automated record of mailing prepared by the police department shall be prima facie evidence of mailing and shall be admissible in any hearing conducted pursuant to Section 6.6 of the code of the Town of Stratford or 7-152c of the general statutes as to the facts contained in the citation.

§ 203-44 Fine for violation.

- (a) The Town shall impose a fine against the owner of a motor vehicle that commits a violation of this ordinance.
- (b) The fine for a first violation of this ordinance shall be fifty dollars (\$50.00). The fine for each subsequent violation of this ordinance shall be seventy-five dollars (\$75.00). These fines shall be imposed against the owner of the motor vehicle committing a violation of this ordinance.
- (c) Payment of a fine and any associated fees may be made by electronic means.
- (d) A reasonable fee, not to exceed fifteen dollars (\$15.00), may be imposed for the costs associated with the electronic processing of the payment of a fine.
- (e) Any funds received by the Town of Stratford from fines imposed pursuant to this ordinance shall be used for the purposes of improving transportation mobility, investing in transportation infrastructure improvements, or paying the costs associated with the use of automated traffic enforcement safety devices within Stratford, Connecticut.

§ 203-45 Appeal.

Any owner issued a fine for violating the provisions of this ordinance may, within ten (10) days of the receipt of the fine, appeal in writing to the Citation Clerk in accordance with Section 6.6 of the Town Code and C.G.S. § 7-152c.

§ 203-46 Defenses.

The defenses available to the owner of a motor vehicle that is alleged to have committed a violation of this ordinance shall include, but are not limited to, any one or more of the following:

- (a) The operator was driving an emergency vehicle in accordance with the applicable provisions of C.G.S. § 14-283 of the General Statutes.
- (b) The traffic control signal was inoperative, which is observable on the recorded images.
- (c) The violation was necessary for the operator to comply with an order or direction from a law enforcement officer, which is observable on the recorded images.
- (d) The violation was necessary to allow the passage of an authorized emergency vehicle, which is observable on the recorded images.
- (e) The violation took place during a period of time in which the motor vehicle had been reported as being stolen to a law enforcement unit, as defined in C.G.S. § 7-294a, and had not yet been recovered prior to the time of the violation.
- (f) The automated traffic enforcement safety device was not in compliance with the calibration check required pursuant to the applicable provisions of P.A. 116, Section 11 (2023 Session).

§ 203-47 Disclosure of personally identifiable information.

- (a) No personally identifiable information shall be disclosed by the Town or a vendor to any person or entity, including any law enforcement unit, except where the disclosure is made in connection with the charging, collection, and enforcement of the fines imposed pursuant to this ordinance.
- (b) No personally identifiable information shall be stored or retained by the Town or a vendor unless such information is necessary for the charging, collection, and enforcement of the fines imposed pursuant to this ordinance.
- (c) The Town or a vendor shall destroy all personally identifiable information and other data that specifically identifies a motor vehicle and relates to a violation of this ordinance not later than thirty (30) days after any fine is collected or the resolution of a hearing conducted for the alleged commission of such violation, whichever is later.
- (d) Any information and other data gathered from automated traffic enforcement safety devices shall be subject to disclosure under the Freedom of Information Act, as defined in C.G.S. § 1-200, except that no personally identifiable information may be disclosed.

§ 203-48 The Public Act.

To the extent of applicability, the provisions in Public Act 116, Section 11 (2023 Session) that are necessary to further and/or effectuate this ordinance are hereby incorporated and adopted into, herein.

§ 203-49 Severability.

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid or unconstitutional by any decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

§ 203-50 Repealer.

All ordinances, bylaws, orders, resolutions, or parts thereof, inconsistent herewith are hereby repealed to the extent only of such inconsistency. This repealer shall not be construed to revive any ordinances, bylaws, orders, resolutions, or parts thereof, heretofore repealed.

This ordinance shall take effect thirty days following adoption pursuant to Section 2.2.9 of the Charter of the Town of Stratford.

Ordinance #:	24-03
First introduced:	June 11, 2024
First reading:	June 11, 2024
Second reading:	July 8, 2024
Effective:	August 7, 2024

NOTICE OF PUBLIC INFORMATION SESSION



STRATFORD POLICE DEPARTMENT

900 Longbrook Avenue • Stratford, Connecticut 06614-5099
(203) 385-4110 • Fax: (203) 385-4019

Joseph D. McNeil
Chief of Police

Paul DosSantos
Deputy Chief

FOR IMMEDIATE RELEASE: CONTACT: Captain Robert Burroughs

ATESD Public Information Session

On Thursday, February 20, 2025, at 7:00 p.m., the Stratford Police Department will host a public information session regarding the Town of Stratford's Automatic Traffic Enforcement Safety plan.

This information session will be held in the main room at the Baldwin Center.

Lt. Robert Burroughs
Detective Bureau
Stratford Police Department
900 Longbrook Ave
Stratford, CT 06614
(203)385-4123
rburroughs@townofstratford.com



NOTICE OF PUBLIC HEARING



CONNECTICUT POST | THE NEWS-TIMES | THE ADVOCATE | *The Hour* | GREENWICH/TIMES
 Quinn News | Fairfield Citizen | New Canaan News | The Spectrum | Westport News | Jitter Village

Order Confirmation

Ad Order Number 0002905998	Customer Account 118760
Sales Rep. sreed	Customer Information STRATFORD TOWN OF 2725 MAIN STREET STRATFORD CT 06615 USA
Order Taker sreed	
Ordered By MARGO	Phone: 2033854044
Order Source Phone	Fax: 2033854048 Email: kinsella@townofstratford.com

Ad Content Proof

Note: Ad size does not reflect actual ad.

Stratford, CT
NOTICE OF PUBLIC HEARING

The Stratford Town Council will conduct a public hearing on March 10, 2025 at 6:00 p.m. in the Badwin Center Great Hall, 1000 West Broad Street, Stratford, CT regarding the plan for the site of proposed traffic enforcement safety devices (ATESD). The plan is available for review here: <https://slr.co/25m>

Any individual with a disability who needs special assistance to participate should contact the ADA Coordinator at 203-385-4000 or 203-385-4000 (TDD) 5 days before the meeting, if possible.

Ad Cost \$172.00	Payment Amt. \$0.00	Amount Due \$172.00
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Blind Box **Materials**

Order Notes

PQ#250066

Ad Number 0002905998-01	External Ad #	Pick Up Number 0002904359
Ad Type Legal Liners	Ad Size 2 X 15 in	PQ Number 250066
Color \$0.00	Color Requests	

Product and Zone	# Inserts	Placement
Connecticut Post	1	Public Notices

Note: Retail Display Ads May Not End in Identified Placement

Run Dates
3/ 8/2025

Product and Zone	# Inserts	Placement
Connpost.com	1	Public Notices

Note: Retail Display Ads May Not End in Identified Placement

Run Dates
3/ 8/2025

**MEETING MINUTES OF MUNICIPALITIES APPROVAL OF ATESD
PLAN**



**TOWN OF
STRATFORD**

STRATFORD TOWN COUNCIL MEETING (excerpted portion)

March 10, 2025

7.3 Automated Traffic Enforcement Safety Devices

WHEREAS the Town Council adopted an Ordinance Authorizing the Use of Automated Traffic Enforcement Safety Devices (#24-03) on July 8, 2024.

NOW THEREFORE the Town Council hereby adopts the Comprehensive Safety Action Plan (the "CSAP") created pursuant to such Ordinance, and further authorizes that the CSAP be submitted to the Connecticut Department of Transportation, along with any other documents required for the implementation of the Ordinance.

MR. AURELIA MOVED TO APPROVE ITEM 7.3; SECONDED BY MR. O'CONNOR. THE MOTION PASSED UNANIMOUSLY.

CERTIFICATION

I, Margaret Savko, do hereby certify that I am the Council Clerk of the Town of Stratford, a municipal corporation organized and existing under the laws of the State of Connecticut having its principal place of business at 2725 Main Street, Stratford, Connecticut, that I am the keeper of the Council records and that the foregoing is a true and correct portion of the minutes of the legally convened Stratford Town Council meeting conducted March 10, 2025.

ATTEST: *Margaret Savko*

Margaret Savko, Council Clerk
March 11, 2025

MUNICIPALITY SAFETY ACTION PLAN

The Town of Stratford is a part of The Connecticut Metropolitan Council of Governments (MetroCOG). MetroCOG in collaboration with the Town of Stratford and its Officials, have put together the *METROCOG'S REGIONAL SAFETY ACTION PLAN*.

A copy of the [MetroCOG Safety Action Plan](#) which covers the Town of Stratford can be viewed [HERE](#). The Town of Stratford Safety Analysis & Selected Projects section begins on page 73.



VIII

Above: Booths Memorial Park, Stratford, CT
Source: Parvita Design/Steve Cartagena

TOWN OF STRATFORD
SAFETY ANALYSIS & SELECTED PROJECTS

ATESD MUNICIPAL SELF-CERTIFICATION



STATE OF CONNECTICUT
OFFICE OF THE STATE TRAFFIC ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE
NEWINGTON, CT 06111
Email: DOT.OSTA@ct.gov



AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICE (ATESD) MUNICIPAL SELF-CERTIFICATION

I, THE UNDERSIGNED Laura R. Hoydick, hereby certify that I have read [Sections 14-307b through 14-307h](#) of the General Statutes of Connecticut concerning municipal use of Automated Traffic Enforcement Safety Devices (ATESD). I understand that the requirements associated with implementation of an ATESD program include, but are not limited to, the following:

- The municipality cannot install an ATESD until its ATESD Plan has been approved by CTDOT's Office of the State Traffic Administration (OSTA).
- That the municipality shall develop a public awareness campaign to educate the public concerning ATESDs and that the campaign be implemented at least 30 days **before** the first ATESD is operational.
- The municipality may enter into agreements with vendors for the design, installation, operation or maintenance, or any combination thereof, of automated traffic enforcement safety devices. If a vendor designs, installs, operates, or maintains an automated traffic enforcement safety device, the vendor's fee may **not** be contingent on the number of citations issued or fines paid.
- For the first 30 days the ATESD is operational, only a written warning can be issued by the municipality. After 30 days, the municipality may establish a fine not more than fifty dollars for a first violation and not more than seventy-five dollars for a second or subsequent violation.
- The municipality may impose a reasonable fee, not to exceed fifteen dollars, for the costs associated with the electronic processing of the payment of any such fine.
- Any funds received by a municipality from fines imposed shall be used for the purposes of improving transportation mobility, investing in transportation infrastructure improvements, or paying the costs associated with the use of automated traffic enforcement safety devices in the municipality.
- The municipality shall ensure each ATESD undergoes an annual calibration check performed at a calibration laboratory. The calibration laboratory shall issue a signed certificate of calibration after the annual calibration check.

Signature of Chief Elected Official

Town of Stratford
Name of Municipality

04/02/25
Date

Equal Opportunity Employer

ATESD WRITTEN JUSTIFICATION

The Sensys Gatso Group (SGG) has worked with the Town of Stratford to develop the following locations based upon a history of traffic crashes caused by drivers who are speeding or failing to obey traffic control signals. In addition, traffic volumes at these crash sites were reviewed as well as the proximity to a traffic control signal. Based upon the review of this criteria, the following locations were determined to be justified for ATESD with all being School Zones with the exception of Location 2 which is a *School Area with Speeding Concerns*:

List of Locations

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

Location No. 2 – Route 108 (Nichols Ave.) in the vicinity of Second Hill Lane School Barbara Ln. SB, Kenyon St. NB

Location No. 3 – Nichols Elementary School on Route 108 (Nichols Ave.) NB/SB

The 4 locations were found to be justified for ATESD based upon the OSTA criteria as published by the Connecticut Department of Transportation (CTDOT).

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 within close proximity to public schools.

- » Stratford is a predominantly suburban Town with a mix of residential densities, several commercial centers, and a rail station in the Town Center.
- » State roads on the High Injury Network include (but are not limited to) Barnum Avenue/Route 1, Lordship Boulevard/Main Street (Route 113), Main Street/Route 110, Stratford Avenue/Route 130 and Nichols Avenue/Route 108.
- » The Nichols Avenue/Connors Lane/Second Hill Lane intersection was identified by the Town as a concern. Locally owned roads on the High Injury Network include Honeyspot Road, Broadbridge Avenue (especially at intersections with Success Avenue and Booth Street/Canaan Road), and Success Avenue at Canaan Road.
- » 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).

GENERAL MUNICIPAL DATA

STRATFORD, CONNECTICUT: TRAFFIC STOP DATA*

YEAR	NUMBER OF TRAFFIC STOPS
2019	2,557
2020	1,009
2021	843
2022	1,078
2023	2,304

*This data was extracted from the Departments NexGen Law Enforcement Administration System.

STRATFORD, CONNECTICUT: MOTOR VEHICLE CRASH DATA*

ACTUAL CALL TYPE MVA'S	2020	2021	2022	2023	2024
MVA Fatal	3	2	3	6	1
MVA Injury	263	366	323	259	310
MVA No Injury	1,041	1,244	1,249	1,212	1,162
MV Hit/Run Injury	32	13	16	49	38
MV Hit/Run Property	226	249	254	259	264
TOTAL	1,565	1,874	1,845	1,785	1,775

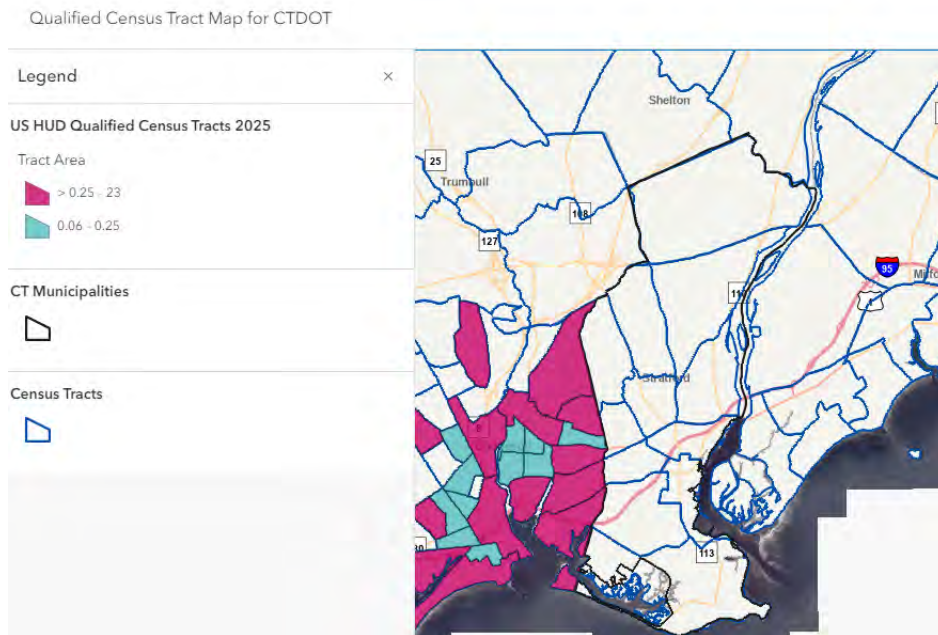
*This data was extracted from the Departments NexGen Law Enforcement Administration System.

STRATFORD, CONNECTICUT: CENSUS DATA

Population estimates 2023	52,454
Poverty Rate	6.7%

STRATFORD. CONNECTICUT: QCT IDENTIFICATION

The Town of Stratford is located in the County of Fairfield in the Greater Bridgeport Planning Region. Per the U.S. Department of Housing and Urban Development (HUD), and as viewed on the CT DOT Website, there are *zero* (0) Qualified Census Tracts located in the Town of Stratford.



<https://www.arcgis.com/apps/mapviewer/index.html?webmap=50eb6d797a9a4850894354520a8428ac>

Proposed Location No. 1: Huntington Road at Bulldog Boulevard, NB/SB

- Location Overview - NB:
 - Posted Speed Limit: 30 MPH
 - 50% Speed: 36 MPH (29.3 MPH July 2025 data)*
 - 85% Speed: 42 MPH (35.1 MPH July 2025 data)*
 - 22.4% of Traffic is going at least 40 MPH (6.9% July 2025 data)*
 - Average daily traffic: 9,800 vehicles
 - This area is a school zone
 - Vehicles assessed: 24,219
 - Violations: 5,425
 - There is an existing pedestrian crosswalk that is unsignalized
 - Location to be in front of Bunnell High School west of the intersection
- Location Overview – SB:
 - Posted Speed Limit: 30 MPH
 - 50% Speed: 30 MPH (29.7 MPH July 2025 data)*
 - 85% Speed: 38 MPH (35.9 MPH July 2025 data)*
 - 10.5% of Traffic is going at least 40 MPH (7.6% July 2025 data)*
 - Average daily traffic: 9,800 vehicles
 - This area is a school zone
 - Vehicles assessed: 21,393
 - Violations: 2,246
 - There is an existing pedestrian crosswalk that is unsignalized
 - Location to be in front of Bunnell High School west of the intersection

*July 2025 Speed data attached

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

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

Area Images and Maps:



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 1300 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 Blvd. 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.

Street (Direction)	Speed Limit	Violations	Vehicles 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 (8,600)			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 as higher vehicle speeds significantly increase likelihood of death.

Area Images and Maps



Proposed Location No. 2: Route 108 (Nichols Avenue) at Barbara Lane, SB and Route 108 (Nichols Avenue) at Kenyon Street, NB

A School Area with Speeding Concerns

Southbound

- Posted Speed Limit: 35 MPH
- 50% Speed: 36 MPH (41.3 MPH July 2025 data)*
- 85% Speed: 42 MPH (47.0 MPH July 2025 data)*
- 5.04% of Traffic is going at least 45 MPH (25.5% July 2025 data)*
- Average daily traffic: 18,000 vehicles
- This area is a school zone
- Vehicles assessed: 93,497
- Violations: 4,815
- There is an existing pedestrian crosswalk that is signalized in close proximity to this location.
- Location to be in the area of Second Hill Lane School west of the intersection.

Northbound

- Posted Speed Limit: 35 MPH
- 50% Speed: 36 MPH (38.4 MPH July 2025 data)*
- 85% Speed: 42 MPH (43.3 MPH July 2025 data)*
- 4% of Traffic is going at least 45 MPH (16.9% July 2025 data)*
- Average daily traffic: 15,200 vehicles
- This area is a pedestrian zone
- Vehicles assessed: 67,388
- Violations: 2,721
- There is a pedestrian crosswalk which has signs and is signalized just North of this location.
- Second Hill Lane School is North of this location.

*July 2025 speed data attached

Traffic Stops between July 20, 21 and July 22, 2024: 24
Crashes: Fatal-0, Injury-5, Property Damage-31

Area Images and Maps



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 to [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 residents 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.

Street (Direction)	Speed Limit	Violations	Vehicles Assessed	vRate
NB Nichols @ Marina Drive (Kenyon Rd.)	35	2,721	67,388	4.0%
SB Nichols @ Barbara Lane	35	4,815	93,497	5.1%
		7,671	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.

Proposed Location No. 3: Route 108 (Nichols Avenue) at Nichols Elementary School NB/SB

Northbound:

- Posted Speed Limit: 35 MPH
- 50% Speed: 35 MPH (40.6 MPH April 2025 data)*
- 85% Speed: 39 MPH (46.1 MPH April 2025 data)*
- 2.2% of Traffic is going at least 45 MPH (15% July 2025 data)*
- Average daily traffic: 11,800 vehicles
- This area is a school zone
- Vehicles assessed: 38,670
- Violations: 861
- There is a pedestrian crosswalk which is signalized.
- Nichols Elementary School is north of this location.

Southbound:

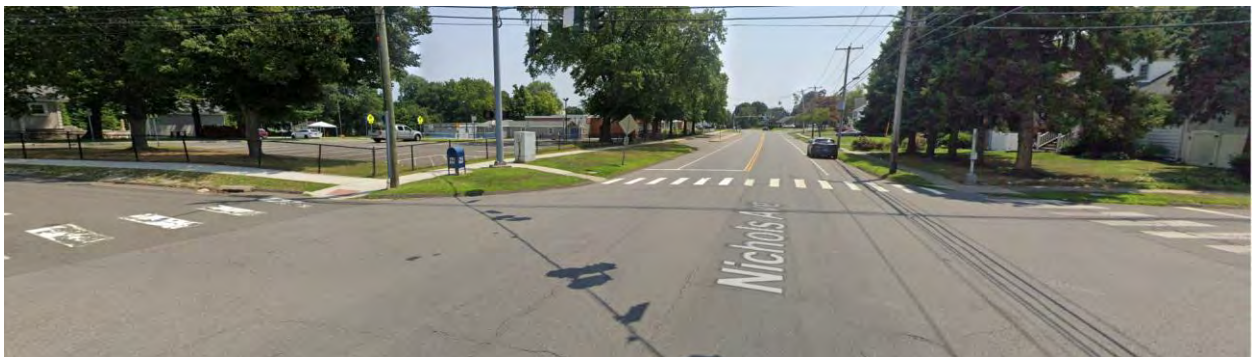
- Posted Speed Limit: 35 MPH
- 50% Speed: 35 MPH (41.3 MPH April 2025 data)*
- 85% Speed: 40 MPH (47.2 MPH April 2025 data)*
- 3.916% of Traffic is going at least 45 MPH (15% July 2025 data)*
- Average daily traffic: 11,800 vehicles
- This area is a school zone
- Vehicles assessed: 33,268
- Violations: 1,304
- There is a pedestrian crosswalk which is signalized.
- Nichols Elementary School is South of this location.

*April 2025 speed data attached

Traffic Stops between July 20, 21 and July 22, 2024: 40

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

Area Images and Maps





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 to [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-lane 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 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.

Street (Direction)	Speed Limit	Violations	Vehicles Assessed	vRate
NB Nichols @ Nichols Elementary	35	816	38,670	2.2%
SB Nichols @ Nichols Elementary	35	1,304	33,268	3.9%
		7,536	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.

TOWN OF STRATFORD ATESD PLAN INFORMATION

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ADDITIONAL INFORMATION:

Data contained in this Plan was provided in collaboration with the Sensys Gatso Group as well as Vanasse Hangen Brustlin (VHB) and was obtained from the [Town of Stratford ATESD Submission for Office of State Traffic Administration \(OSTA\) Justification Report](#) that was prepared for the Town of Stratford by Sensys Gatso Group.

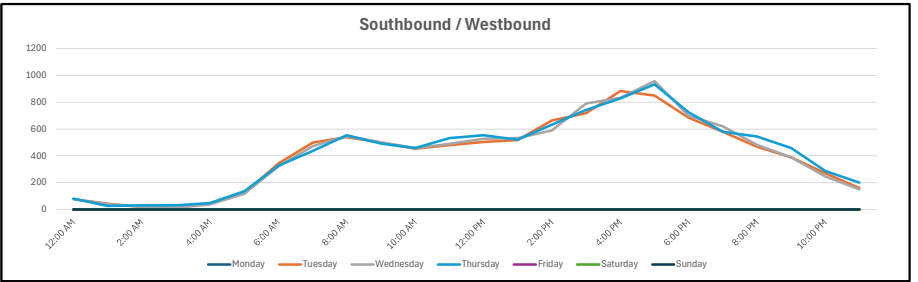
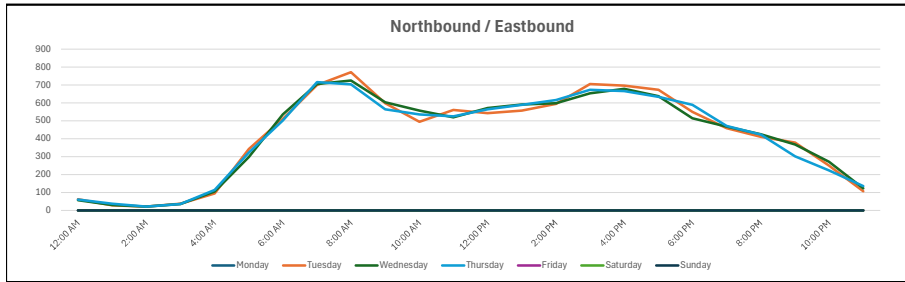
PLEASE REFER TO THE [Town of Stratford ATESD Submission for Office of State Traffic Administration \(OSTA\) Justification Report](#) WHICH WAS PREPARED BY THE SENSYS GATSO GROUP FOR ADDITIONAL INFORMATION THAT MAY NOT BE CONTAINED IN THIS DOCUMENT SUCH AS SCALED ROADWAY PLANS WHICH CAN BEST BE VIEWED THROUGH ADOBE READER.

**Updated Speed Data
Summer 2025**

Vehicle Volume Report - Hourly

Site Description: **Nichols Lane NO Barbara St**
 Site Number: 4
 Start Date: 07/22/2025
 End Date: 07/24/2025

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	7/28/25			7/22/25			7/23/25			7/24/25			7/25/25			7/26/25			7/27/25			Tue-Thu		Mon-Fri		Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	62	76	138	56	77	133	60	82	142	-	-	-	-	-	-	-	-	-	59	78	-	-	-	-
1:00 AM	-	-	-	28	45	73	31	43	74	37	27	64	-	-	-	-	-	-	-	-	-	32	38	-	-	-	-
2:00 AM	-	-	-	21	21	42	21	21	42	21	31	52	-	-	-	-	-	-	-	-	-	21	24	-	-	-	-
3:00 AM	-	-	-	38	13	51	36	14	50	36	31	67	-	-	-	-	-	-	-	-	-	37	19	-	-	-	-
4:00 AM	-	-	-	94	49	143	105	39	144	114	48	162	-	-	-	-	-	-	-	-	-	104	45	-	-	-	-
5:00 AM	-	-	-	344	122	466	298	117	415	323	136	459	-	-	-	-	-	-	-	-	-	322	125	-	-	-	-
6:00 AM	-	-	-	510	345	855	536	323	859	502	328	830	-	-	-	-	-	-	-	-	-	516	332	-	-	-	-
7:00 AM	-	-	-	699	499	1198	706	472	1178	717	437	1154	-	-	-	-	-	-	-	-	-	707	469	-	-	-	-
8:00 AM	-	-	-	772	540	1312	726	547	1273	704	553	1257	-	-	-	-	-	-	-	-	-	734	547	-	-	-	-
9:00 AM	-	-	-	598	500	1098	603	502	1105	565	492	1057	-	-	-	-	-	-	-	-	-	589	498	-	-	-	-
10:00 AM	-	-	-	494	454	948	557	459	1016	536	458	994	-	-	-	-	-	-	-	-	-	529	457	-	-	-	-
11:00 AM	-	-	-	561	480	1041	520	490	1010	524	531	1055	-	-	-	-	-	-	-	-	-	535	500	-	-	-	-
12:00 PM	-	-	-	543	504	1047	571	527	1098	564	554	1118	-	-	-	-	-	-	-	-	-	559	528	-	-	-	-
1:00 PM	-	-	-	558	517	1075	591	532	1123	590	521	1111	-	-	-	-	-	-	-	-	-	580	523	-	-	-	-
2:00 PM	-	-	-	594	665	1259	598	590	1188	616	633	1249	-	-	-	-	-	-	-	-	-	603	629	-	-	-	-
3:00 PM	-	-	-	706	718	1424	653	790	1443	673	741	1414	-	-	-	-	-	-	-	-	-	677	750	-	-	-	-
4:00 PM	-	-	-	696	882	1578	678	832	1510	666	828	1494	-	-	-	-	-	-	-	-	-	680	847	-	-	-	-
5:00 PM	-	-	-	673	850	1523	638	957	1595	634	932	1566	-	-	-	-	-	-	-	-	-	648	913	-	-	-	-
6:00 PM	-	-	-	550	684	1234	514	699	1213	589	725	1314	-	-	-	-	-	-	-	-	-	551	703	-	-	-	-
7:00 PM	-	-	-	458	581	1039	467	621	1088	472	581	1053	-	-	-	-	-	-	-	-	-	466	594	-	-	-	-
8:00 PM	-	-	-	411	469	880	426	483	909	423	544	967	-	-	-	-	-	-	-	-	-	420	499	-	-	-	-
9:00 PM	-	-	-	378	389	767	368	390	758	302	458	760	-	-	-	-	-	-	-	-	-	349	412	-	-	-	-
10:00 PM	-	-	-	251	271	522	271	246	517	223	288	511	-	-	-	-	-	-	-	-	-	248	268	-	-	-	-
11:00 PM	-	-	-	108	161	269	123	152	275	136	201	337	-	-	-	-	-	-	-	-	-	122	171	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	1981	1384	3365	1968	1342	3310	1923	1318	3241	-	-	-	-	-	-	-	-	-	1957	1348	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	2075	2450	4525	1969	2579	4548	1973	2501	4474	-	-	-	-	-	-	-	-	-	2006	2510	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	7954	7638	15592	7891	7720	15611	7880	7733	15613	-	-	-	-	-	-	-	-	-	7908	7697	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	10147	9835	19982	10093	9923	20016	10027	10160	20187	-	-	-	-	-	-	-	-	-	10089	9973	-	-	-	-
Percent	-	-	-	50.8%	49.2%	100.0%	50.4%	49.6%	100.0%	49.7%	50.3%	100.0%	-	-	-	-	-	-	-	-	-	50.3%	49.7%	-	-	-	-
AM Peak	-	-	-	8:00 AM	9:00 AM		8:00 AM	9:00 AM		8:00 AM	9:00 AM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	4:00 PM	5:00 PM		5:00 PM	6:00 PM		5:00 PM	6:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vehicle Speed Report - Hourly

Site Description: Nichols Lane NO Barbara St
Site Number: 4
Start Date: 07/22/2025
End Date: 07/24/2025

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	38.7 mph	40.4 mph
50th Percentile	38.4 mph	41.3 mph
85th Percentile	43.3 mph	47.0 mph
95th Percentile	46.8 mph	50.8 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Northbound	30267	7	11	49	112	694	5274	12963	8407	2198	417	88	27	11	6	2	1	0	0	0	0
Percent	100.0%	0.0%	0.0%	0.2%	0.4%	2.3%	17.4%	42.8%	27.8%	7.3%	1.4%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	29918	91	350	563	568	805	2214	7352	10594	5489	1468	333	64	21	5	0	0	1	0	0	0
Percent	100.0%	0.3%	1.2%	1.9%	1.9%	2.7%	7.4%	24.6%	35.4%	18.3%	4.9%	1.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	60185	98	361	612	680	1499	7488	20315	19001	7687	1885	421	91	32	11	2	1	1	0	0	0
Percent	100.0%	0.2%	0.6%	1.0%	1.1%	2.5%	12.4%	33.8%	31.6%	12.8%	3.1%	0.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

16.9% > 45

Site Description: Nichols Lane NO Barbara St
 Site Number: 4
 Start Date: 07/22/2025
 End Date: 07/24/2025

Vehicle Speed Report (Southbound - 07/24/2025)

Thursday		Southbound																			
7/24/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	82	0	0	0	0	0	2	5	22	39	12	2	0	0	0	0	0	0	0	0	0
1:00 AM	27	0	0	0	0	1	0	3	4	10	5	2	2	0	0	0	0	0	0	0	0
2:00 AM	31	0	0	0	0	0	0	1	9	5	10	4	1	1	0	0	0	0	0	0	0
3:00 AM	31	0	0	0	0	0	0	3	10	7	6	3	2	0	0	0	0	0	0	0	0
4:00 AM	48	0	0	0	0	1	0	1	6	18	10	6	3	2	1	0	0	0	0	0	0
5:00 AM	136	0	1	0	0	0	2	7	21	36	49	15	3	1	1	0	0	0	0	0	0
6:00 AM	328	0	1	0	0	0	3	4	56	132	93	30	7	2	0	0	0	0	0	0	0
7:00 AM	437	0	0	1	3	4	15	72	131	153	48	8	2	0	0	0	0	0	0	0	0
8:00 AM	553	0	0	0	1	10	24	84	211	165	45	12	1	0	0	0	0	0	0	0	0
9:00 AM	492	0	0	0	0	3	10	108	224	122	20	5	0	0	0	0	0	0	0	0	0
10:00 AM	458	0	1	0	0	18	28	113	193	83	20	2	0	0	0	0	0	0	0	0	0
11:00 AM	531	0	0	0	4	14	31	116	238	111	14	3	0	0	0	0	0	0	0	0	0
12:00 PM	554	0	0	2	0	10	32	123	240	115	27	5	0	0	0	0	0	0	0	0	0
1:00 PM	521	0	0	1	0	2	19	121	235	116	17	9	1	0	0	0	0	0	0	0	0
2:00 PM	633	0	1	1	7	21	52	216	232	90	11	2	0	0	0	0	0	0	0	0	0
3:00 PM	741	0	0	1	1	12	72	226	283	122	21	3	0	0	0	0	0	0	0	0	0
4:00 PM	828	1	8	10	27	66	128	249	228	96	13	2	0	0	0	0	0	0	0	0	0
5:00 PM	932	15	88	90	89	59	143	230	165	49	3	0	1	0	0	0	0	0	0	0	0
6:00 PM	725	0	7	20	18	34	104	237	235	59	9	1	1	0	0	0	0	0	0	0	0
7:00 PM	581	0	0	2	0	5	37	187	224	113	13	0	0	0	0	0	0	0	0	0	0
8:00 PM	544	0	0	0	0	19	51	173	225	66	9	1	0	0	0	0	0	0	0	0	0
9:00 PM	458	1	0	2	3	16	49	171	154	53	6	3	0	0	0	0	0	0	0	0	0
10:00 PM	288	0	0	0	0	4	10	73	106	68	20	3	4	0	0	0	0	0	0	0	0
11:00 PM	201	0	0	0	0	0	2	29	55	57	44	13	1	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1318	0	1	1	4	14	42	160	398	450	186	50	10	2	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	2501	16	96	101	117	137	343	705	676	267	37	5	1	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	7733	16	106	126	150	253	661	1899	2671	1413	341	82	13	2	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	10160	17	107	130	153	299	814	2552	3507	1885	525	134	29	6	2	0	0	0	0	0	0
Percent	100%	0.2%	1.1%	1.3%	1.5%	2.9%	8.0%	25.1%	34.5%	18.6%	5.2%	1.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	41.3 mph																				
85th Percentile	47.2 mph																				
95th Percentile	51.1 mph	Average Speed	40.68 mph																		

25.5% > 40

Status: OK North Combined South

STRA-261 - Combined - n/s

Route 108 - 0.5 mi NW of North Avenue

Town.....Stratford
 Station.....261
 Location..... 41.203582,-73.141153
 Posted Speed Limit.....35 MPH
 2015-Minor Arterial 4.....2015-Urban
 Start Report.....21-Apr-2025 11:00AM
 End Report.....24-Apr-2025 08:00AM
 Dataset Details.....2

All Vehicles Average Speed..... 40 MPH
 Total Vehicles.....37589
 Percentile Sampling Period... 9AM to 4PM
 Vehicle Too Close.....5 secs
 Vehicle Too Slow..... < 20 MPH
 Speed Lower Limit.....15 MPH below Posted

All Report Days
 85th Percentile Speed.....46.7 MPH
 50th Percentile Speed.....40.9 MPH
 10 MPH Pace (63%).....36-45 MPH
 All Hours Total Vehicles.....37589
 In-Period Total Vehicles.....15267
 Omitted Vehicles Too Close (61%)...9315
 Omitted Vehicles Too Slow (1%).....99
 Sampled Vehicles (38%).....5853

Monday 21-Apr-2025
 85th Percentile Speed.....46.8 MPH
 50th Percentile Speed.....40.9 MPH
 10 MPH Pace (62%).....36-45 MPH
 All Hours Total Vehicles.....8750
 In-Period Total Vehicles.....4089
 Omitted Vehicles Too Close (62%)...2537
 Omitted Vehicles Too Slow (1%).....21
 Sampled Vehicles (37%).....1531

Tuesday 22-Apr-2025
 85th Percentile Speed.....46.8 MPH
 50th Percentile Speed.....41.1 MPH
 10 MPH Pace (63%).....36-45 MPH
 All Hours Total Vehicles.....13300
 In-Period Total Vehicles.....5561
 Omitted Vehicles Too Close (60%)...3364
 Omitted Vehicles Too Slow (1%).....33
 Sampled Vehicles (39%).....2164

Wednesday 23-Apr-2025
 85th Percentile Speed.....46.5 MPH
 50th Percentile Speed.....40.8 MPH
 10 MPH Pace (64%).....36-45 MPH
 All Hours Total Vehicles.....13542
 In-Period Total Vehicles.....5617
 Omitted Vehicles Too Close (61%)...3414
 Omitted Vehicles Too Slow (1%).....45
 Sampled Vehicles (38%).....2158

Thursday 24-Apr-2025
 85th Percentile Speed.....N/A
 50th Percentile Speed.....N/A
 10 MPH Pace ().....N/A
 All Hours Total Vehicles.....1997
 In-Period Total Vehicles.....0
 Omitted Vehicles Too Close (0%).....0
 Omitted Vehicles Too Slow (0%).....0
 Sampled Vehicles ().....0

Hour	MPH 0-15	MPH 16-20	MPH 21-25	MPH 26-30	MPH 31-35	MPH 36-40	MPH 41-45	MPH 46-50	MPH 51-55	MPH 56-60	MPH 61-65	MPH 66-70	MPH 71-75	MPH 76+	Total Vol
Monday 21-Apr															
12:00am															
01:00am															
02:00am															
03:00am															
04:00am															
05:00am															
06:00am															
07:00am															
08:00am															
09:00am															
10:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
11:00am	.	.	12	32	69	180	292	100	27	2	1	.	.	.	715
12:00pm	.	3	10	14	71	188	306	96	23	3	.	1	.	.	715
01:00pm	1	5	15	38	113	225	283	97	20	2	1	.	.	.	800
02:00pm	1	10	36	52	136	296	267	76	12	2	.	.	.	.	888
03:00pm	10	22	40	59	154	298	284	91	12	1	.	.	.	.	971
04:00pm	3	12	42	57	114	296	332	107	24	3	1	.	.	.	991
05:00pm	5	9	29	32	114	358	369	124	23	3	1	.	.	.	1061
06:00pm	2	9	23	34	114	270	284	88	17	1	.	1	.	.	841
07:00pm	1	4	9	21	72	196	274	87	11	6	1	.	.	.	682
08:00pm	.	.	10	4	57	153	179	51	18	1	.	.	.	.	471
09:00pm	.	1	3	2	26	76	107	54	15	6	.	1	.	.	291
10:00pm	.	1	1	5	16	39	82	33	17	5	1	.	.	.	200
11:00pm	.	1	3	3	7	15	32	28	18	3	3	1	.	.	114
Totals	23	77	233	353	1063	2590	3091	1032	237	38	9	4	0	0	8750
Percent	0.26	0.88	2.66	4.03	12.15	29.60	35.33	11.79	2.71	0.43	0.10	0.05	0.00	0.00	
Tuesday 22-Apr															
12:00am	.	.	.	2	7	17	20	14	5	1	.	1	.	.	67
01:00am	.	.	1	1	3	4	8	4	4	1	.	.	.	.	28
02:00am	.	.	.	.	1	9	5	2	6	1	.	.	.	.	24
03:00am	.	1	2	.	2	7	11	12	3	1	.	.	.	.	39
04:00am	.	.	1	1	7	11	27	29	19	4	3	.	.	.	102
05:00am	.	2	2	4	13	42	98	59	24	5	3	1	.	.	251
06:00am	2	3	3	9	40	71	180	123	48	9	2	1	.	.	491
07:00am	5	9	33	49	132	282	272	104	14	6	3	.	.	.	909
08:00am	97	58	51	68	152	271	210	49	6	4	1	1	.	.	968
09:00am	8	5	16	19	104	227	304	109	17	3	1	.	.	.	811
10:00am	3	3	9	9	54	209	276	113	21	3	.	.	.	.	700
11:00am	1	2	14	15	66	206	257	109	24	4	.	.	.	.	698
12:00pm	.	5	16	29	83	232	293	98	24	5	.	.	.	.	785
01:00pm	.	2	9	22	104	194	264	95	22	4	1	.	.	.	711
02:00pm	7	21	31	53	164	295	279	93	16	1	.	.	.	.	960
03:00pm	15	13	37	58	133	286	265	65	9	1	1	1	.	.	888
04:00pm	2	12	33	65	147	346	293	99	13	3	.	.	.	.	1011
05:00pm	2	8	41	84	140	382	337	88	6	2	.	.	.	.	1091
06:00pm	1	6	17	32	125	258	303	85	19	1	.	.	.	.	841
07:00pm	3	12	22	32	99	205	215	70	20	3	.	.	.	.	681
08:00pm	.	2	6	24	72	167	185	55	8	3	.	.	.	.	521
09:00pm	1	1	4	12	34	86	132	66	16	3	2	.	.	.	351
10:00pm	.	.	6	6	21	54	78	39	17	1	.	.	1	.	221
11:00pm	.	.	1	2	4	31	47	24	13	4	1	.	.	.	121
Totals	147	165	355	596	1707	3892	4363	1604	374	73	18	5	1	0	13300
Percent	1.11	1.24	2.67	4.48	12.83	29.26	32.80	12.06	2.81	0.55	0.14	0.04	0.01	0.00	
Wednesday 23-Apr															
12:00am	.	1	1	1	1	18	11	6	12	1	.	.	.	.	66
01:00am	.	.	.	.	2	7	11	11	7	.	.	.	.	.	31
02:00am	.	.	.	1	4	4	8	7	.	.	.	.	.	.	31
03:00am	.	1	1	.	1	9	15	10	6	2	3	.	.	.	48
04:00am	.	1	2	2	4	17	24	26	19	1	4	.	.	.	102
05:00am	.	2	4	5	19	37	80	67	33	5	3	1	.	.	258
06:00am	1	1	7	14	24	95	181	142	46	4	3	.	.	.	524
07:00am	2	9	25	33	107	250	300	89	32	4	1	1	.	.	858
08:00am	18	38	52	61	147	283	271	71	15	3	1	.	.	.	961
09:00am	1	4	12	13	61	196	281	127	22	2	.	.	.	.	721
10:00am	4	2	10	25	88	223	291	101	24	6	.	1	.	.	771
11:00am	2	5	13	27	103	203	241	88	18	1	.	1	.	.	701
12:00pm	3	9	16	18	101	242	251	85	15	4	.	.	.	.	741
01:00pm	3	7	17	46	96	283	251	70	11	2	.	.	.	.	791
02:00pm	4	15	37	55	153	267	281	77	16	3	.	.	.	.	901
03:00pm	6	28	46	82	165	322	251	56	9	1	.	.	.	.	961
04:00pm	10	13	29	40	152	329	311	88	17	.	.	1	.	.	981
05:00pm	5	18	41	104	182	324	311	63	11	5	.	.	.	.	1061
06:00pm	4	5	20	42	122	271	311	108	17	3	2	.	.	.	901
07:00pm	.	3	16	22	107	199	271	88	22	4	2	.	.	.	731
08:00pm	.	4	7	24	54	195	171	67	8	3	.	.	.	.	540
09:00pm	.	.	4	10	41	134	161	60	17	1	1	.	.	1	431
10:00pm	1	.	3	7	21	45	81	53	13	3	.	.	1	.	231
11:00pm	.	.	2	3	9	24	41	30	15	5	1	.	.	.	131
Totals	64	166	365	635	1764	3977	4471	1600	407	64	22	6	1	1	13542
Percent	0.47	1.23	2.70	4.69	13.03	29.37	33.00	11.82	3.01	0.47	0.16	0.04	0.01	0.01	
Thursday 24-Apr															

>45 = 15.6%

>45 = 15%

Status: OK North Combined South

STRA-261 - South

Route 108 - 0.5 mi NW of North Avenue

Town.....	Stratford	Station.....	261	Location.....	41.203582,-73.141153	Posted Speed Limit.....	35 MPH	2015-Minor Arterial	4	2015-Urban	Monday	21-Apr	12:00am	01:00am	02:00am	03:00am	04:00am	05:00am	06:00am	07:00am	08:00am	09:00am	10:00am	11:00am	12:00pm	01:00pm	02:00pm	03:00pm	04:00pm	05:00pm	06:00pm	07:00pm	08:00pm	09:00pm	10:00pm	11:00pm	Totals	Percent
Hour	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76+	Total																							
All Vehicles Average Speed..... 40 MPH Total Vehicles.....19360 Percentile Sampling Period... 9AM to 4PM Vehicle Too Close.....5 secs Vehicle Too Slow.....< 20 MPH Speed Lower Limit....15 MPH below Posted																																						
All Report Days 85th Percentile Speed.....47.2 MPH 50th Percentile Speed.....41.3 MPH 10 MPH Pace (61%).....36-45 MPH All Hours Total Vehicles.....19360 In-Period Total Vehicles.....7724 Omitted Vehicles Too Close (60%)...4640 Omitted Vehicles Too Slow (0%).....34 Sampled Vehicles (39%).....3050																																						
Monday 21-Apr-2025 85th Percentile Speed.....47.5 MPH 50th Percentile Speed.....41.2 MPH 10 MPH Pace (63%).....36-45 MPH All Hours Total Vehicles.....4315 In-Period Total Vehicles.....2074 Omitted Vehicles Too Close (61%)...1267 Omitted Vehicles Too Slow (1%).....12 Sampled Vehicles (38%).....795																																						
Tuesday 22-Apr-2025 85th Percentile Speed.....47.4 MPH 50th Percentile Speed.....41.6 MPH 10 MPH Pace (60%).....39-48 MPH All Hours Total Vehicles.....6827 In-Period Total Vehicles.....2788 Omitted Vehicles Too Close (60%)...1663 Omitted Vehicles Too Slow (1%).....15 Sampled Vehicles (40%).....1110																																						
Wednesday 23-Apr-2025 85th Percentile Speed.....47.0 MPH 50th Percentile Speed.....41.2 MPH 10 MPH Pace (62%).....36-45 MPH All Hours Total Vehicles.....7021 In-Period Total Vehicles.....2862 Omitted Vehicles Too Close (60%)...1710 Omitted Vehicles Too Slow (0%).....7 Sampled Vehicles (40%).....1145																																						
Thursday 24-Apr-2025 85th Percentile Speed.....N/A 50th Percentile Speed.....N/A 10 MPH Pace ().....N/A All Hours Total Vehicles.....1197 In-Period Total Vehicles.....0 Omitted Vehicles Too Close (0%).....0 Omitted Vehicles Too Slow (0%).....0 Sampled Vehicles ().....0																																						
Monday 21-Apr-2025 12:00am 2 7 9 6 3 1 . 1 . . . 29 01:00am 2 1 6 1 1 1 1 02:00am 5 3 2 3 1 1 03:00am 3 6 7 2 1 2 04:00am 2 6 14 16 14 3 2 . . . 59 05:00am 9 23 63 44 13 4 1 1 . . 16 06:00am 18 38 111 92 35 6 1 1 . . 310 07:00am 72 165 160 72 8 5 2 . . . 550 08:00am 74 137 104 25 5 3 57 09:00am 32 92 176 60 11 2 1 . . . 390 10:00am 28 94 166 77 14 2 390 11:00am 31 72 149 64 17 3 347 12:00pm 28 97 153 58 16 4 380 01:00pm 30 90 143 66 12 2 1 . . . 360 02:00pm 71 127 143 61 12 460 03:00pm 76 123 134 33 4 . 1 1 . . 450 04:00pm 70 123 153 65 10 2 470 05:00pm 50 159 185 47 3 2 520 06:00pm 55 104 192 47 13 1 430 07:00pm 13 75 136 44 12 2 290 08:00pm 13 68 107 30 6 1 230 09:00pm 6 43 70 39 9 2 2 . . . 170 10:00pm 10 19 35 20 10 1 . . . 1 100 11:00pm 12 16 14 8 2 50 Totals 122 96 205 297 692 1683 2434 990 241 51 11 4 1 0 6827 Percent 1.79 1.41 3.00 4.35 10.14 24.65 35.65 14.50 3.53 0.75 0.16 0.06 0.01 0.00																																						
Tuesday 22-Apr-2025 12:00am 1 1 . . . 5 7 6 10 . . . 1 . . 30 01:00am 2 3 6 4 . 1 10 02:00am 2 2 4 5 7 20 03:00am 5 5 8 3 . 2 20 04:00am 1 4 15 15 13 . 3 50 05:00am 12 22 45 51 25 5 2 170 06:00am 9 42 109 103 34 3 2 310 07:00am 59 121 190 58 27 4 . 1 . . . 490 08:00am 84 167 158 38 7 2 590 09:00am 18 92 177 88 13 2 400 10:00am 36 101 152 64 13 4 . 1 . . . 380 11:00am 44 84 124 59 12 1 350 12:00pm 32 130 140 54 9 1 380 01:00pm 37 137 156 44 6 1 410 02:00pm 49 120 165 45 10 2 440 03:00pm 67 143 147 40 8 470 04:00pm 53 158 168 54 9 480 05:00pm 67 142 167 40 9 3 500 06:00pm 29 101 166 74 13 3 2 430 07:00pm 29 92 161 57 19 2 1 360 08:00pm 13 92 97 45 5 3 260 09:00pm 12 67 79 35 10 1 200 10:00pm 5 11 39 24 9 3 . . . 1 . 90 11:00pm 2 14 22 20 11 1 1 70 Totals 36 69 215 313 662 1855 2499 1031 282 42 13 3 1 0 7021 Percent 0.51 0.98 3.06 4.46 9.43 26.42 35.59 14.68 4.02 0.60 0.19 0.04 0.01 0.00																																						
Wednesday 23-Apr-2025 12:00am 1 1 . . . 5 7 6 10 . . . 1 . . 30 01:00am 2 3 6 4 . 1 10 02:00am 2 2 4 5 7 20 03:00pm 5 5 8 3 . 2 20 04:00am 1 4 15 15 13 . 3 50 05:00am 12 22 45 51 25 5 2 170 06:00am 9 42 109 103 34 3 2 310 07:00am 59 121 190 58 27 4 . 1 . . . 490 08:00am 84 167 158 38 7 2 590 09:00am 18 92 177 88 13 2 400 10:00am 36 101 152 64 13 4 . 1 . . . 380 11:00am 44 84 124 59 12 1 350 12:00pm 32 130 140 54 9 1 380 01:00pm 37 137 156 44 6 1 410 02:00pm 49 120 165 45 10 2 440 03:00pm 67 143 147 40 8 470 04:00pm 53 158 168 54 9 480 05:00pm 67 142 167 40 9 3 500 06:00pm 29 101 166 74 13 3 2 430 07:00pm 29 92 161 57 19 2 1 360 08:00pm 13 92 97 45 5 3 260 09:00pm 12 67 79 35 10 1 200 10:00pm 5 11 39 24 9 3 . . . 1 . 90 11:00pm 2 14 22 20 11 1 1 70 Totals 36 69 215 313 662 1855 2499 1031 282 42 13 3 1 0 7021 Percent 0.51 0.98 3.06 4.46 9.43 26.42 35.59 14.68 4.02 0.60 0.19 0.04 0.01 0.00																																						
Thursday 24-Apr-2025 12:00am 1 1 . . . 5 7 6 10 . . . 1 . . 30 01:00am 2 3 6 4 . 1 10 02:00am 2 2 4 5 7 20 03:00pm 5 5 8 3 . 2 20 04:00am 1 4 15 15 13 . 3 50 05:00am 12 22 45 51 25 5 2 170 06:00am 9 42 109 103 34 3 2 310 07:00am 59 121 190 58 27 4 . 1 . . . 490 08:00am 84 167 158 38 7 2 590 09:00am 18 92 177 88 13 2 400 10:00am 36 101 152 64 13 4 . 1 . . . 380 11:00am 44 84 124 59 12 1 350 12:00pm 32 130 140 54 9 1 380 01:00pm 37 137 156 44 6 1 410 02:00pm 49 120 165 45 10 2 440 03:00pm 67 143 147 40 8 470 04:00pm 53 158 168 54 9 480 05:00pm 67 142 167 40 9 3 500 06:00pm 29 101 166 74 13 3 2 430 07:00pm 29 92 161 57 19 2 1 360 08:00pm 13 92 97 45 5 3 260 09:00pm 12 67 79 35 10 1 200 10:00pm 5 11 39 24 9 3 . . . 1 . 90 11:00pm 2 14 22 20 11 1 1 70 Totals 36 69 215 313 662 1855 2499 1031 282 42 13 3 1 0 7021 Percent 0.51 0.98 3.06 4.46 9.43 26.42 35.59 14.68 4.02 0.60 0.19 0.04 0.01 0.00																																						

Vehicle Speed Report - Hourly

Site Description: Bunnell
Site Number: 2
Start Date: 07/22/2025
End Date: 07/24/2025

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	29.1 mph	29.5 mph
50th Percentile	29.3 mph	29.7 mph
85th Percentile	35.1 mph	35.9 mph
95th Percentile	38.9 mph	39.5 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Northbound	10428	28	131	620	1552	3405	3063	1247	307	55	14	2	2	0	2	0	0	0	0	0	0
Percent	100.0%	0.3%	1.3%	5.9%	14.9%	32.7%	29.4%	12.0%	2.9%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	10479	34	145	520	1522	3193	3128	1487	373	67	7	3	0	0	0	0	0	0	0	0	0
Percent	100.0%	0.3%	1.4%	5.0%	14.5%	30.5%	29.9%	14.2%	3.6%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	20907	62	276	1140	3074	6598	6191	2734	680	122	21	5	2	0	2	0	0	0	0	0	0
Percent	100.0%	0.3%	1.3%	5.5%	14.7%	31.6%	29.6%	13.1%	3.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

All Days/Both Directions
 4% over 40

Site Description: Bunnell
 Site Number: 2
 Start Date: 07/22/2025
 End Date: 07/24/2025

Vehicle Speed Report (Northbound - 07/22/2025)

Tuesday	Northbound																				
7/22/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	17	0	1	0	0	1	5	6	1	2	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	9	0	0	0	0	1	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	8	0	0	1	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	7	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	43	1	0	1	2	3	16	13	5	2	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	98	0	0	3	2	12	28	24	23	4	2	0	0	0	0	0	0	0	0	0	0
7:00 AM	176	0	1	1	2	16	48	71	31	6	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	295	0	1	5	24	56	85	92	28	3	0	0	1	0	0	0	0	0	0	0	0
9:00 AM	230	0	1	6	10	42	92	59	17	3	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	212	0	0	3	2	26	81	77	20	2	1	0	0	0	0	0	0	0	0	0	0
11:00 AM	238	0	1	3	10	20	83	94	24	3	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	244	1	4	16	38	99	70	12	3	1	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	236	1	6	29	52	81	49	17	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	247	0	1	21	52	112	48	10	3	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	253	0	4	21	61	103	47	11	5	1	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	256	0	5	16	24	93	77	35	5	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	211	0	2	16	15	68	76	31	2	1	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	187	3	6	14	39	69	41	13	1	1	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	108	1	2	3	15	38	31	15	2	1	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	90	0	1	4	9	27	33	13	3	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	60	0	1	1	8	19	17	8	3	3	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	35	0	0	0	3	17	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	27	0	0	2	3	6	8	5	2	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	569	0	2	9	28	84	161	187	82	13	2	0	1	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	720	0	11	53	100	264	200	77	12	2	1	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	2883	5	32	154	331	797	825	546	163	25	4	0	1	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	3288	7	37	166	371	910	952	617	186	34	5	0	1	0	0	0	0	0	0	0	0
Percent	100%	0.2%	1.1%	5.0%	11.3%	27.7%	29.0%	18.8%	5.7%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	30.8 mph																				
85th Percentile	37.3 mph																				
95th Percentile	41.1 mph																				
Average Speed	30.65 mph																				
6.9% > 40																					

Site Description: Bunnell
 Site Number: 2
 Start Date: 07/22/2025
 End Date: 07/24/2025

Vehicle Speed Report (Southbound - 07/22/2025)

Tuesday	Southbound																				
7/22/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	13	0	0	2	1	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	8	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	4	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	7	0	0	0	0	1	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	18	0	1	0	1	0	4	6	5	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	43	0	0	0	0	2	7	17	13	4	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	124	0	0	0	3	7	27	52	25	9	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	152	0	0	1	1	6	40	72	26	5	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	246	0	1	0	4	28	77	110	22	4	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	243	0	1	1	10	26	89	87	25	4	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	209	0	2	1	2	17	64	86	31	5	1	0	0	0	0	0	0	0	0	0	0
11:00 AM	231	0	1	1	4	16	96	95	18	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	272	1	3	9	51	114	64	27	2	1	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	256	1	18	27	43	103	49	12	3	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	247	0	4	15	56	90	61	18	3	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	228	0	4	19	52	72	64	12	4	1	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	225	3	3	12	44	82	56	20	5	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	231	2	5	4	28	69	79	37	6	0	1	0	0	0	0	0	0	0	0	0	0
6:00 PM	172	1	1	12	25	56	49	21	7	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	147	1	1	8	16	45	50	24	2	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	117	0	1	9	18	36	40	10	2	1	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	71	0	0	2	9	30	19	10	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	51	0	0	2	1	14	24	8	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	39	0	0	3	7	15	8	3	2	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	522	0	1	1	8	41	144	234	73	18	2	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	684	5	12	35	124	223	199	69	15	1	1	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	2836	8	43	102	323	686	815	649	177	29	4	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	3354	9	46	128	376	832	973	735	298	45	4	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.3%	1.4%	3.8%	11.2%	24.8%	29.0%	21.9%	6.2%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	31.4 mph																				
85th Percentile	37.7 mph																				
95th Percentile	41.0 mph	Average Speed	31.06 mph																		

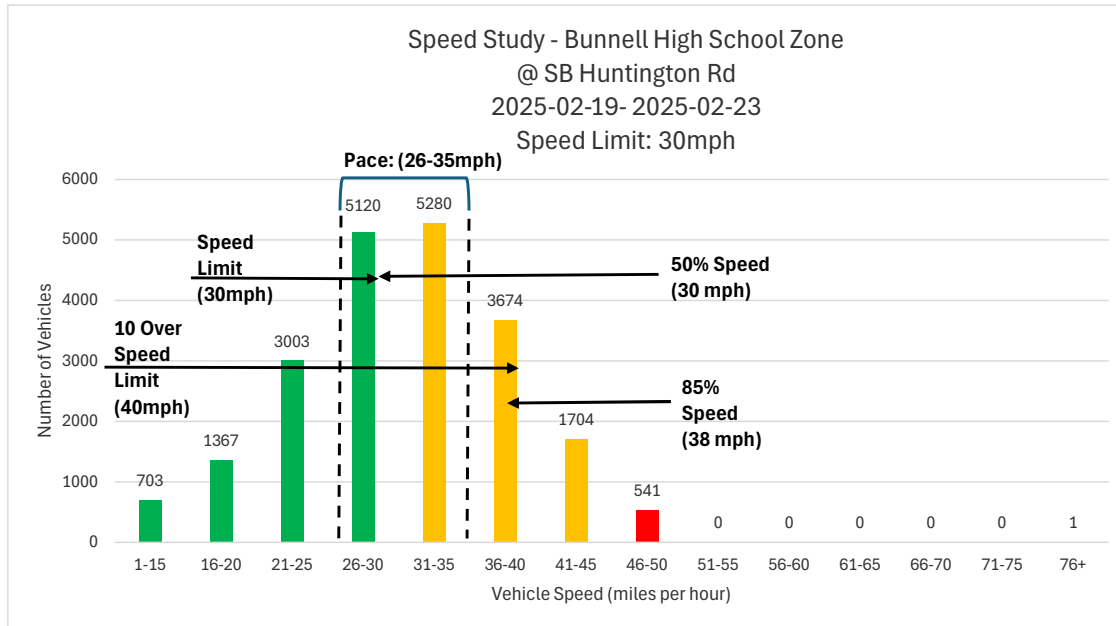
7.6% > 40

Speed Categories

1-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76+
------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-----

Number of Vehicles
(summation from data
in combined sheet)

703	1367	3003	5120	5280	3674	1704	541	0	0	0	0	0	1
-----	------	------	------	------	------	------	-----	---	---	---	---	---	---



Speed Range	Number of Vehicles
0-30	10193
31-40	8954
40+	2246

Speed			
Speed Limit	30	Pace Speed Range (10 mph)	26-35
50th Percentile Speed	30	Max Speed	76
85th Percentile Speed	38	Min Speed	15

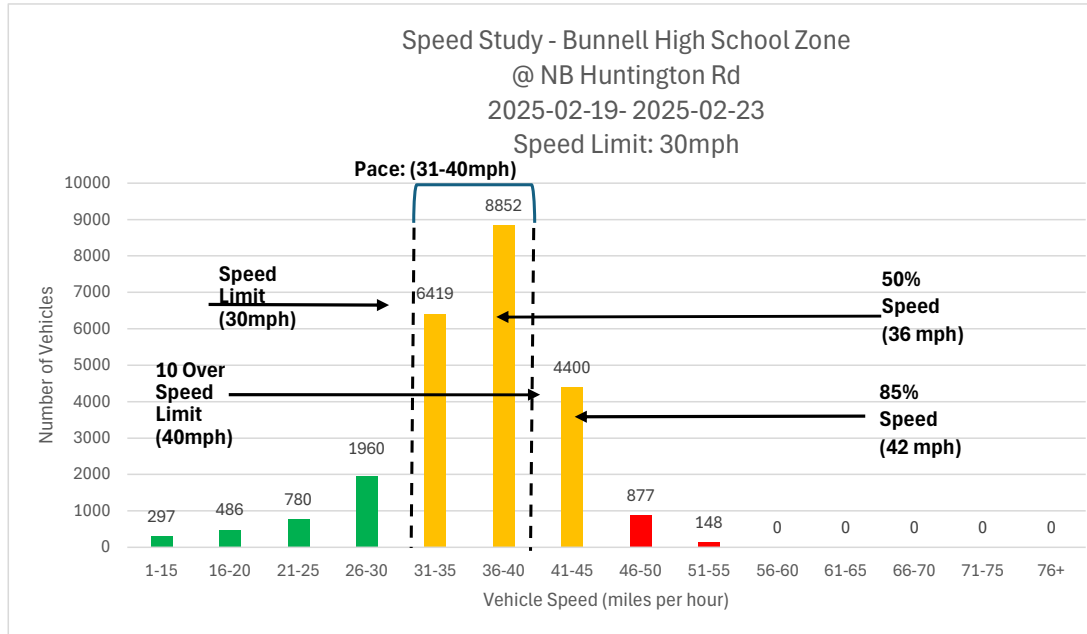
Vehicles			
Total # Vehicles	21,393	85th Percentile # Vehicles	4,083

Volumes			
Date	ADT	ADT > +10mph	% ADT > +10 mph
ADT	4279	2240	52%
2/19/2024	3771	2268	60%
2/20/2024	4314	2299	53%
2/21/2024	4244	2263	53%
2/22/2024	4385	2126	48%
2/23/2024	4679	2244	48%

Speed Categories

1-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76+
297	486	780	1960	6419	8852	4400	877	148	0	0	0	0	0

Number of Vehicles
(summation from data
in combined sheet)



Speed Range	Number of Vehicles
0-30	3523
31-40	15271
40+	5425

Speed			
Speed Limit	30	Pace Speed Range (10 mph)	31-40
50th Percentile Speed	36	Max Speed	55
85th Percentile Speed	42	Min Speed	15

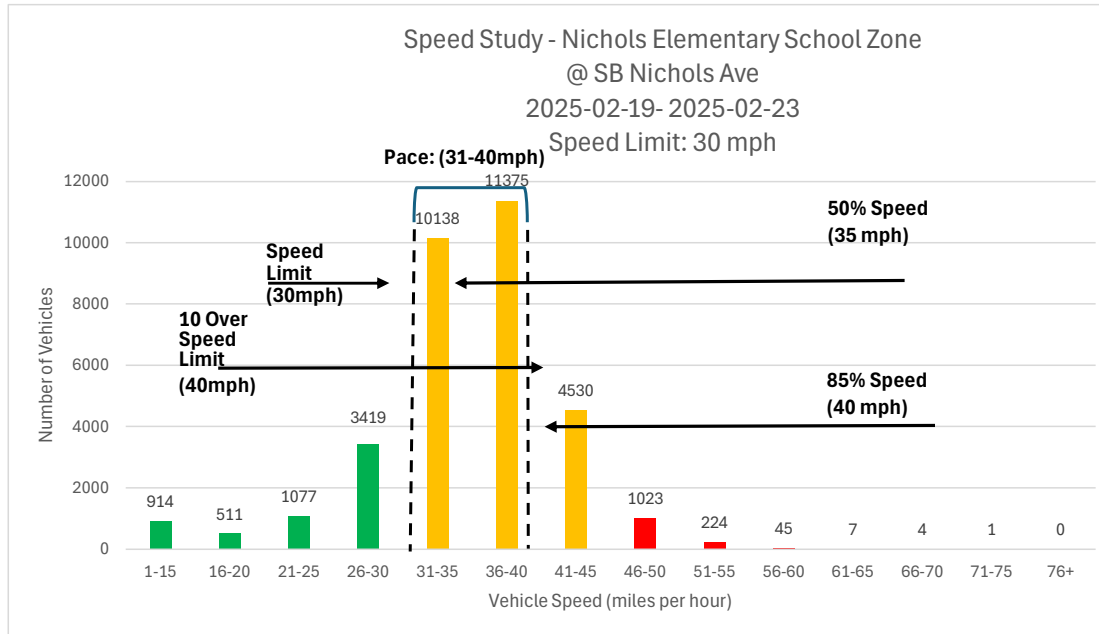
Vehicles			
Total # Vehicles	24,219	85th Percentile # Vehicles	3,225

Volumes			
Date	ADT	ADT > +10mph	% ADT > +10 mph
ADT	4844	4139	85%
2/19/2024	4042	3744	93%
2/20/2024	4926	4231	86%
2/21/2024	5003	4272	85%
2/22/2024	5040	4200	83%
2/23/2024	5208	4249	82%

Speed Categories

1-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76+
914	511	1077	3419	10138	11375	4530	1023	224	45	7	4	1	0

Number of Vehicles
(summation from data
in combined sheet)



Speed Range	Number of Vehicles
0-30	5921
31-40	21513
40+	5834

Speed			
Speed Limit	30	Pace Speed Range (10 mph)	31-40
50th Percentile Speed	35	Max Speed	55
85th Percentile Speed	40	Min Speed	15

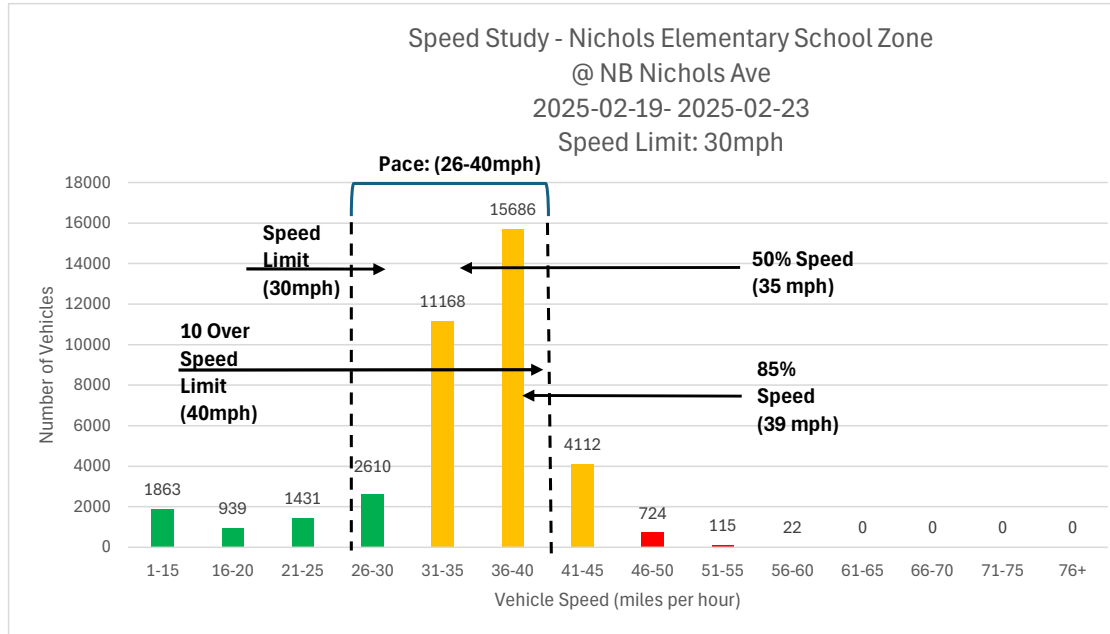
Vehicles		
Total # Vehicles	33,268	85th Percentile # Vehicles
		5,834

Volumes			
Date	ADT	ADT > +10mph	% ADT > +10 mph
ADT	6654	5469	82%
2/19/2024	5507	5004	91%
2/20/2024	6664	5402	81%
2/21/2024	6892	5622	82%
2/22/2024	6939	5486	79%
2/23/2024	7266	5833	80%

Speed Categories

1-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76+
1863	939	1431	2610	11168	15686	4112	724	115	22	0	0	0	0

Number of Vehicles
(summation from data
in combined sheet)



Speed Range	Number of Vehicles
0-30	6843
31-40	26854
40+	4973

Speed			
Speed Limit	30	Pace Speed Range (10 mph)	31-40
50th Percentile Speed	35	Max Speed	60
85th Percentile Speed	39	Min Speed	15

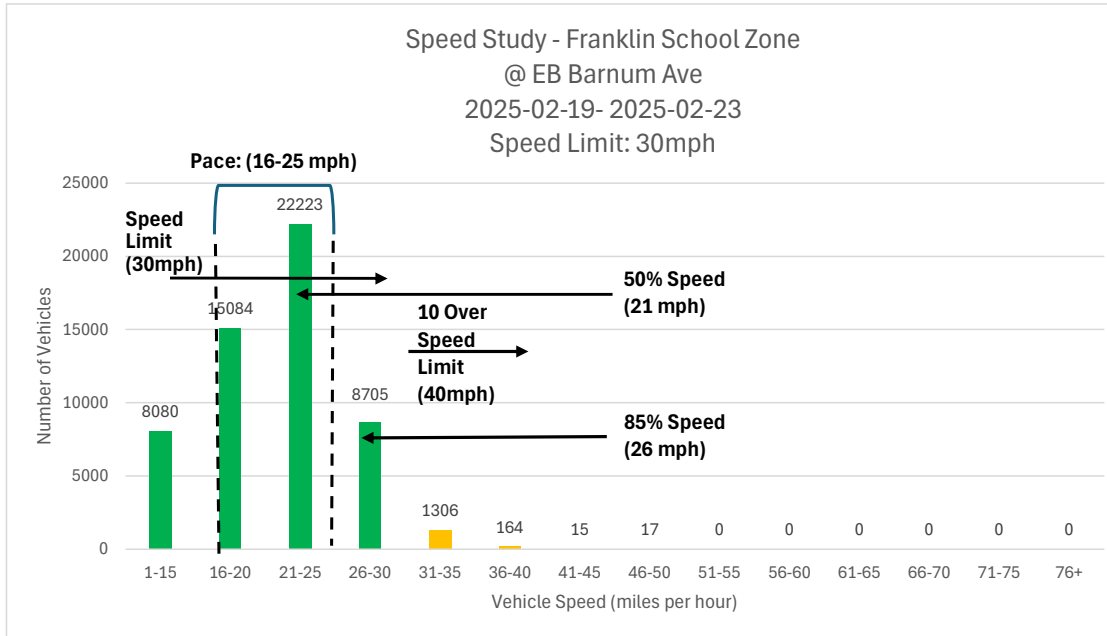
Vehicles		
Total # Vehicles	38670	85th Percentile # Vehicles
		11,248

Volumes			
Date	ADT	ADT > +10mph	% ADT > +10 mph
ADT	7734	6365	82%
2/19/2024	6897	6350	92%
2/20/2024	7906	6265	79%
2/21/2024	7686	6157	80%
2/22/2024	8007	6369	80%
2/23/2024	8174	6686	82%

Speed Categories

1-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76+
8080	15084	22223	8705	1306	164	15	17	0	0	0	0	0	0

Number of Vehicles
(summation from data
in combined sheet)



Speed Range	Number of Vehicles
0-30	54092
31-40	1470
40+	32

Speed			
Speed Limit	30	Pace Speed Range (10 mph)	16-25
50th Percentile Speed	21	Max Speed	50
85th Percentile Speed	26	Min Speed	15

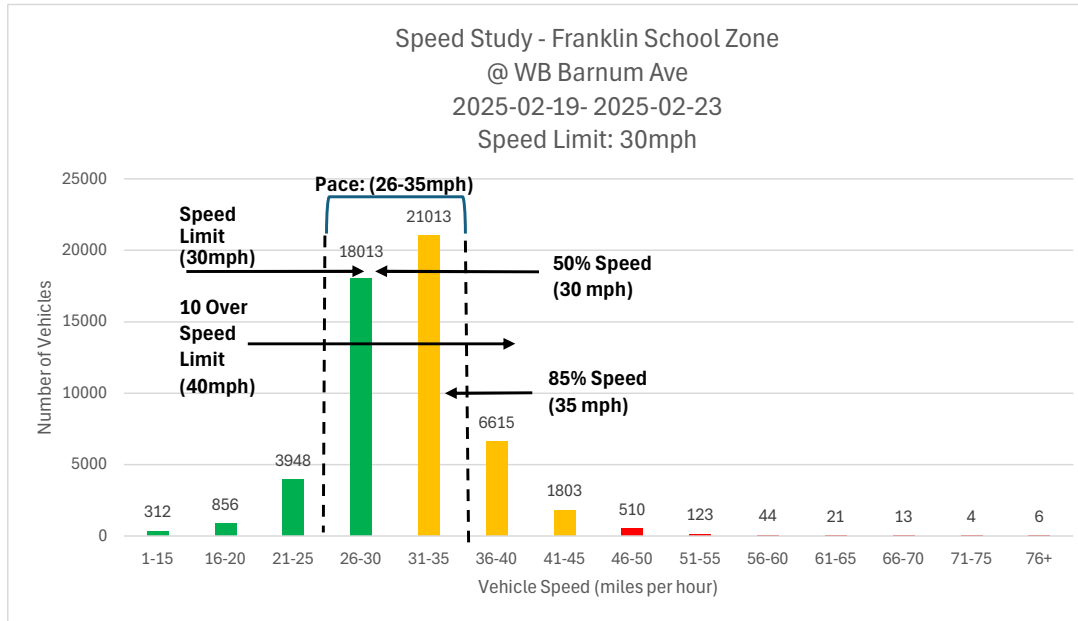
Vehicles			
Total # Vehicles	55,594	85th Percentile # Vehicles	3,243

Volumes			
Date	ADT	ADT > +10mph	% ADT > +10 mph
ADT	11119	300	3%
2/19/2024	9759	343	4%
2/20/2024	10876	307	3%
2/21/2024	11104	277	2%
2/22/2024	11646	299	3%
2/23/2024	12209	276	2%

Speed Categories

1-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76+
312	856	3948	18013	21013	6615	1803	510	123	44	21	13	4	6

Number of Vehicles
(summation from data
in combined sheet)



Speed Range	Number of Vehicles
0-30	23129
31-40	27628
40+	2524

Speed			
Speed Limit	30	Pace Speed Range (10 mph)	26-35
50th Percentile Speed	30	Max Speed	76
85th Percentile Speed	35	Min Speed	15

Vehicles			
Total # Vehicles	53,281	85th Percentile # Vehicles	13,342

Volumes			
Date	ADT	ADT > +10mph	% ADT > +10 mph
ADT	10656	6030	57%
2/19/2024	9679	5954	62%
2/20/2024	10508	5906	56%
2/21/2024	10587	5781	55%
2/22/2024	10761	6105	57%
2/23/2024	11746	6406	55%

SITE PLANS

The site plans contained in the following pages are in the following order:

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

Location No. 2 – Route 108 (Nichols Ave.) in the vicinity of Second Hill Lane School Barbara Ln. SB, Kenyon St. NB

Location No. 3 – Nichols Elementary School on Route 108 (Nichols Ave.) NB/SB

ITEM NO.	ITEM DESCRIPTION
11	Speed Limit Sign 31-5505 (30 MPH)
PE	Speed Limit Photo Enforced Sign 31-0813 (Refer To MDS-01)



100 Great Meadow Road
Suite 200
Wethersfield, CT 06109
860.807.4300



Automated Traffic Enforcement Safety Device (ATESD) Plans

Stratford, Connecticut

No.	Revision	Date	Appr.

Designed by	Checked by
Issued for	Date
OSTA Submission	Sept. 12, 2025

Construction Plan
Huntington Rd at
Bulldog Blvd

Drawing Number

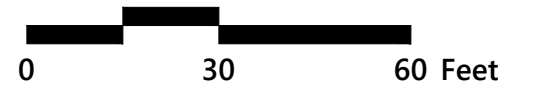
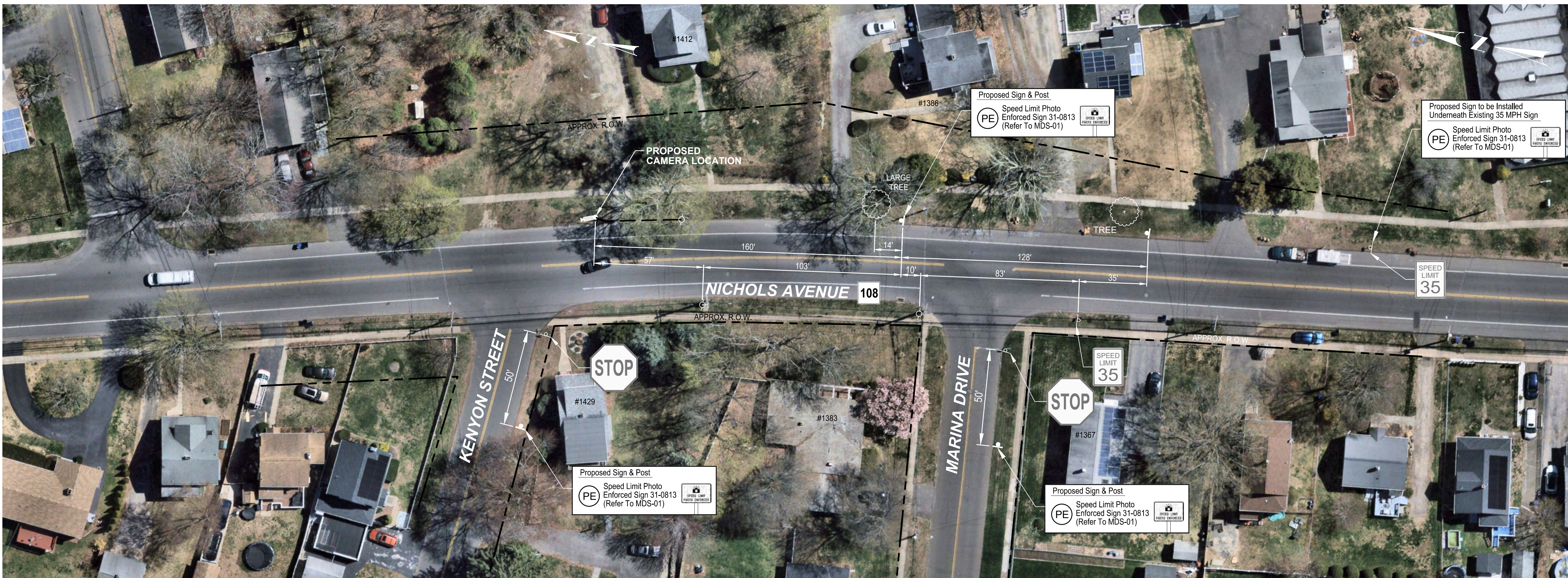
T-2

Sheet 2 of 2

Project Number
43519.00



ITEM NO.	ITEM DESCRIPTION
11	Speed Limit Sign 31-5505 (30 MPH)
PE	Speed Limit Photo Enforced Sign 31-0813 (Refer To MDS-01)



Automated Traffic Enforcement Safety Device (ATESD) Plans

Stratford, Connecticut

No.	Revision	Date	Apprv.

Designed by: _____ Checked by: _____

Issued for: **OSTA Submission** Date: **Sept. 12, 2025**

Drawing Title
**Construction Plan
Nichols Ave at
Barbara Ln & Kenyon St**



ITEM NO.	ITEM DESCRIPTION
11	Speed Limit Sign 31-5505 (30 MPH)
PE	Speed Limit Photo Enforced Sign 31-0813 (Refer To MDS-01)



Automated Traffic Enforcement Safety Device (ATESD) Plans

Stratford, Connecticut

No.	Revision	Date	Appr.

Designed by: _____ Checked by: _____

Issued for: **OSTA Submission** Date: **Sept. 12, 2025**

Drawing Title
**Construction Plan
Nichols Ave at
Grace Ln & Wood Ave**

Drawing Number

T-2

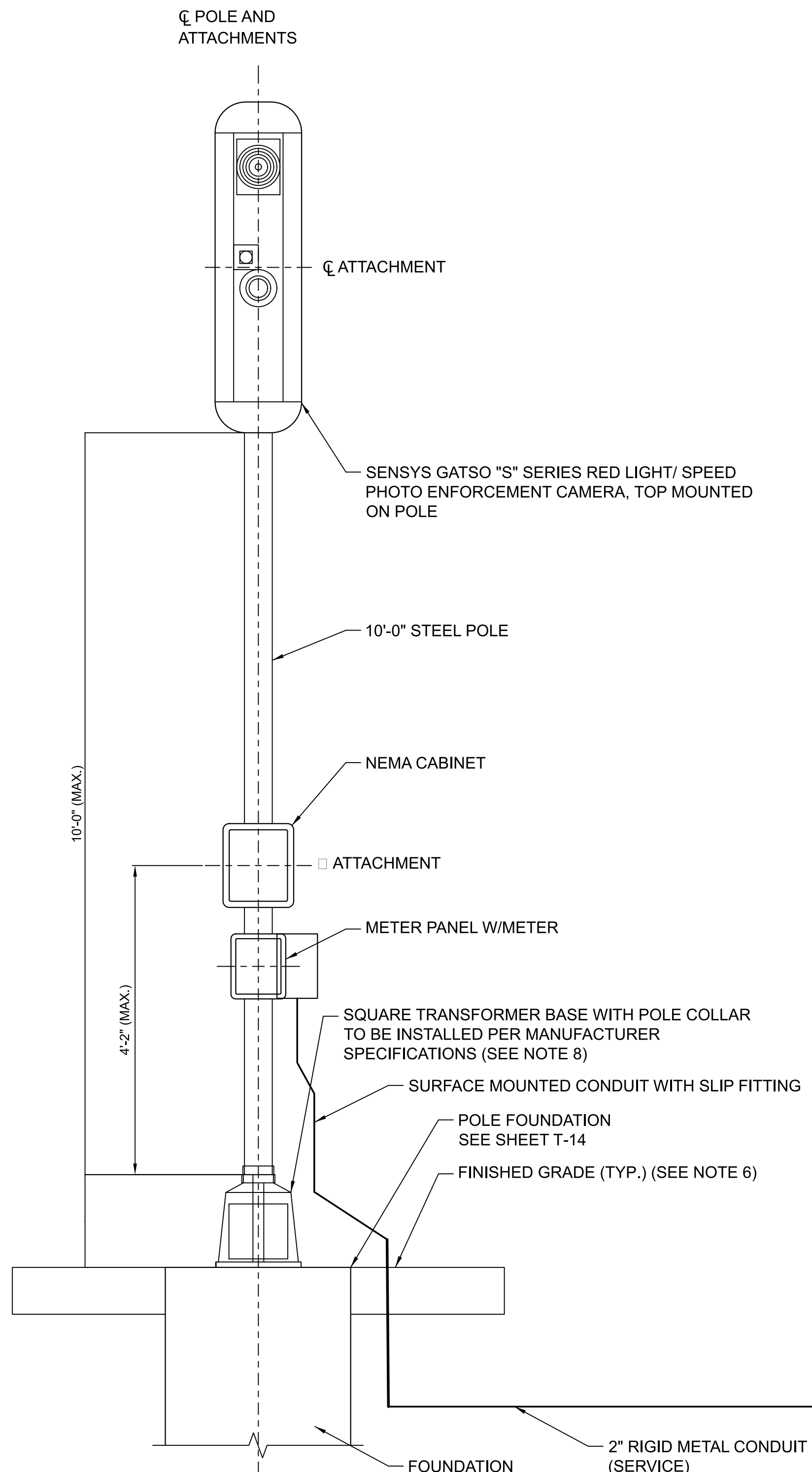
Sheet 2 of 2

Project Number
43519.00

Saved Friday, September 12, 2025 10:47:26 AM DWIHITE Printed Friday, September 12, 2025 11:24:24 AM David White

MATCH TO ABOVE

MATCH TO BELOW

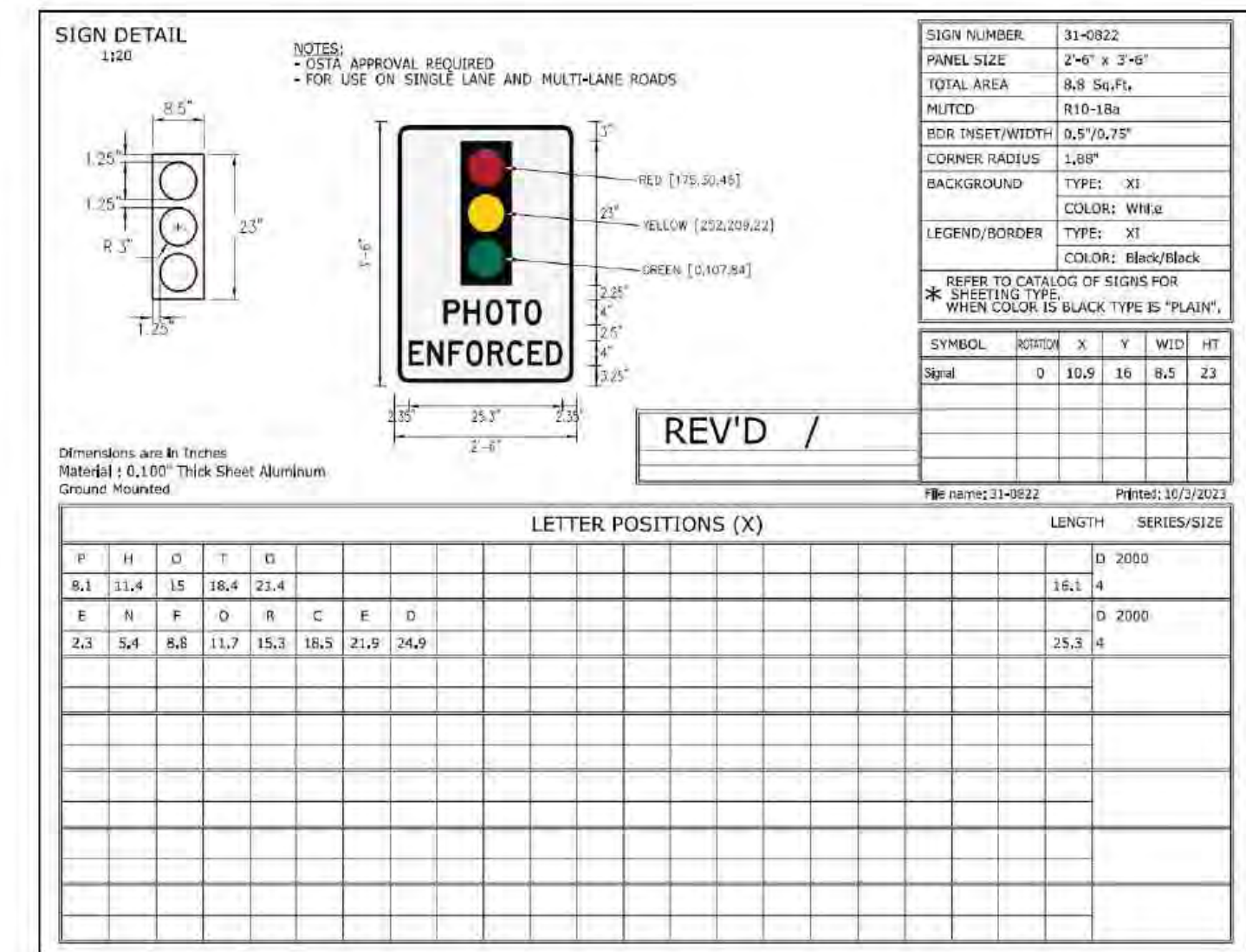


SCHMATIC ELEVATION VIEW
SCALE: N.T.S.

TYPICAL RED LIGHT/SPEED PHOTO ENFORCEMENT CAMERA MOUNTING
NOT TO SCALE

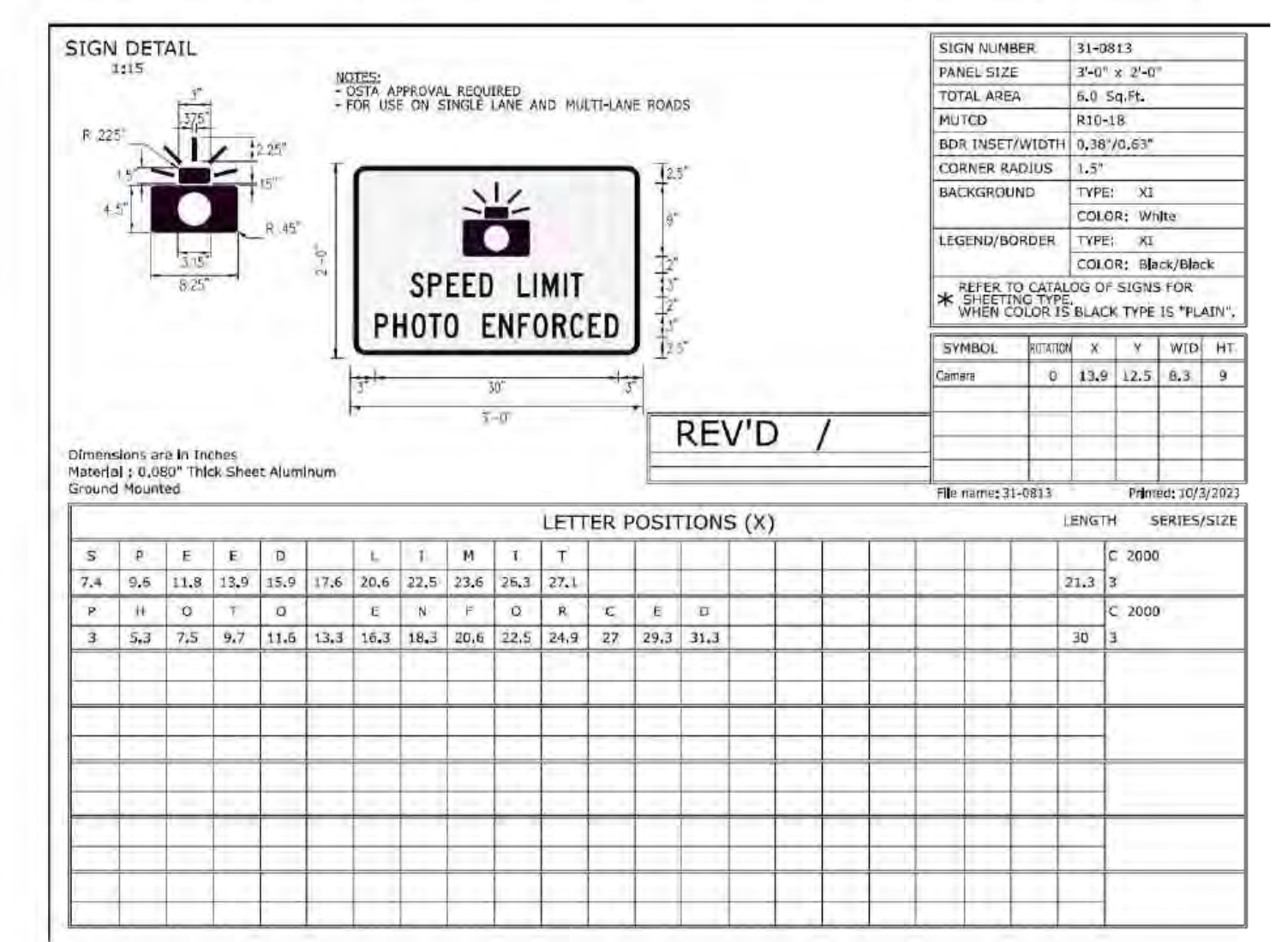
NOTES:

- 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 SCHEMATIC ELEVATION VIEW.
- GENERAL SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION CTDOT FORM 819.
- DESIGN SPECIFICATIONS: AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 1ST EDITION AS MODIFIED BY THE CTDOT FORM 819.
- DESIGN WIND LOADING: 130 MPH
- MATERIALS SHALL BE AS FOLLOWS:
 - CONCRETE: CLASS IV (CAST-IN-PLACE OR PRECAST)
 - REINFORCING: ASTM A615, GRADE 60
 - 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
- 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.
- SQUARE TRANSFORMER BASE, POLE COLLAR ASSEMBLY, AND ANCHOR BOLT INSTALLATION SHALL BE DONE IN ACCORDANCE WITH THE TRANSFORMER BASE MANUFACTURER'S RECOMMENDATIONS.
- DESIGN OF FOUNDATION IS BASED ON THE FOLLOWING SOIL PROPERTIES:
 - INTERNAL FRICTION ANGLE = 30 DEGREES
 - EFFECTIVE SOIL UNIT WEIGHT = 50 PCF
 CONTRACTOR TO VERIFY SOIL PROPERTIES PRIOR TO INSTALLATION.
- 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.
- EQUIPMENT BASE, POLE COLLAR ASSEMBLY, AND ANCHOR BOLT INSTALLATION, AND FINAL ANCHOR BOLT DIAMETER AND EMBEDMENT LENGTH SHALL BE DONE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- FOR ADA CLEARANCE PURPOSES, THE METER SOCKET AND NEMA FLASHER CABINET SHALL BE LOCATED ON THE BACKSIDE OF THE TRAFFIC SIGNAL POLE, PERPENDICULAR TO THE ROADWAY.
- INSTALL UNITED ILLUMINATING SPECIFIED METER SOCKET ON CAMERA POLE WITH PVC SLIP FITTING TO CONNECT TO RIGID METAL CONDUIT UNDERGROUND TO SERVICE POLE.
- SERVICE DISCONNECT SWITCH ON UTILITY SERVICE POLE FOR EACH METERED SERVICE LOCATION IN ACCORDANCE WITH UNITED ILLUMINATING REQUIREMENTS. INSTALLED SURFACE MOUNTED CONDUIT TO UNDERGROUND RIGID METAL CONDUIT BETWEEN CAMERA POLE METER AND SERVICE DISCONNECT SWITCH.

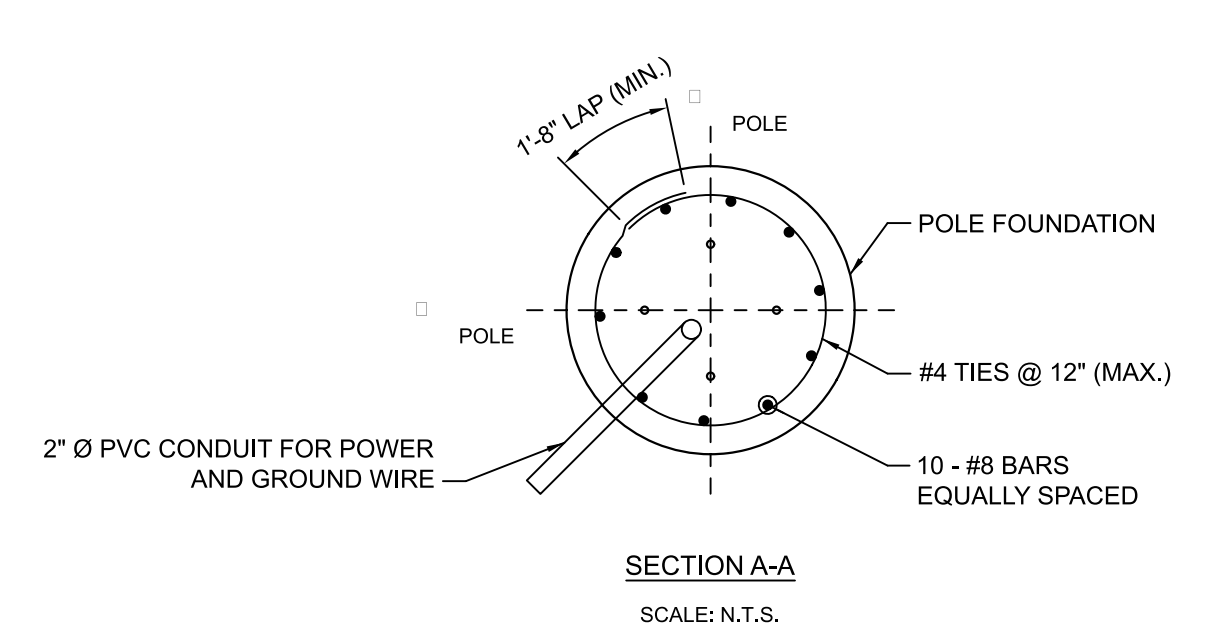
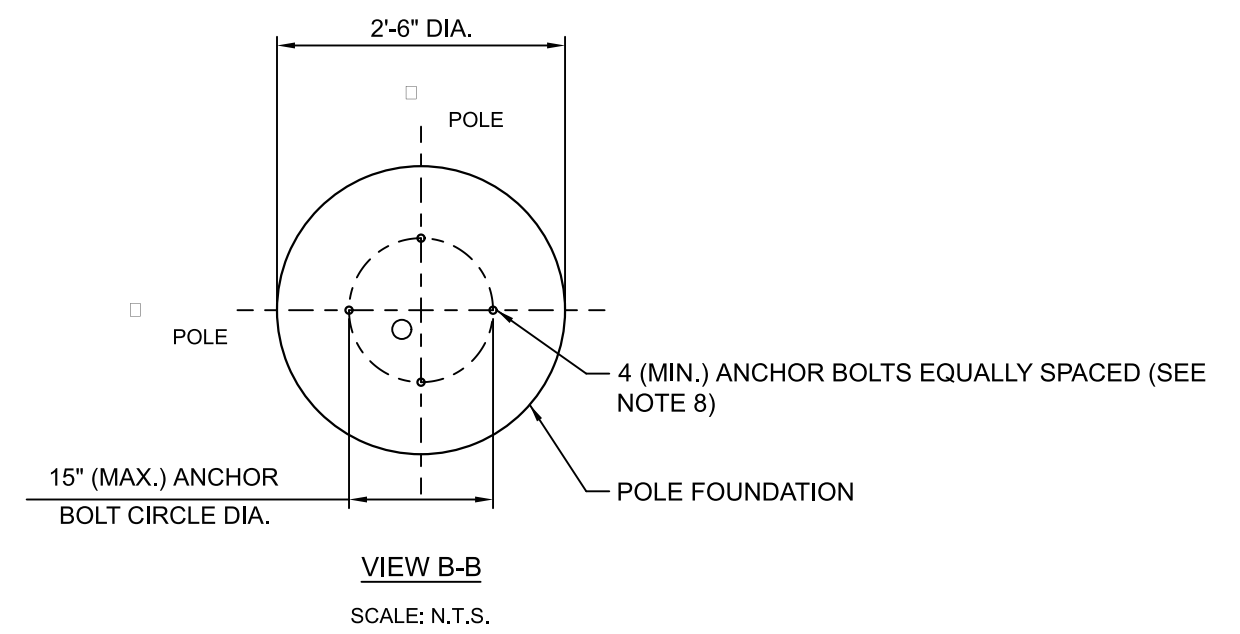
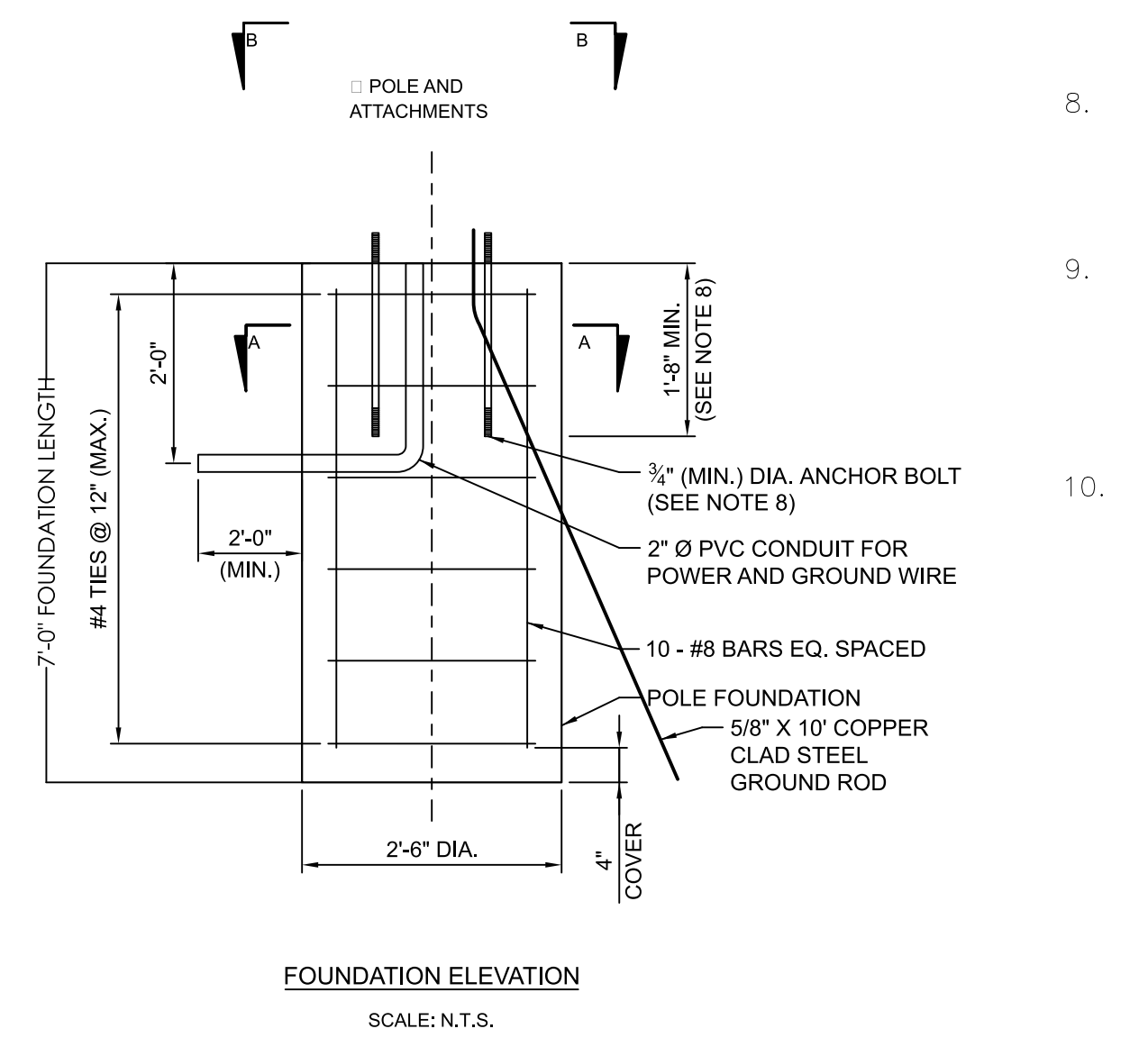


TYPICAL RED LIGHT PHOTO ENFORCED WARNING SIGN
NOT TO SCALE

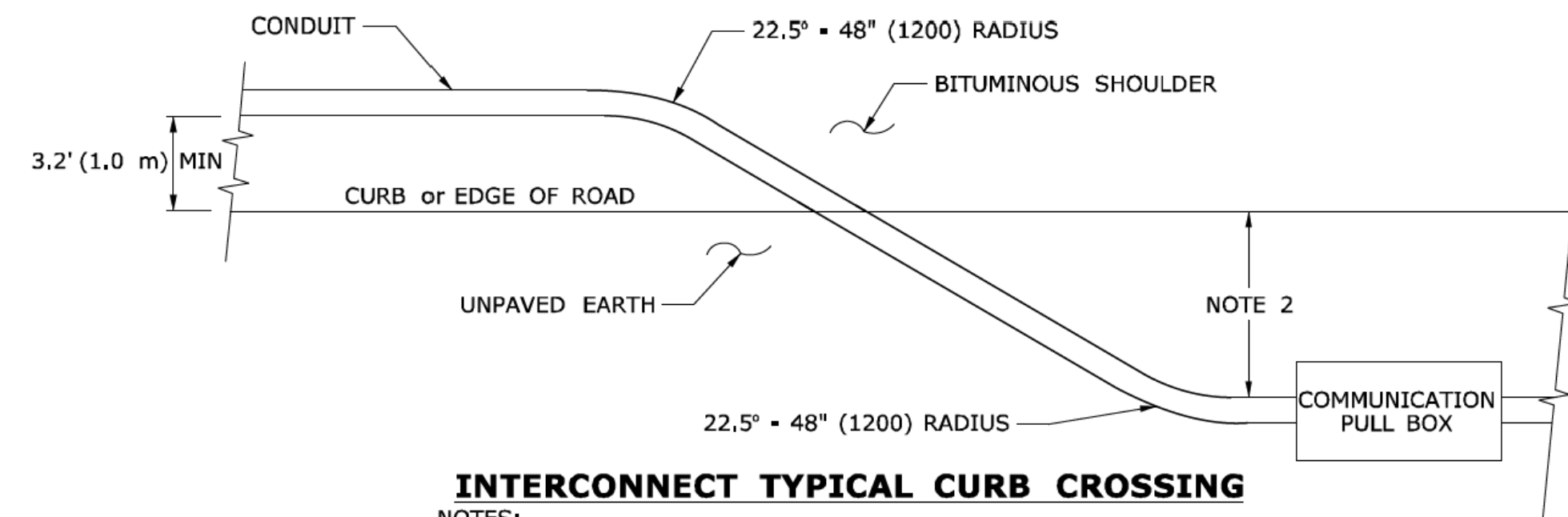
Sign detail options for "Speed Limit - Photo Enforced" stand alone sign



TYPICAL SPEED LIMIT PHOTO ENFORCED WARNING SIGN
NOT TO SCALE



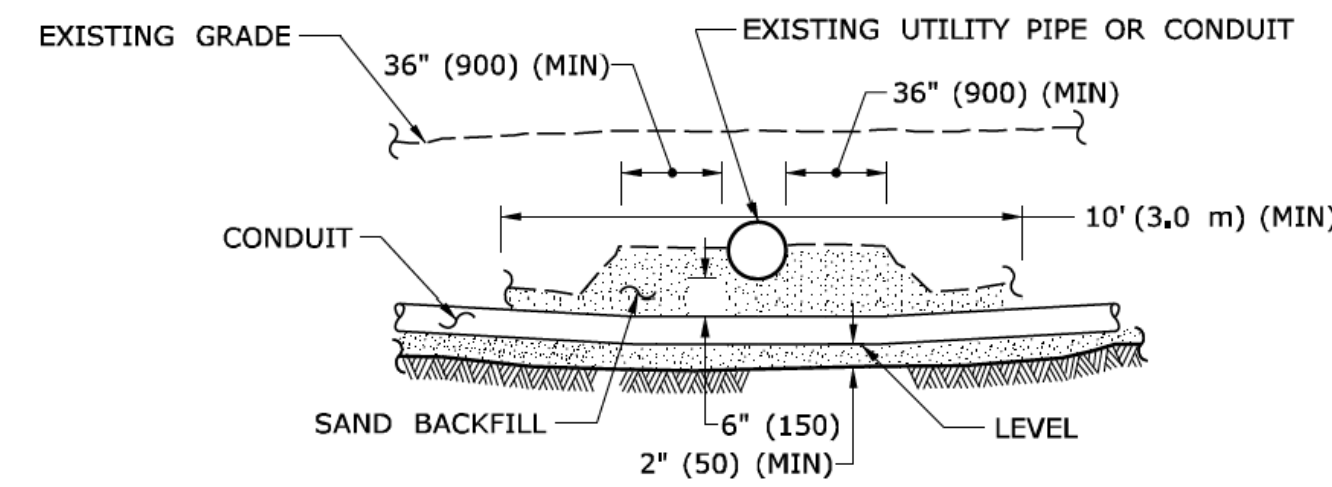
REV.	DATE	REVISION DESCRIPTION



INTERCONNECT TYPICAL CURB CROSSING

NOTES:

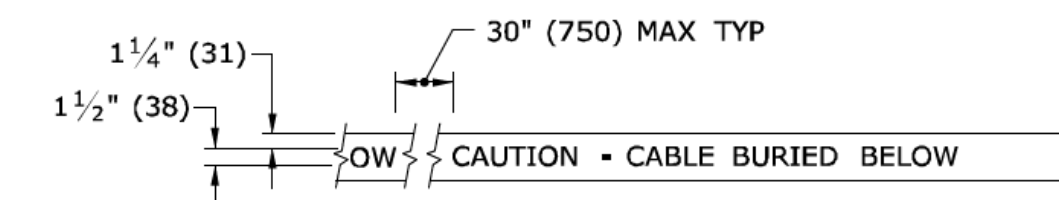
1. RESTORE AREAS DISTURBED BY TRENCH TO ORIGINAL CONDITION.
2. INSTALL PULL BOX A MINIMUM OF 10' (3.0 m) FROM CURB UNLESS OTHERWISE SHOWN ON PLANS OR DIRECTED BY ENGINEER.



CROSSING UNDER EXISTING UTILITY

NOTES:

1. WHEN ENCOUNTERED AT APPROXIMATELY THE SAME DEPTH, CROSS BENEATH.
2. PROTECT & SUPPORT EXPOSED EXISTING UTILITY.

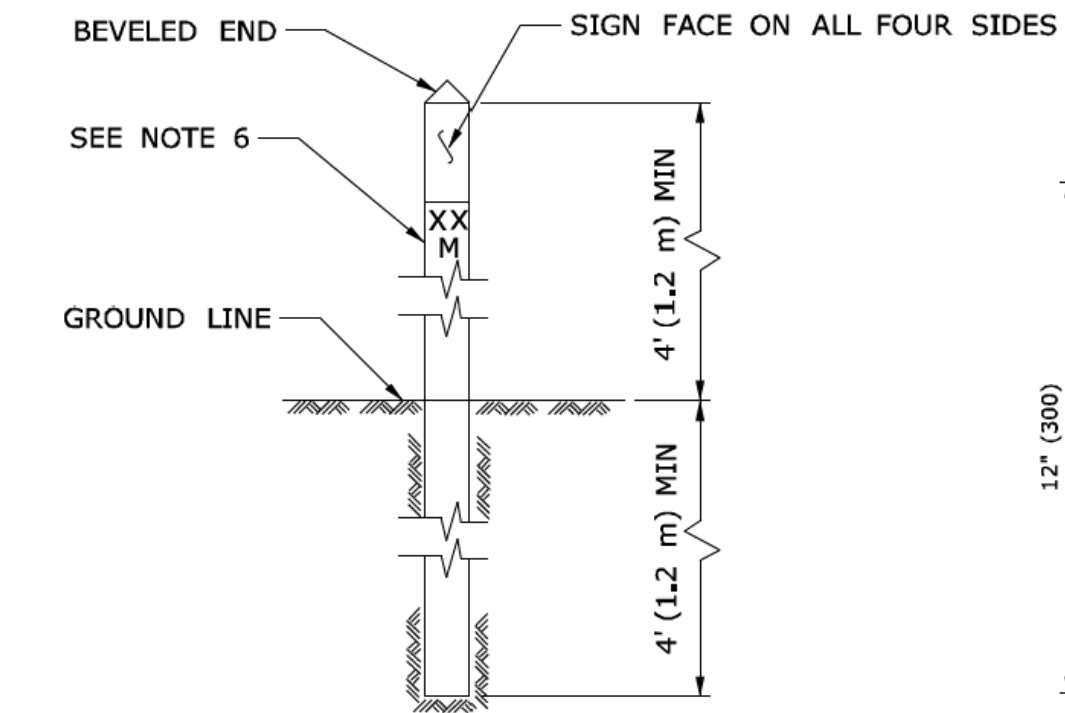


DETECTABLE WARNING TAPE

NOTE:

STANDARD SPECIFICATIONS, ARTICLE: 1.05,15

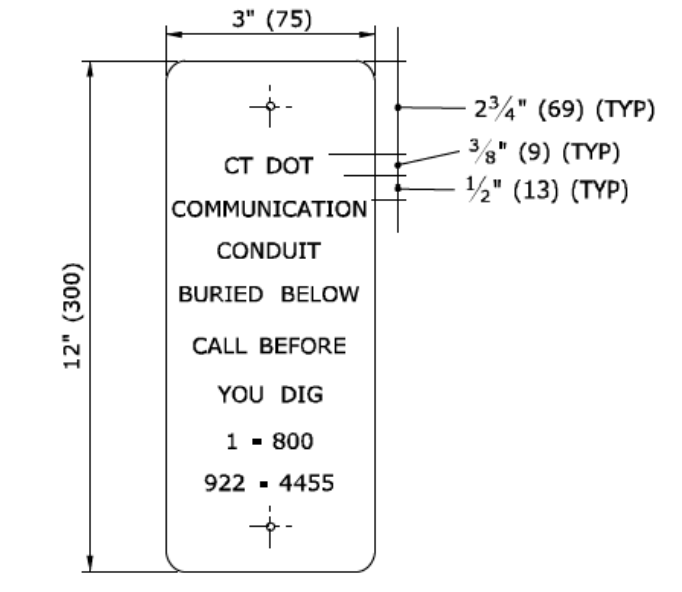
1. TAPE COLORS:
COMMUNICATION - ORANGE BACKGROUND / BLACK LEGEND
POWER - RED BACKGROUND / BLACK LEGEND



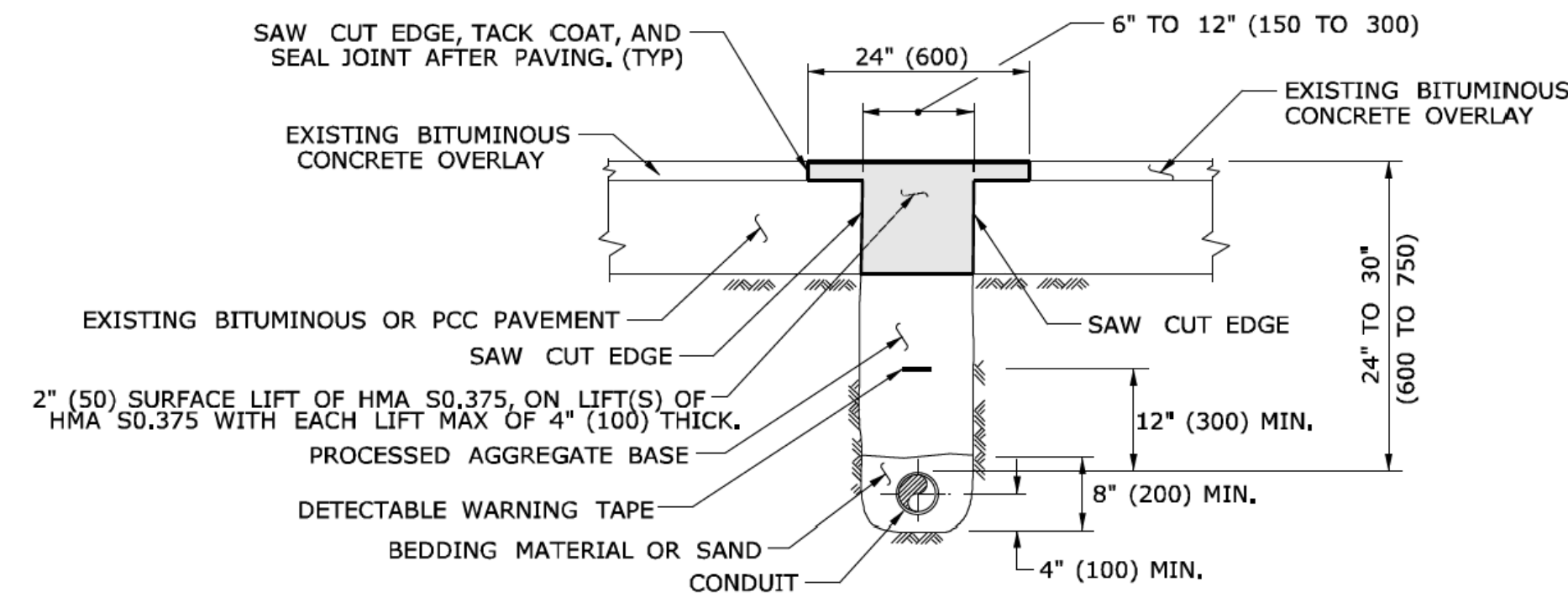
INTERCONNECT CONDUIT IDENTIFICATION POST

NOTES:

1. 4" x 4" (100 x 100) NOMINAL, PRESSURE TREATED WOOD POST.
2. ATTACH SIGN TO POST WITH 1/4" x 1 1/4" (6 x 31) STAINLESS STEEL LAG SCREW WITH NYLON WASHER ON FACE OF SIGN.
3. SIGN COLORS; BACKGROUND - ORANGE (RETROREFLECTIVE) LEGEND - BLACK (OPAQUE).
4. INSTALL POST APPROX 24" (600) FROM RMC IN VICINITY OF EACH PULL BOX.
5. INSTALL POSTS BETWEEN PULL BOXES, APPROX 10' (3.0 m) OFF CURB, SPACE POSTS 1500± (460 m±) APART.
6. PERMANENTLY ATTACH STAINLESS STEEL NUMBERS INDICATING DISTANCE TO TRENCH IN FEET (METERS) CONTAINING COMMUNICATION CABLE. ATTACH NUMBERS TO SIDE OF POST FACING CONDUIT. INCLUDE "M" SUFFIX IF METERS.



SIGN FACE DETAIL
SIGN # 41-4669

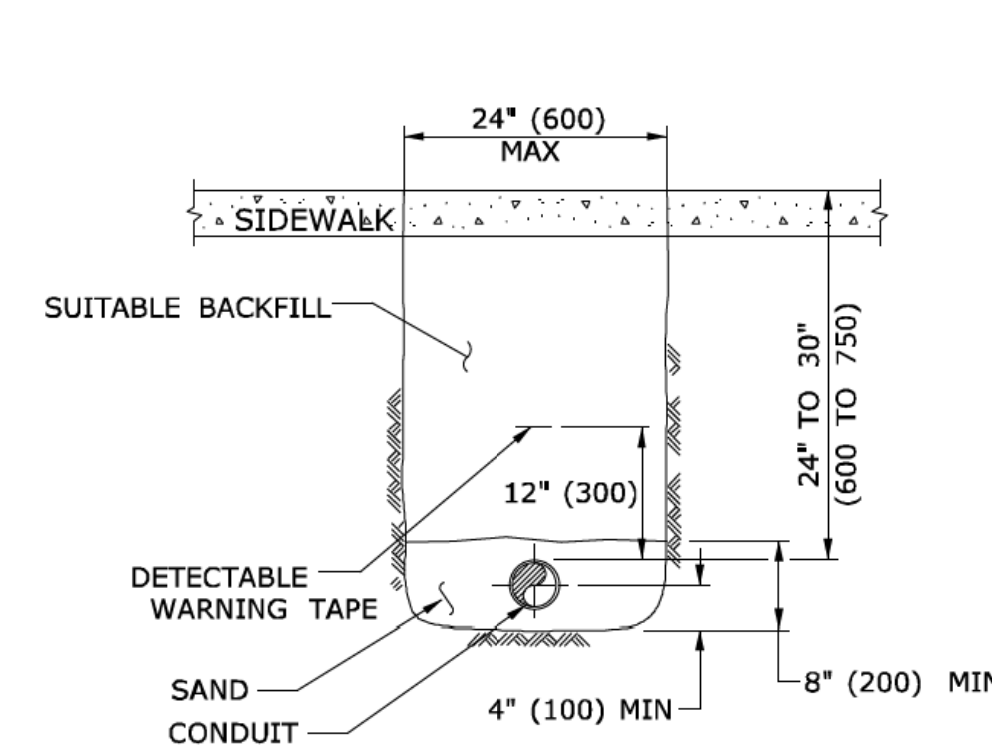


PAVEMENT - BITUMINOUS CONCRETE OR OVERLAYED PORTLAND CEMENT CONCRETE

NOTES:

STANDARD SPECIFICATIONS, ARTICLE: 3.04 & 4.06,03

1. TOTAL HOT MIX ASPHALT (HMA) THICKNESS TO MATCH EXISTING BITUMINOUS CONCRETE AND PORTLAND CEMENT CONCRETE (PCC) THICKNESS.
2. WHEN ALLOWED BY ENGINEER, USE CONTROLLED LOW STRENGTH MATERIAL (CLSM) AS BEDDING MATERIAL. TOP OF CLSM AT LEAST 20" (500) BELOW SURFACE.

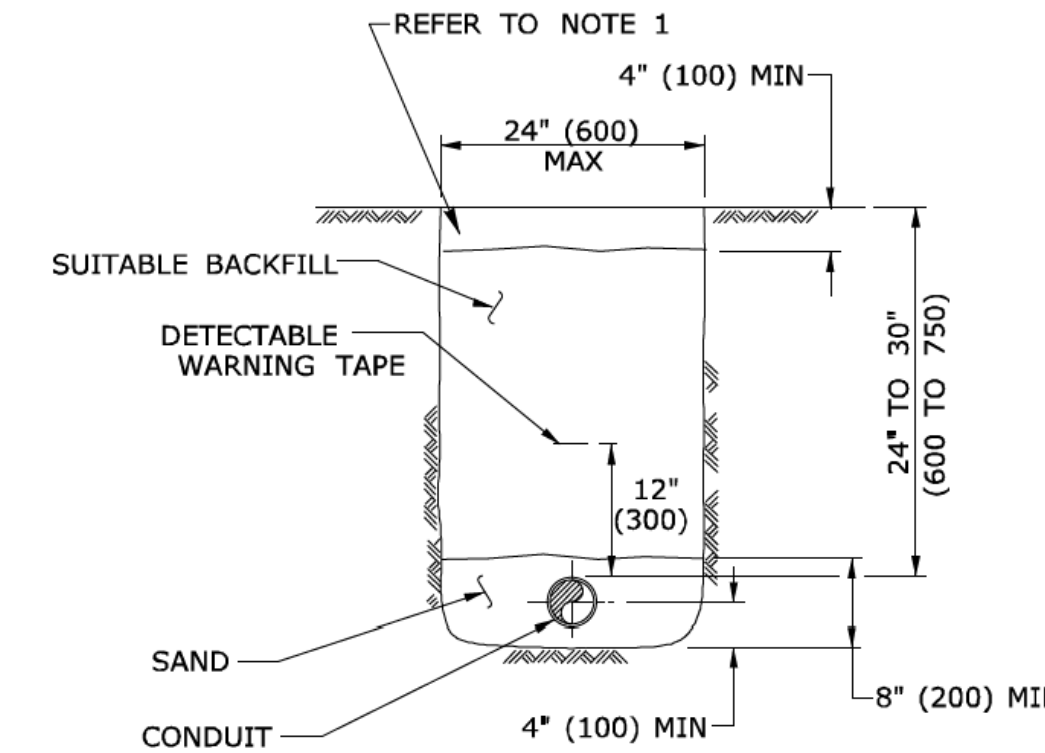


SIDEWALK

NOTES:

STANDARD SPECIFICATIONS, ARTICLE: 9.21 & 9.22

1. WHERE CONCRETE SIDEWALK DAMAGED OR CUT, REPLACE THE ENTIRE SECTION BETWEEN JOINTS. REPLACEMENT SIDEWALK IS PAID FOR AT THE CONTRACT UNIT PRICE FOR "CONCRETE SIDEWALK".



EARTH

NOTES:

STANDARD SPECIFICATIONS, ARTICLE: 9.50

1. IN MOWED AREAS: PLACE TOPSOIL, FERTILIZER, SEED, & MULCH.

GENERAL NOTES:

1. TOP OF CONDUIT NO LESS THAN 24" (600) DEEP.
2. COMPACT BACKFILL IN ≤ 6" (150) LIFTS, HAND COMPACTION NOT PERMITTED.

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:
DESIGNER/DRAFTER: _____ CHECKED BY: _____



PROJECT TITLE:
AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICE (ATESD)

TOWN(S):
STRATFORD

DRAWING TITLE:
DETAIL PLAN

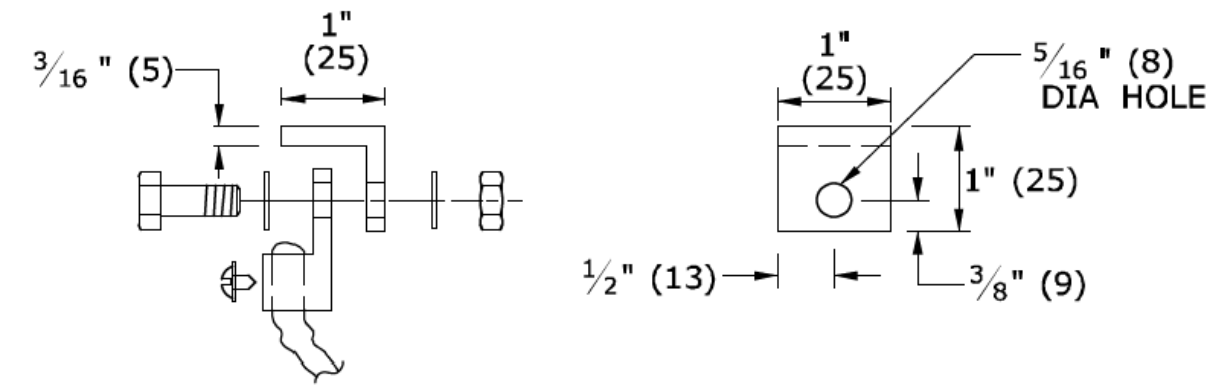
PROJECT NO.:
43519.00

DRAWING NO.:
MDS-02

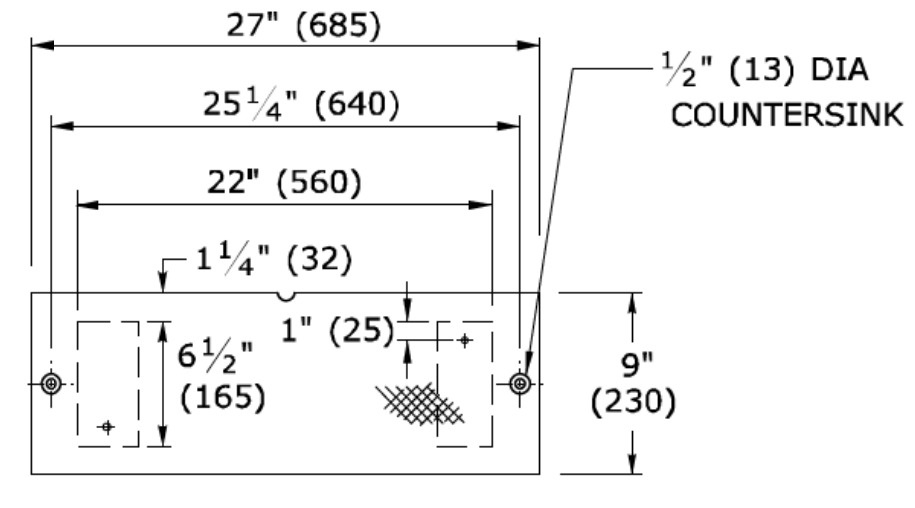
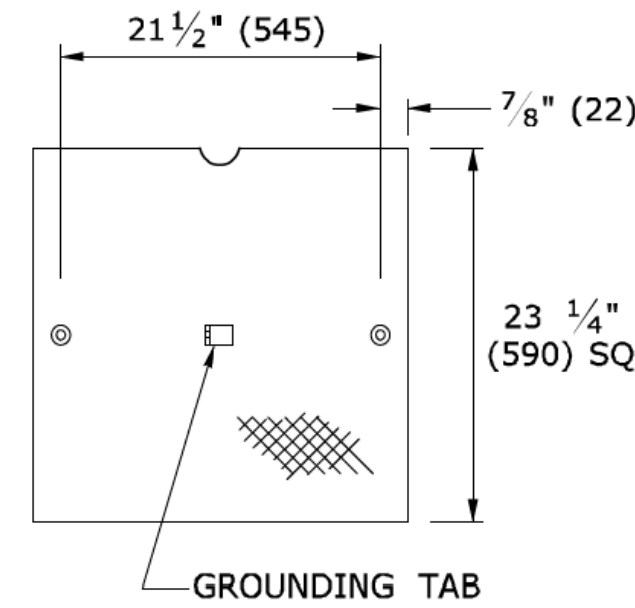
SHEET NO.:

COVER NOTES:

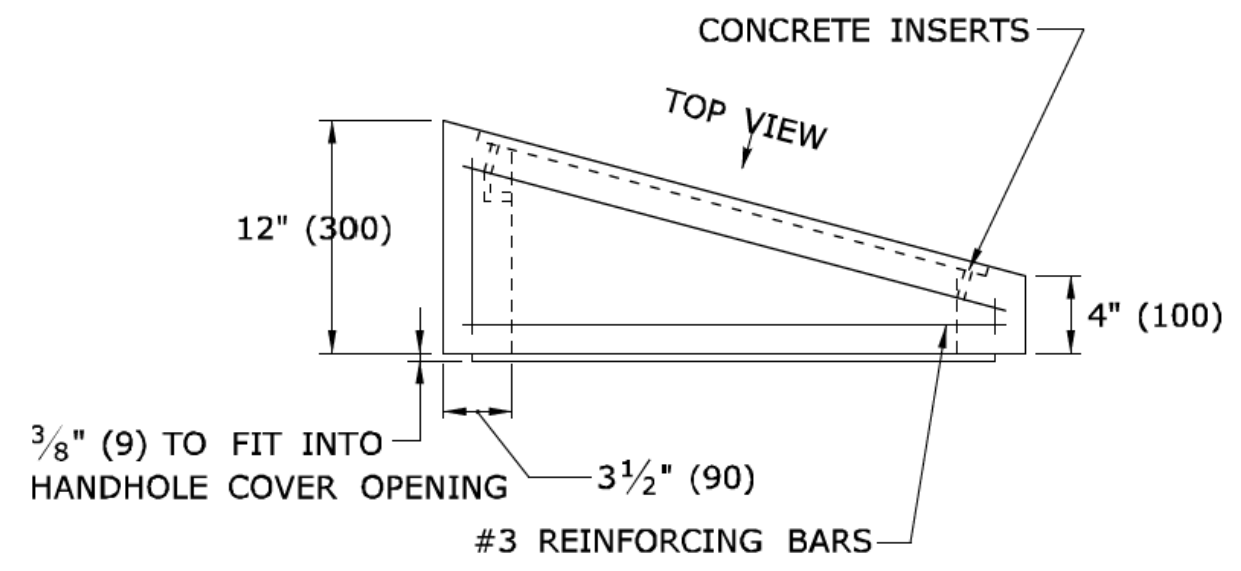
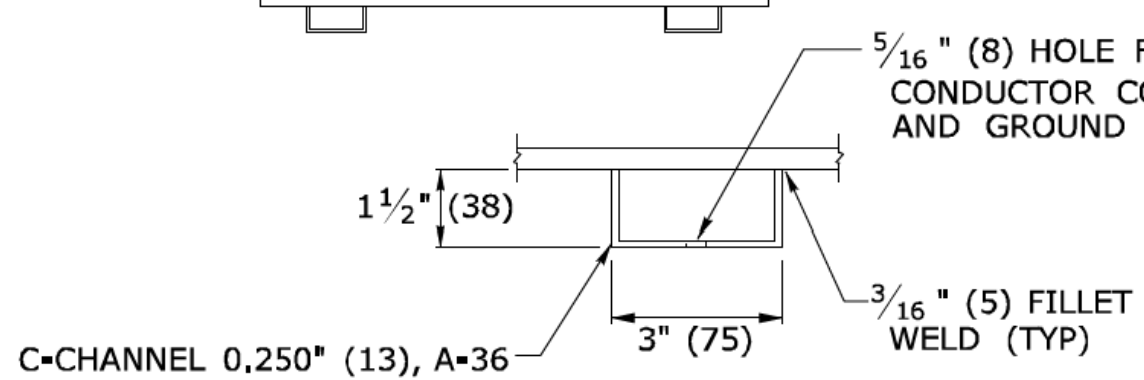
1. GROUNDING TAB WELDED TO BOTTOM CENTER OF COVER WITH $\frac{3}{16}$ " (5) WELD (3 SIDES).
2. ATTACH 6' (2 m) LENGTH OF NO. 8 GROUND WIRE TO GROUNDING TAB WITH CONDUCTOR CONNECTOR, $\frac{1}{4}$ " - 20 X $\frac{3}{4}$ " (M6 X 20) LG SST HEX HEAD BOLT, AND SST FLAT WASHER. ATTACH FREE END OF GROUND WIRE TO CONDUIT BONDING BUSHING IN HANDHOLE.
3. CONDUCTOR CONNECTOR: COPPER ALLOY BODY, BRASS SCREW, BRASS OR COPPER ALLOY PRESSURE PLATE.
4. COVER SCREW INSERT: $\frac{3}{8}$ "-16 (9-16), 1 $\frac{1}{2}$ "L (37L), STAINLESS STEEL.
5. COVER SCREW: $\frac{3}{8}$ "-16 (9-16), 1"L (25L), FLAT HEAD, SLOTTED, STAINLESS STEEL.



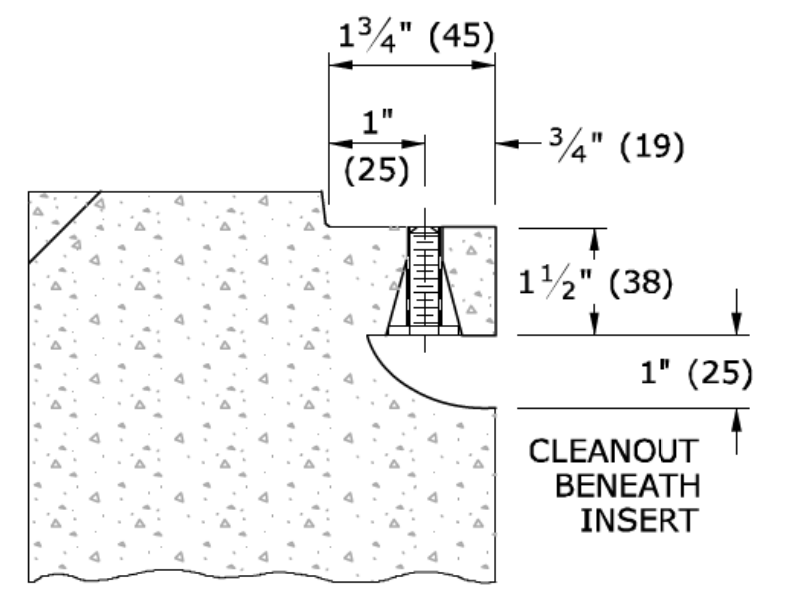
**STEEL GROUNDING TAB
w/ CONDUCTOR CONNECTOR**



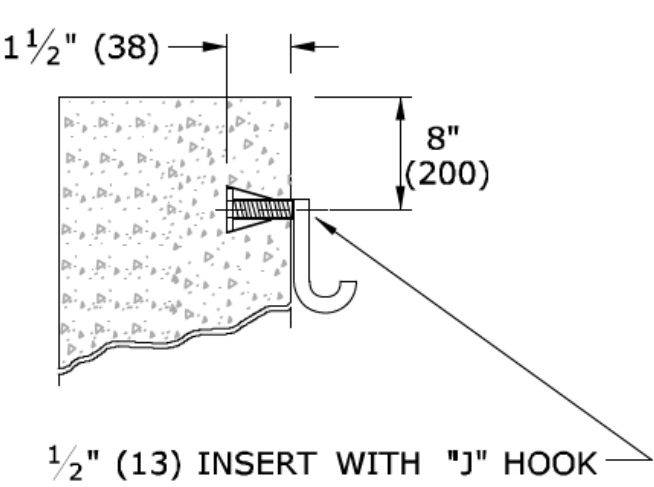
**NON SKID FLOOR PLATE
GALVANIZED STEEL, 3/8" (10)**



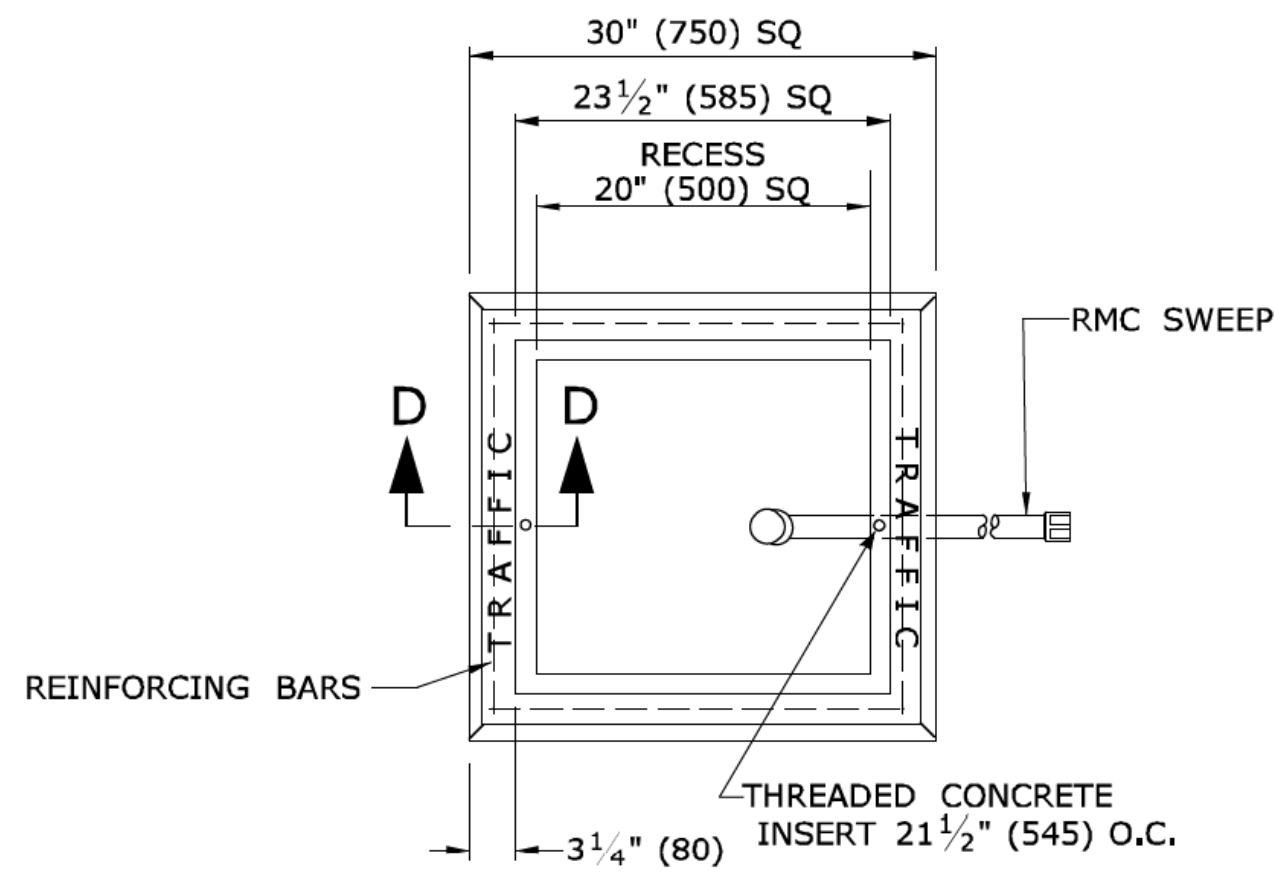
BANK ADAPTER



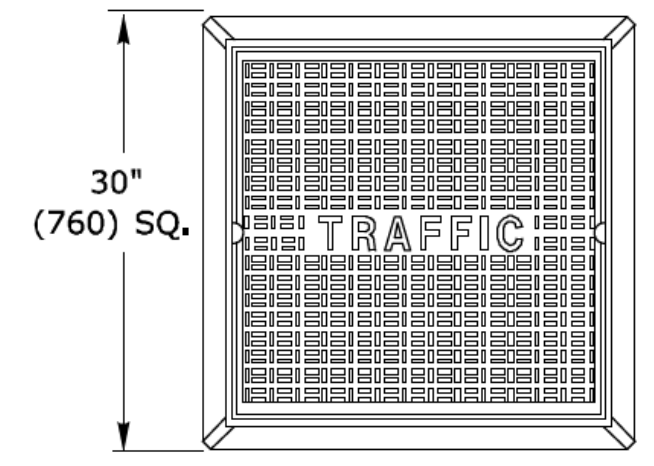
SECTION D-D



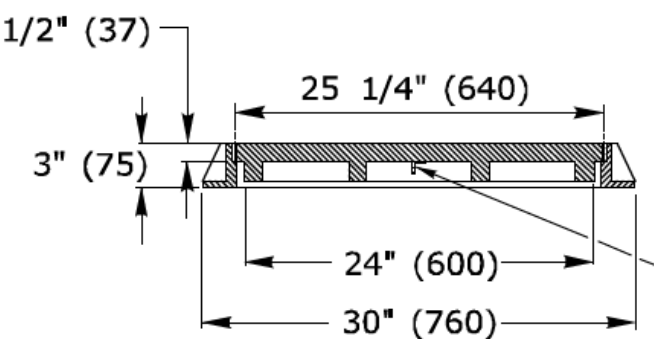
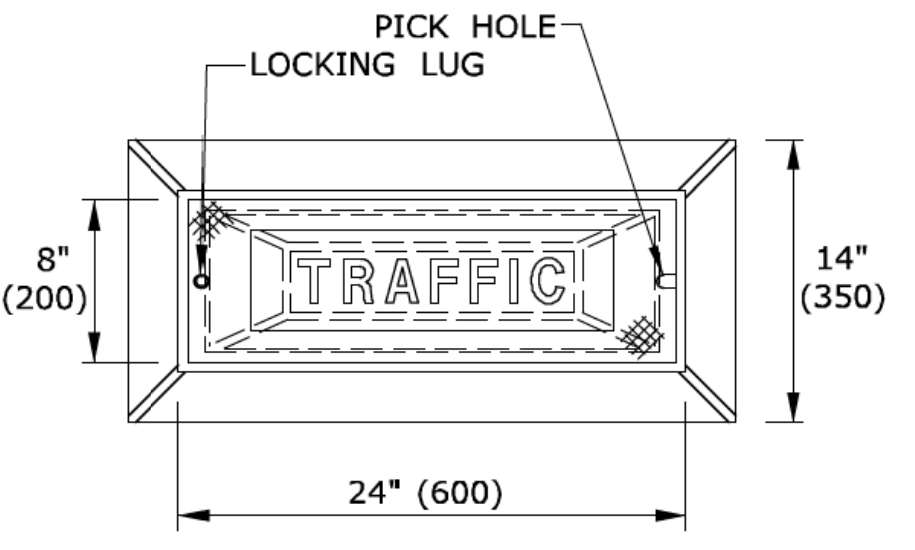
**INSERT DETAIL
TYP IN TWO PLACES FOR
ALL HANDHOLES**



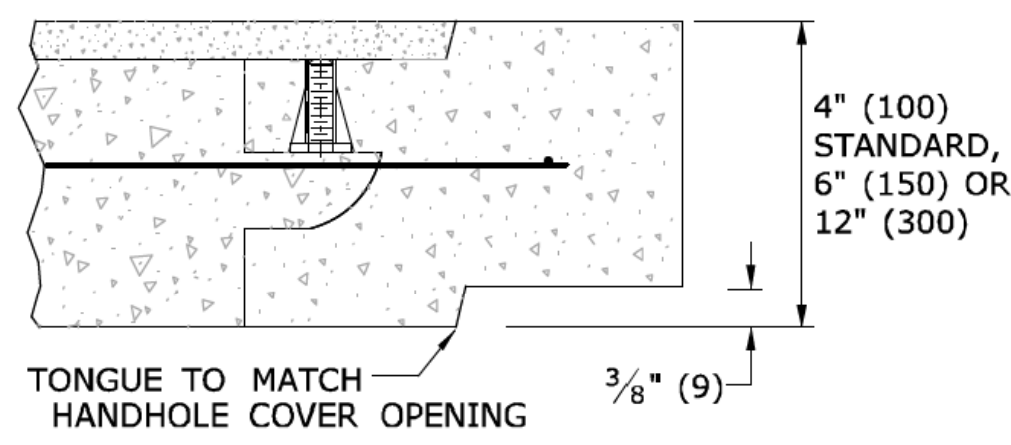
PLAN VIEW



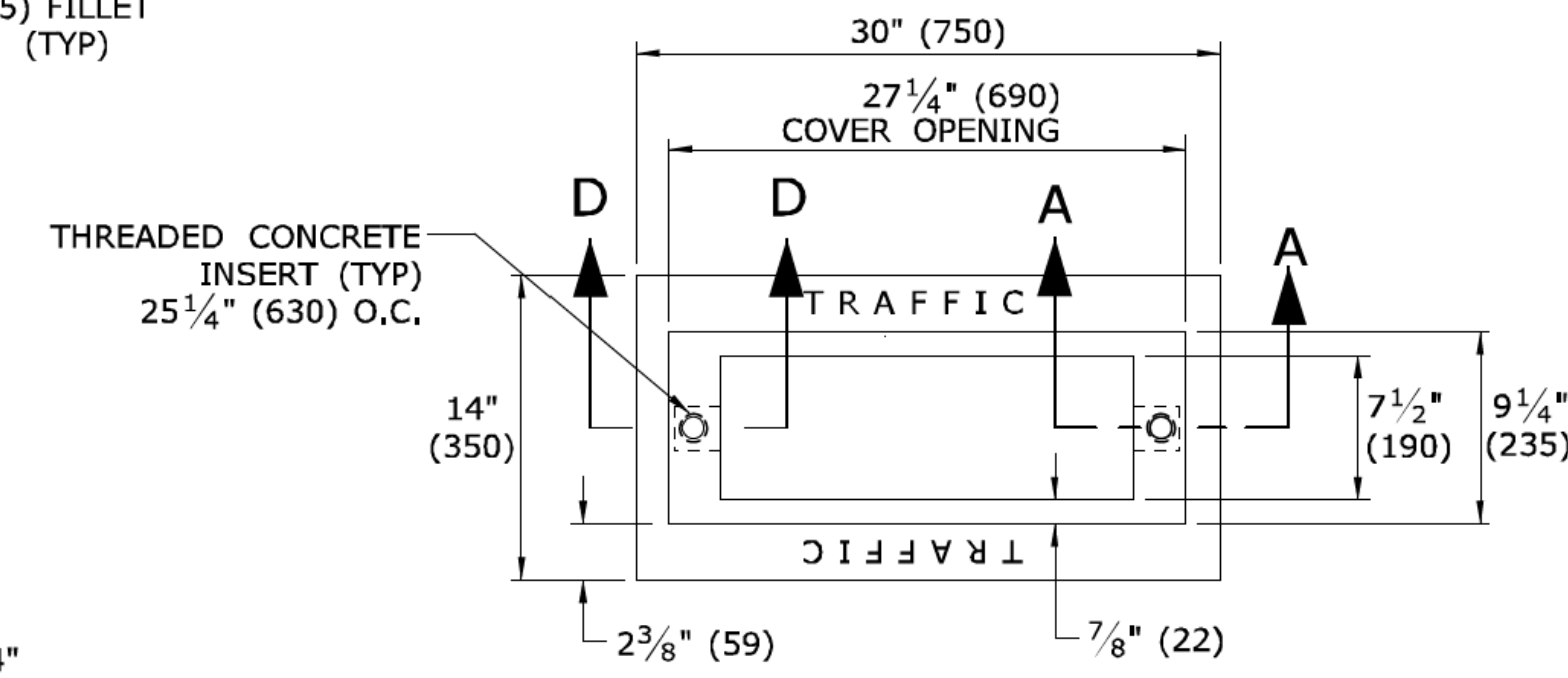
**CAST IRON
HANDHOLE COVERS**



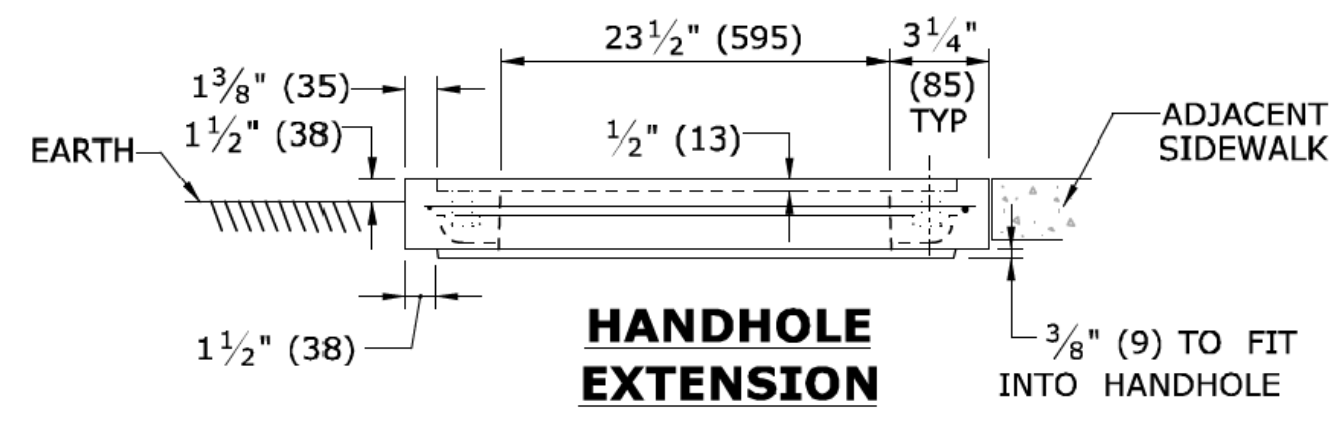
**SECTION A-A
HANDHOLE EXTENSIONS**



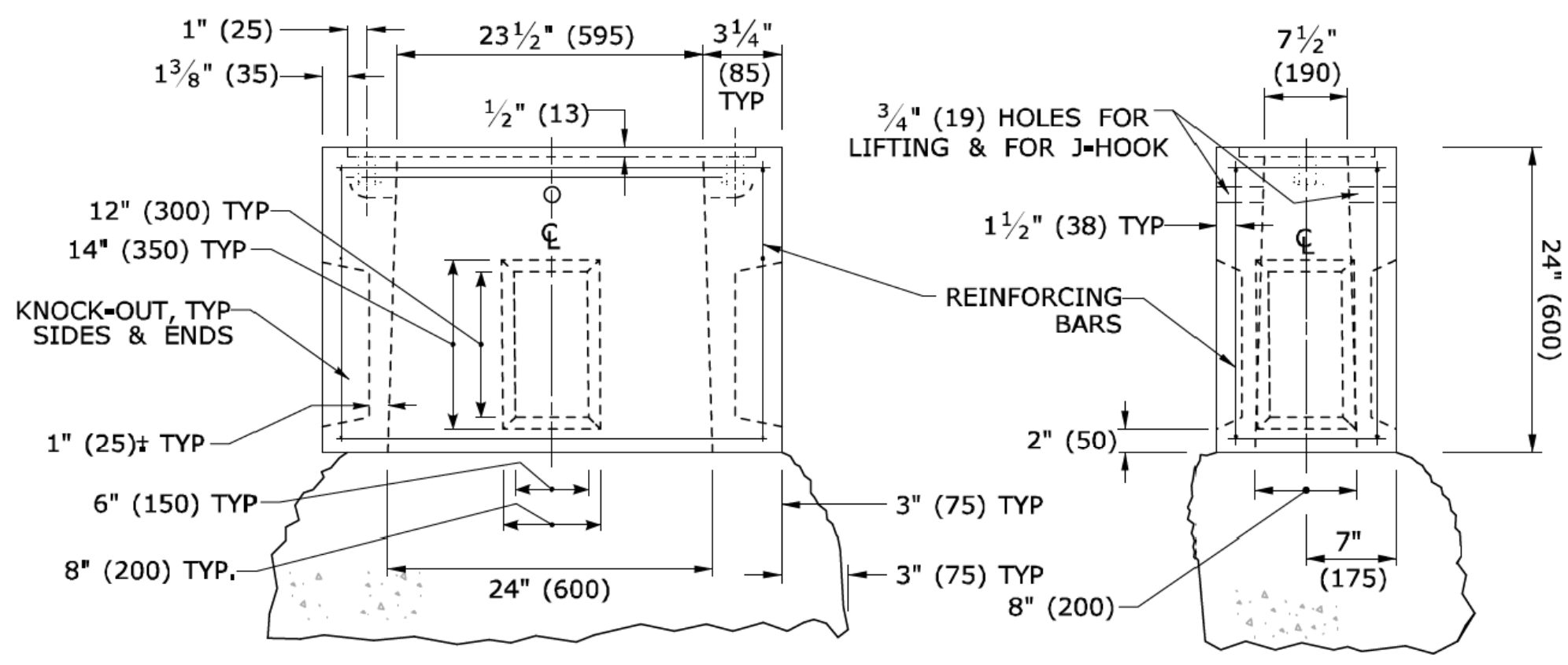
4 - #8 REINFORCING BARS REQ'D



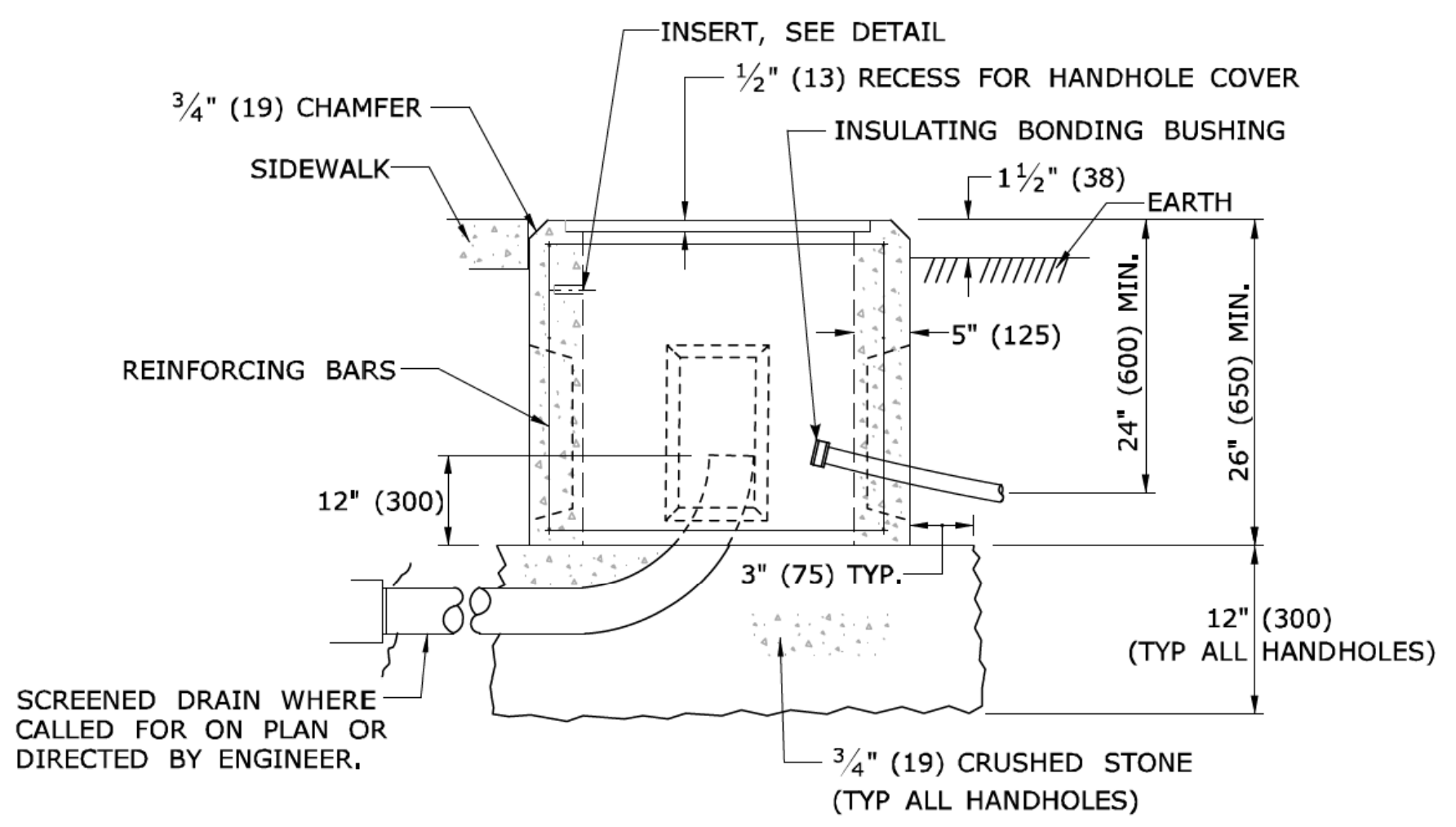
PLAN VIEW



**HANDHOLE
EXTENSION**



**BASE SECTION
CONCRETE HANDHOLE TYPE II**



CONCRETE HANDHOLE TYPE I

HANDHOLE NOTES:

1. MINIMUM CLASS "C" CONCRETE.
2. COMPLETE TYPE II HANDHOLE:
IN EARTH AREAS, CONSISTS OF A BASE SECTION WITH 4" (100) HANDHOLE EXTENSION,
IN SIDEWALK AREAS, CONSISTS OF A BASE SECTION WITH 4" (100) CAST IRON COVER.
3. PLAN VIEW DIMENSIONS, SECTION VIEW, & DETAILS, SAME FOR BASE SECTION,
EXTENSIONS & BANK ADAPTER.
4. GROUT AROUND ALL CONDUITS.

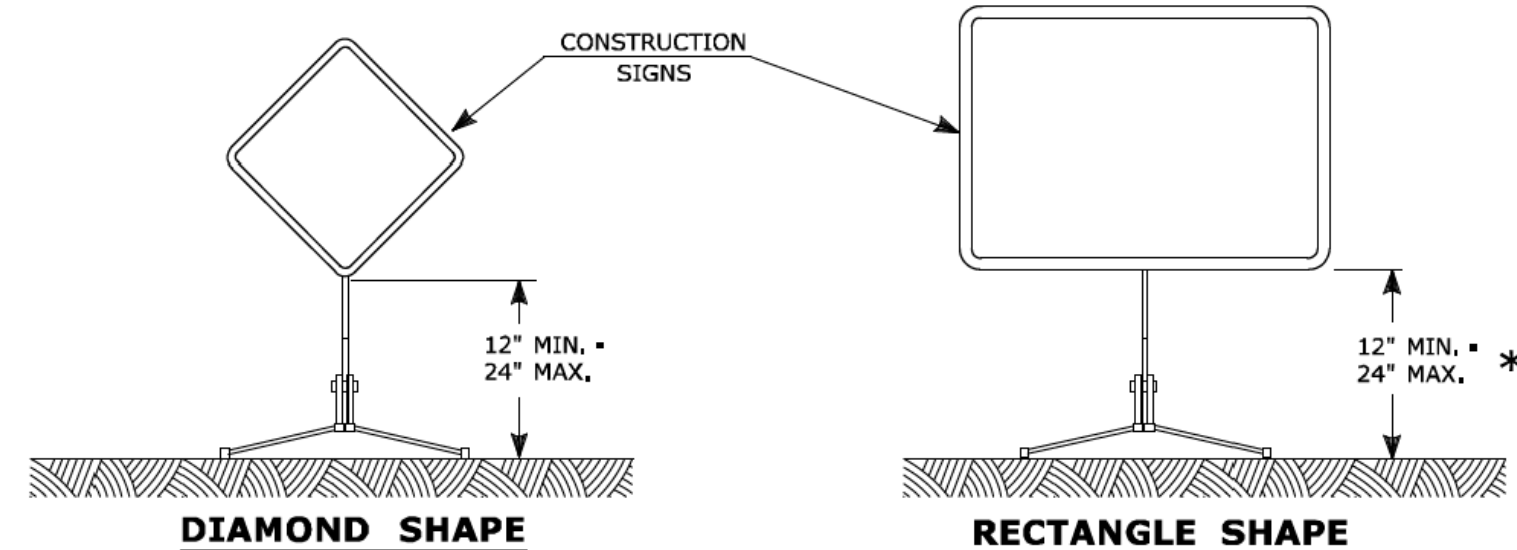
5. INSTALL 30" (750) SIDE PARALLEL TO ROAD UNLESS OTHERWISE NOTED.
6. INSTALL HANDHOLES APPROX. 12" (300) BEHIND CURB OR
IF NO CURB, 24" (600) BEHIND EDGE OF ROAD UNLESS OTHERWISE SPECIFIED.
7. CAST THE WORD "TRAFFIC" INTO TOP EDGE OF HANDHOLE, 1 1/2" (38) LETTERS.
8. WHERE AN EXISTING CONCRETE SIDEWALK SLAB ABUTTING A HANDHOLE IS DAMAGED OR
CUT DURING INSTALLATION, REPLACE THE ENTIRE SIDEWALK SECTION.
9. 12-#3 REINFORCING BARS REQUIRED FOR ALL HANDHOLES. (8 HORIZONTAL, 4 VERTICAL)

REV.	DATE	REVISION DESCRIPTION

LEGEND AS SHOWN ON TRAFFIC CONTROL SIGNAL PLAN
 [] PROPOSED HANDHOLE
 [] EXISTING HANDHOLE

E5 - SERIES					G20 - SERIES					M4 - SERIES					R1 - SERIES					R9 & R11 - SERIES					W1 - SERIES					W3 - SERIES																																																																																																																																																																
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AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS																																																																																																																																																																																											
3,90	36	31*0523	1																																																																																																																																																																																											
10,83	60	31*0528	2																																																																																																																																																																																											
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3,0	24X18	80*9074	1																																																																																																																																																																																											
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12,5	60X30	80*9078	2																																																																																																																																																																																											
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16,0	48	80*9434L	2																																																																																																																																																																																											
16,0	48	80*9436R	2																																																																																																																																																																																											
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25,0	60	80*9484L	2																																																																																																																																																																																											
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AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS																																																																																																																																																									
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3,75	30X18	80*9871																																																																																																																																																										
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS																																																																																																																																																									
10,5	42X36	80*9623	2																																																																																																																																																									
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS																																																																																																																																																									
10,5	42X36	80*9621	2																																																																																																																																																									
AREA (SQ. FT.)	SIZE (INCHES)	CONN. D.O.T. #	POSTS																																																																																																																																																									
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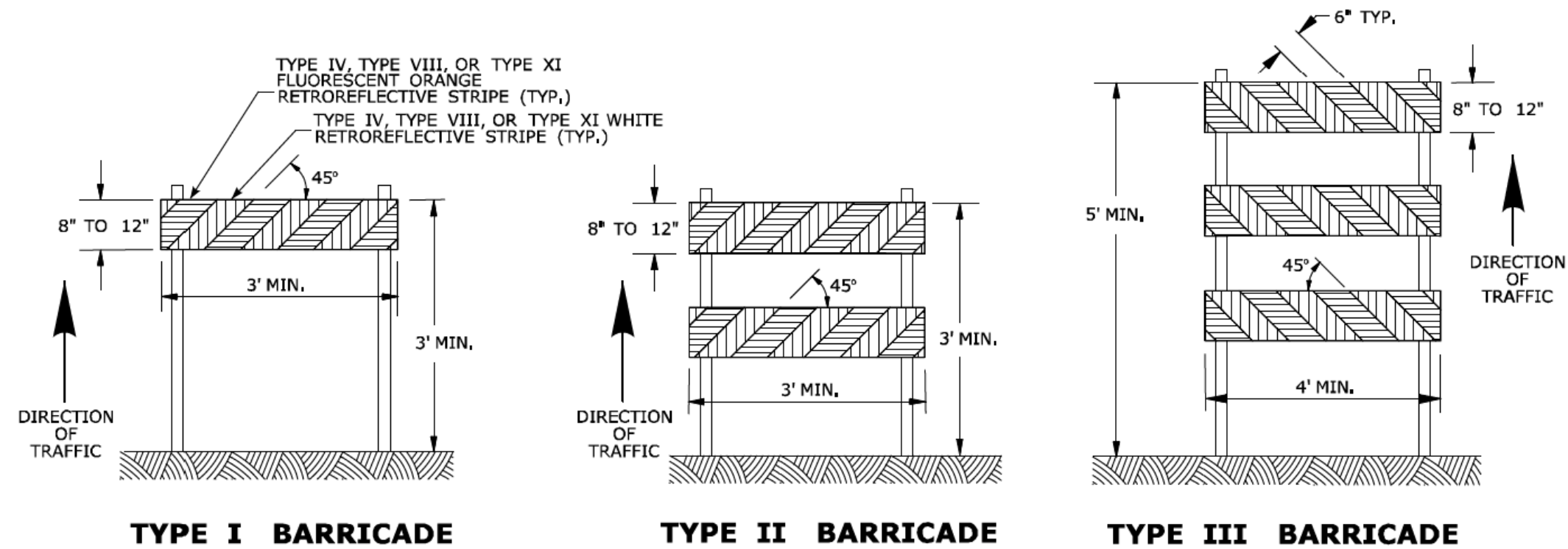


PORTABLE CONSTRUCTION SIGNS

NOTES FOR PORTABLE SIGN SUPPORTS:

- SIGNS AND THEIR PORTABLE SUPPORTS SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 2 DEVICES AND THE LATEST EDITION OF THE MUTCD.
- MOUNTING HEIGHT OF SIGNS SHALL BE A MINIMUM OF 12" AND A MAXIMUM OF 24". SIGNS SHALL BE MOUNTED HIGHER AS NEEDED TO MEET FIELD CONDITIONS OR AS DIRECTED BY THE ENGINEER.
- THE ENGINEER RESERVES THE RIGHT TO REJECT ANY SUPPORT DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
- PORTABLE SIGN SUPPORTS SHALL BE STABILIZED IN A MANNER THAT WILL NOT AFFECT THEIR COMPLIANCE WITH NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 2 DEVICES.
- PORTABLE CONSTRUCTION SIGN SUPPORTS SHOULD NOT BE USED FOR DURATION OF MORE THAN 3 DAYS EXCEPT FOR R9-8 THROUGH R9-11a SERIES, R11 SERIES, W1-6 THROUGH W1-8 SERIES, M4-10, AND E5-1. SEE STANDARD SHEET TR-1220.01 • "SIGNS FOR CONSTRUCTION AND PERMIT OPERATIONS" FOR SIGN DETAILS.

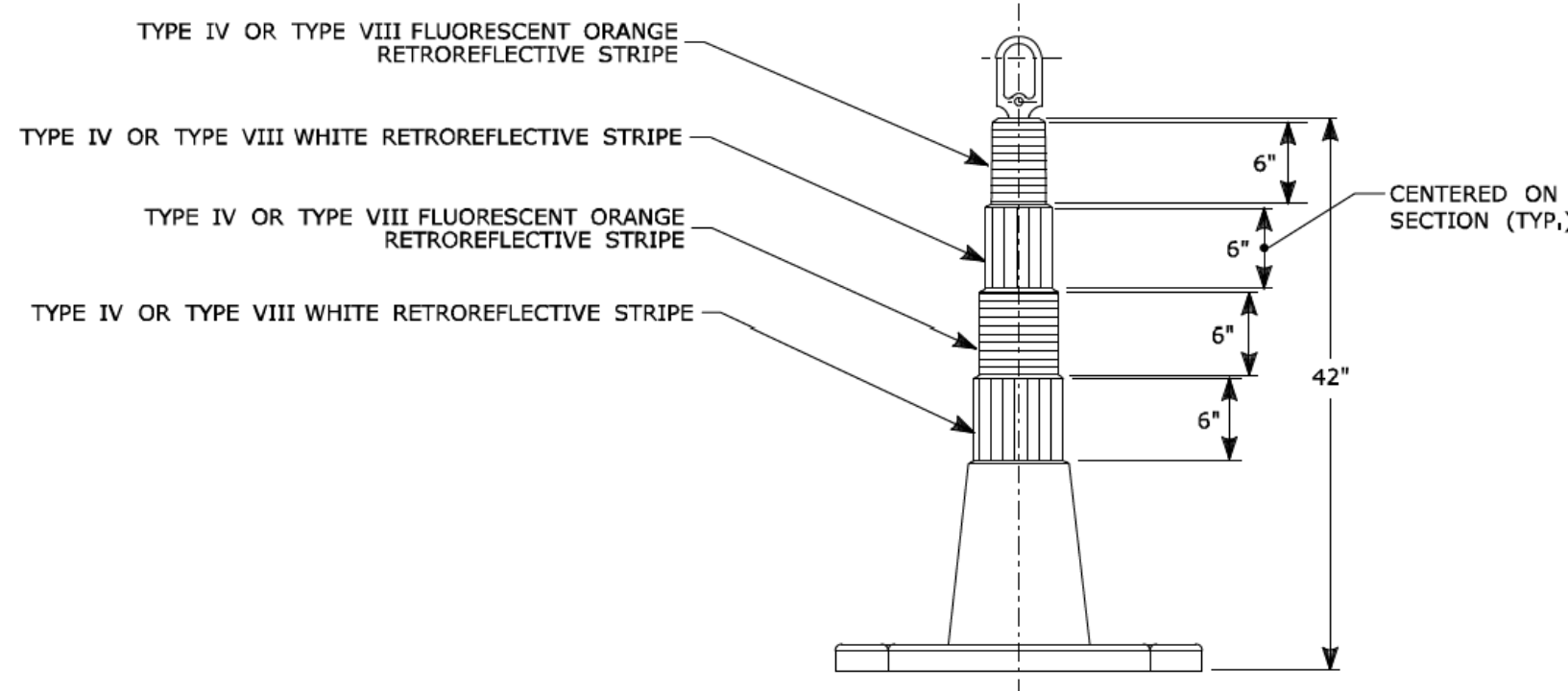
* FOR E5-1 (EXIT SIGNS) USE MIN 48".



CONSTRUCTION BARRICADES

NOTES:

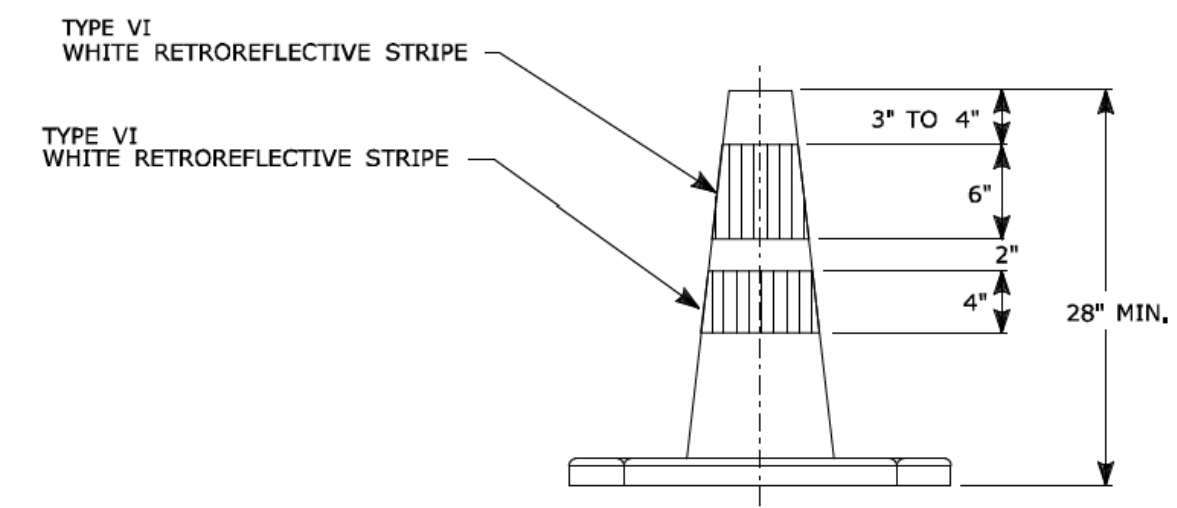
- CONSTRUCTION BARRICADES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH AND THE LATEST EDITION OF THE MUTCD.
- MARKINGS FOR BARRICADE RAILS SHALL BE ALTERNATE FLUORESCENT ORANGE AND WHITE STRIPES SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS. 6" WIDE STRIPES SHALL BE USED.
- THE ENTIRE AREA OF FLUORESCENT ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS, THE SIDES OF BARRICADES FACING TRAFFIC SHALL HAVE RETROREFLECTIVE RAIL FACES.
- THE ENGINEER RESERVES THE RIGHT TO REJECT ANY BARRICADE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
- CORNERS OF BARRICADE RAILS SHALL BE ROUNDED.
- SIGNS MAY ONLY BE INSTALLED ON TYPE III BARRICADES AND SHALL BE PLACED SO AS TO COVER NO MORE THAN ONE BARRICADE RAIL.



42" TRAFFIC CONE

NOTES:

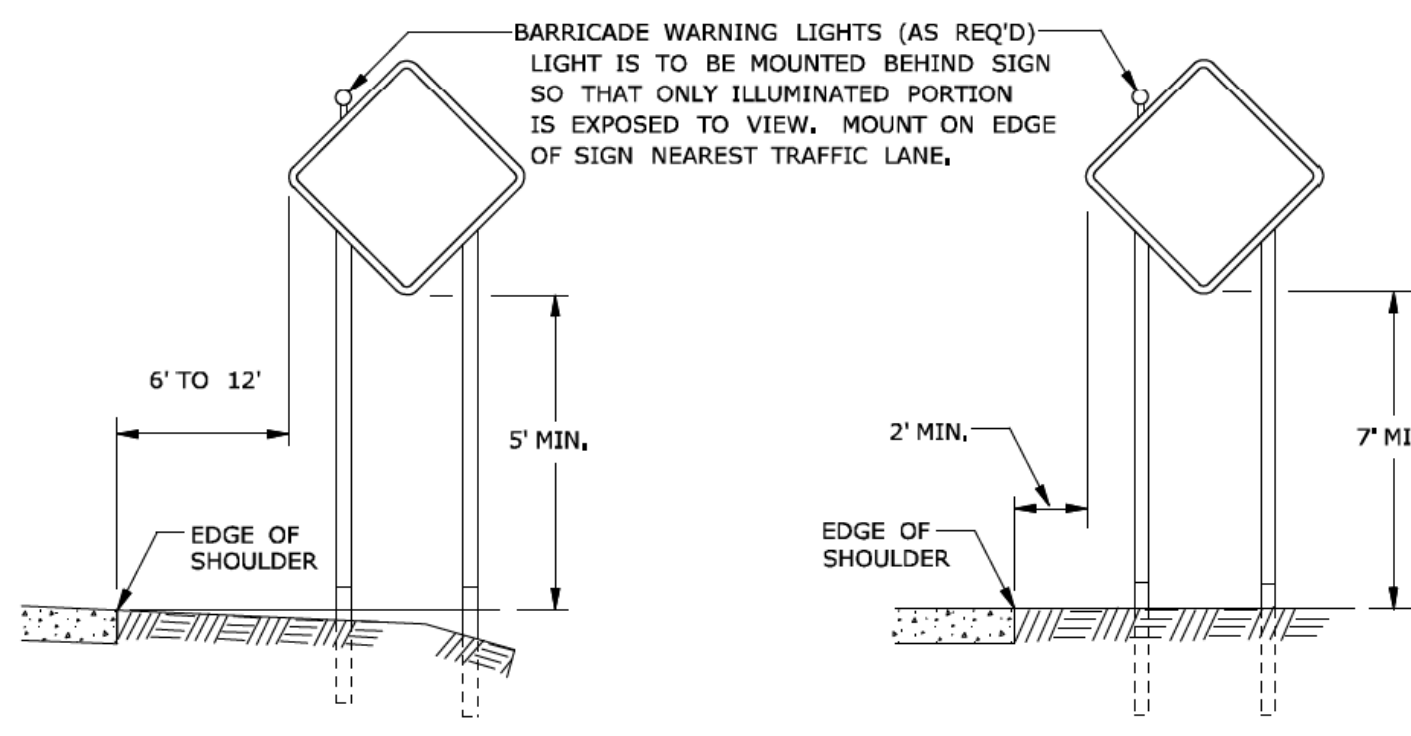
- TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 1 DEVICES AND THE LATEST EDITION OF THE MUTCD.
- IF RUBBER CONES ARE USED, THEY SHALL HAVE INTERIOR RIBS FOR RIGIDITY.
- IF PLASTIC CONES ARE USED, THEY SHALL BE COLOR IMPREGNATED.
- THE ENGINEER RESERVES THE RIGHT TO REJECT ANY CONE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
- THE ENTIRE AREA OF FLUORESCENT ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS.
- THE SECTIONS OF CONES NOT COVERED WITH RETROREFLECTIVE STRIPES SHALL BE ORANGE.



TRAFFIC CONE

NOTES:

- TRAFFIC CONES SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 1 DEVICES AND THE LATEST EDITION OF THE MUTCD.
- IF RUBBER CONES ARE USED, THEY SHALL HAVE INTERIOR RIBS FOR RIGIDITY.
- IF PLASTIC CONES ARE USED, THEY SHALL BE COLOR IMPREGNATED.
- THE ENGINEER RESERVES THE RIGHT TO REJECT ANY CONE DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
- THE ENTIRE AREA OF WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS.
- TRAFFIC CONES NOT USED AT NIGHT MAY UTILIZE TYPE III SHEETING.
- THE SECTIONS OF CONES NOT COVERED WITH RETROREFLECTIVE STRIPES SHALL BE ORANGE.



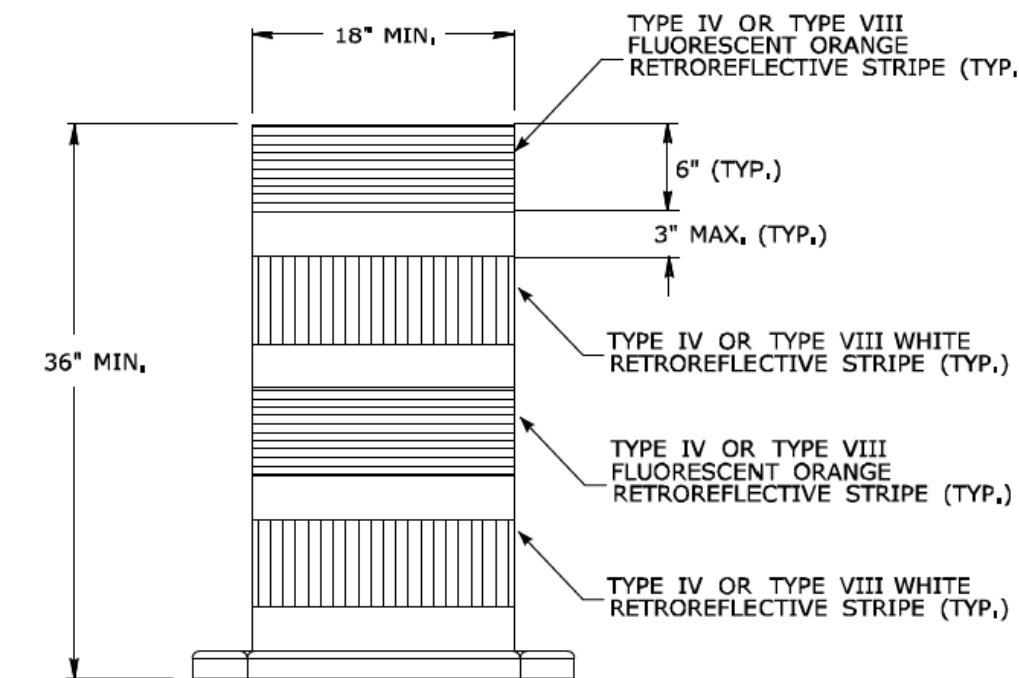
RURAL AREA

URBAN AREA

**PLACEMENT OF CONSTRUCTION SIGNS
TYPICAL LONG TERM INSTALLATION**

NOTES:

- SUPPORTS SHALL BE METAL SIGN POSTS AND HAVE BREAK-AWAY FEATURES. REFER TO STANDARD SHEETS:
 TR-1208.01 • "SIGN PLACEMENT AND RETROREFLECTIVE STRIP DETAILS,"
 TR-1208.02 • "METAL SIGN POSTS AND SIGN MOUNTING DETAILS."



**TRAFFIC DRUM
FRONT VIEW**

NOTES:

- TRAFFIC DRUM SHALL CONFORM TO THE REQUIREMENTS OF NCHRP REPORT 350 (TL-3) OR THE AASHTO MASH FOR CATEGORY 1 DEVICES AND THE LATEST EDITION OF THE MUTCD.
- THE ENGINEER RESERVES THE RIGHT TO REJECT ANY DRUM DEEMED UNSUITABLE FOR THE PURPOSE INTENDED.
- THE ENTIRE AREA OF FLUORESCENT ORANGE AND WHITE STRIPES SHALL BE RETROREFLECTIVE SHEETING AS REQUIRED IN THE SPECIFICATIONS.
- THE SECTIONS OF DRUMS NOT COVERED WITH RETROREFLECTIVE STRIPES SHALL BE ORANGE.

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:	
DESIGNER/DRAFTER:	CHECKED BY:



PROJECT TITLE:	AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICE (ATEDS)
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TOWN(S):	STRATFORD
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DRAWING TITLE:	DETAIL PLAN
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PROJECT NO.:	43519.00
DRAWING NO.:	MDS-05
SHEET NO.:	