



# WOODBIDGE BUSINESS DISTRICT CONNECTIVITY STUDY

APRIL 17, 2023





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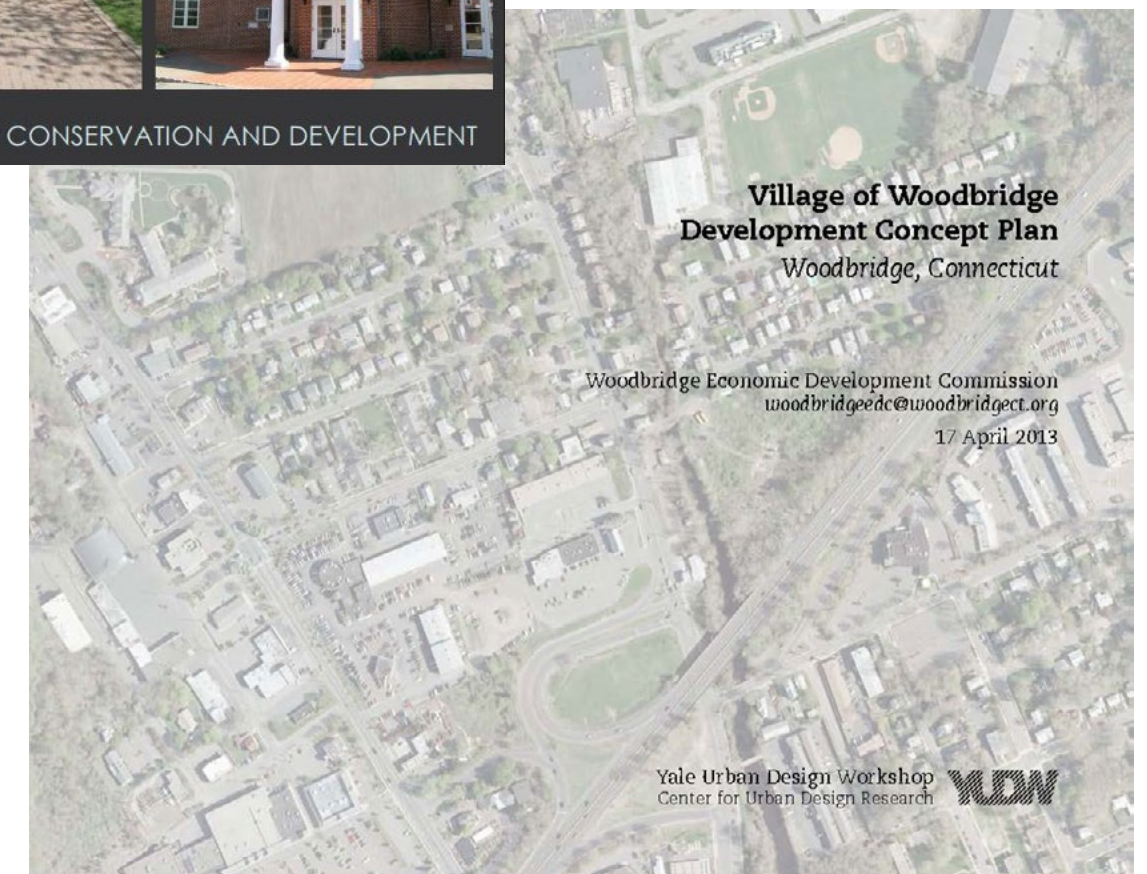
## 1. INTRODUCTION

SLR International Corporation in collaboration with the Town of Woodbridge 2030 Task Force and in association with the South Central Regional Council of Governments (SCRCOG), developed a pedestrian based Connectivity Master Plan for the Woodbridge “downtown” Business District. The Woodbridge Business District currently lacks a safe network of pedestrian connections between businesses and adjacent residential zones. Gaps in sidewalks along roadway corridors and a lack of pedestrian and bicycle infrastructure at key intersections limit the walkability/ bikability in the project area, bifurcating businesses, and the ability for residence to “park once” and walk from business to business.

In 2013, the Woodbridge Economic Development Commission completed a Development Concept Plan for this area that outlined “strategies for the improvement and future development of the area to be known as the Village of Woodbridge.” The Plan developed a set of recommendations for transforming the area from an auto-oriented commercial area into a modern mixed-use village center style of development. One of the Concept Plan’s recommendations included enhancing walkability and a unique local identity with pedestrian improvements, as well as, establishing design standards for sidewalks, lighting, street trees, and other furnishings. The recommendations of the Concept Plan informed the recommendations set forth in the 2015 Plan of Conservation and Development.

This project aims to continue where the 2013 Concept Plan left off by providing actionable options that strengthen pedestrian and bicycle linkages throughout the district while providing recommendations for traffic calming - with the intent on encouraging alternative modes of transportation, attracting new and unique businesses, enhancing the existing residential neighborhoods and making the Woodbridge Business District a vibrant destination.

At the start of the project we were excited to learn that the 2030 Task Force had recently engaged an architectural consultant(Pirie Associates) to develop the Woodbridge Business District Placemaking Study. Coinciding with our project schedule, and as part of a joint public engagement process with our team, the study developed a preliminary vision and explored aspirational goals for the implementation of placemaking elements in the Business District.





## 2. INVENTORY AND ANALYSIS

INVENTORY: the process of documenting various data from a given site.

ANALYSIS: the interpretation of the data to better understand the project area and make informed conclusions on the assets and liabilities of the Business District

### 2.1 Existing Conditions

The core of the Business District is located within a valley historically known as “The Flats” and is strattled between Routes 63 (Amity Road) to the west, and Route 69 (Litchfield Turnpike) to the east. The southern edge of the district is bound by Route 15 (Merrit Parkway) and Bradley Road to the north. To the west of Amity Road sits a cluster of businesses along Selden Street, Hazel Terrace, June Street, and Bank Street. To the east of Litchfield Turnpike, Konolds Pond and the West River sits an industrial and corporate zone that houses a large quantity of the areas work force. Just north of Bradley Road sits additional businesses, healthcare/ medical facilities, and residences.







Figure 2-1 EXISTING CONDITIONS



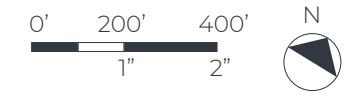
2.2 Current Zoning

The Woodbridge Business District is delineated by three zoning designations amenable to commercial and industrial uses: BI (Business and Industrial), DEV1 (Development District 1), and GB (General Business). The majority of parcels in the area are designated under one of these zones. The BI and GB zones generally allow for more intensive industrial and commercial uses, while the DEV1 district allows the operation of more selected retail and professional services, as well as senior and childcare facilities. Each of these zones include several parcels that present opportunities for new commercial development.

Additionally, four residential zones: C (Residential C), BB (Residential BB), A (Residential A) and D (residential D) are within and surround the business district. The location of these residential zones play an important role in providing a user base for businesses and encourage walking to and between retail amenities.







## ZONING CLASSIFICATIONS

- GB**  
GENERAL BUSINESS
- BI**  
BUSINESS / INDUSTRIAL
- DEV 1**  
DEVELOPMENT DISTRICT 1
- DEV 2**  
DEVELOPMENT DISTRICT 2
- A**  
RESIDENTIAL A
- BB**  
RESIDENTIAL BB
- C**  
RESIDENTIAL C
- D**  
RESIDENTIAL D
- P**  
PARK

Figure 2-2 CURRENT ZONING



2.3 Green Space and Recreational Open Space

One of the Business Districts’ best assets is its proximity to, and quantity of open space and recreational opportunities. Flanking both sides of the project area are expansive forested ridgelines that include existing trail systems. Within the Business District, there are numerous recreational amenities including the Connecticut Sports Center, West River Field, and Amity Bowl bowling alley among others. Furthermore, Konolds Pond and West River sit along the eastern portion of the business district and provide an ecological and cultural resource for the area. The project area also has many locations with a mature tree canopy, which not only offers an aesthetic backdrop within the “village”, but provides shade and cooling benefits as a measure of heat resilience. Creating pedestrian connections from the central retail/ commercial area to these open space areas provides residents, and visitors, with options for passive and active recreational opportunities.







Figure 2-3 OPEN SPACE



## 2.4 Vehicular Circulation

Significant Traffic congestion during peak hours within the project area present challenges for pedestrian activity and future business development. The three State roads (Route 69, Route 63 and Lucy Street S.R. 749) see a high volume of commuter traffic and congestion that are further impacted by driveway access into business parcels. Lucy Street currently acts as the main east / west link between state roads 69 and 63 for vehicles traveling to adjacent towns to the north from Route 15.

As part of this project our traffic engineers reviewed future signal plans in the project area, and identified existing and proposed state projects. Signal upgrades are underway at the Lucy Street and Amity Road intersection (Project # 0173-0494) as well as the Litchfield Turnpike and Bradley Road intersection (Project #173-0486) - and should alleviate timing issues that impede vehicular through movements.

AADT (Annual Average Daily Traffic) was provided by the Connecticut Department of Transportation (CTDOT – State Project # 092-028) for each of the main roads in the project area. It is expressed as number of vehicles per day.

- Amity Road (north) has the highest AADT of 21,000 – 22,100
- Litchfield Turnpike (south) has the second highest AADT at 17,500-19,700
- Amity Road (south) has the third highest AADT at 17,900-18,7000
- Litchfield Turnpike (between Lucy Street and Bradley Road) has an AADT of 11,700-11,900
- Litchfield Turnpike (north) has an AADT of 9,300
- Lucy Street has an AADT of 6,400-7,000
- Bradley Road has an AADT of 3,800
- June Street has an AADT of 1,200
- Mettler Street has an AADT of 1,000
- Landin Street has and AADT of 800-1,000





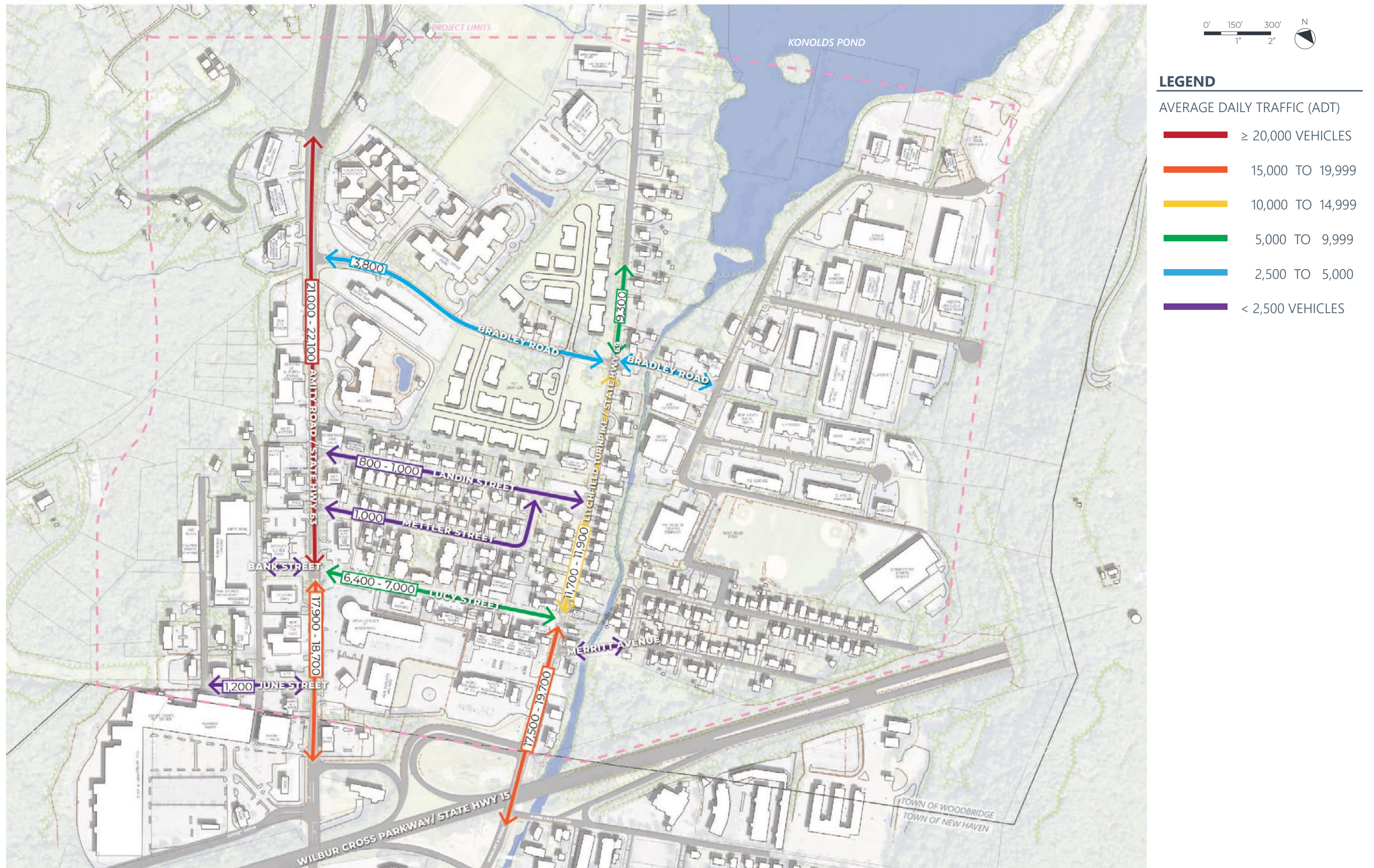


Figure 2-4 VEHICULAR CIRCULATION



### 2.5 Vehicular Collisions

Data on traffic crashes within the study area for the period of January 1, 2019 through May 1, 2022 were obtained via the Connecticut Crash Data Repository. During this period, the intersection of Litchfield Turnpike (Route 69) at the Route 15 on/off ramps experienced the highest volume of collisions, followed by the intersection of Amity Road (Route 63) at Bradley Road.

The southern portion of Litchfield Turnpike (Route 69) between the intersections of the Route 15 on/off ramps and Lucy Street experienced a high volume of vehicular collisions. The combination of vehicular volumes and high concentration of intersections along this stretch contribute to vehicular crash rates in this area.

At the intersection of Amity Road (Route 63) at Bradley Road, nearly all collisions involved vehicles turning into or out of Bradley Road and colliding with vehicles traveling on Amity Road (Route 63). Just south of this intersection, Amity Road (Route 63) widens from one northbound through lane to two northbound through lanes; any left-turning vehicles at the intersection must cross two lanes of northbound traffic and vehicles turning out of Bradley Road must do so from a stopped position, while vehicles on Amity Road (Route 63) are free-flowing. It is also noted that the speed limit on Amity Road drops from 45 mph to 35 mph for southbound vehicles a quarter-mile north of Bradley Road, but there is no visual cue indicating drivers should slow down, aside from two speed limit signs. The shoulder is also wide along the west side of Amity Road; this combination of factors can contribute to high vehicular speeds past the intersection at Bradley Road, increasing the likelihood of vehicular conflict.

Pedestrian collision data were also analyzed for the same time period of January 1, 2019 through May 1, 2022 and show that no pedestrian collisions were reported during this period. One pedestrian collision occurred in December 2018 on Litchfield Turnpike (Route 69) between the intersections of Lucy Street and Merritt Avenue when a pedestrian crossed Litchfield Turnpike (Route 69) without yielding right-of-way to a vehicle. One pedestrian collision occurred at the bend in South Bradley Road in February 2017. No bicycle collisions have been reported between 2017 and 2022.







Figure 2-5 VEHICULAR COLLISIONS (2019-2022)



## 2.6 Pedestrian Facilities - Sidewalks

During the initial round of site reconnaissance, existing sidewalk locations, sidewalk dimensions, sidewalk conditions, and general pedestrian facilities were documented. While existing sidewalks do exist in areas within the business district, the lack of a continuous sidewalk network inhibits safe pedestrian movement throughout the area and between businesses. For example, the retail/ commercial area West of Amity Road known as the “Selden Area” (encompassing June Street, Hazel Terrace, Bank Street & Selden) lack sidewalks throughout - preventing pedestrian circulation between uses and connections east to Amity Road. Additionally, the lack of sidewalks east of Litchfield Turnpike discourages pedestrian movement between neighboring residential areas and the central downtown Business District.

As stated previously, to the east and west of the project boundary exists a network of woodland recreational trails. Any future improvements to the sidewalks within and around the project area should provide connections to these trails.

Pedestrian facilities that encourage people to meet, gather and engage with the streetscape are currently not present in the business district. There are no existing (public) benches or gathering areas located within the right-of-way, nor do any bike racks exist. There are no existing shade structures located in the project area. However, there are some mature trees along various sidewalks that do provide some shade for pedestrians. While there is vehicular and private parking lot lighting, there is no pedestrian level lighting along roadways that help to create a sense of security within the project area. There are 10 bus stops in the project area but as mentioned, none of these bus stops include canopied shade shelters.





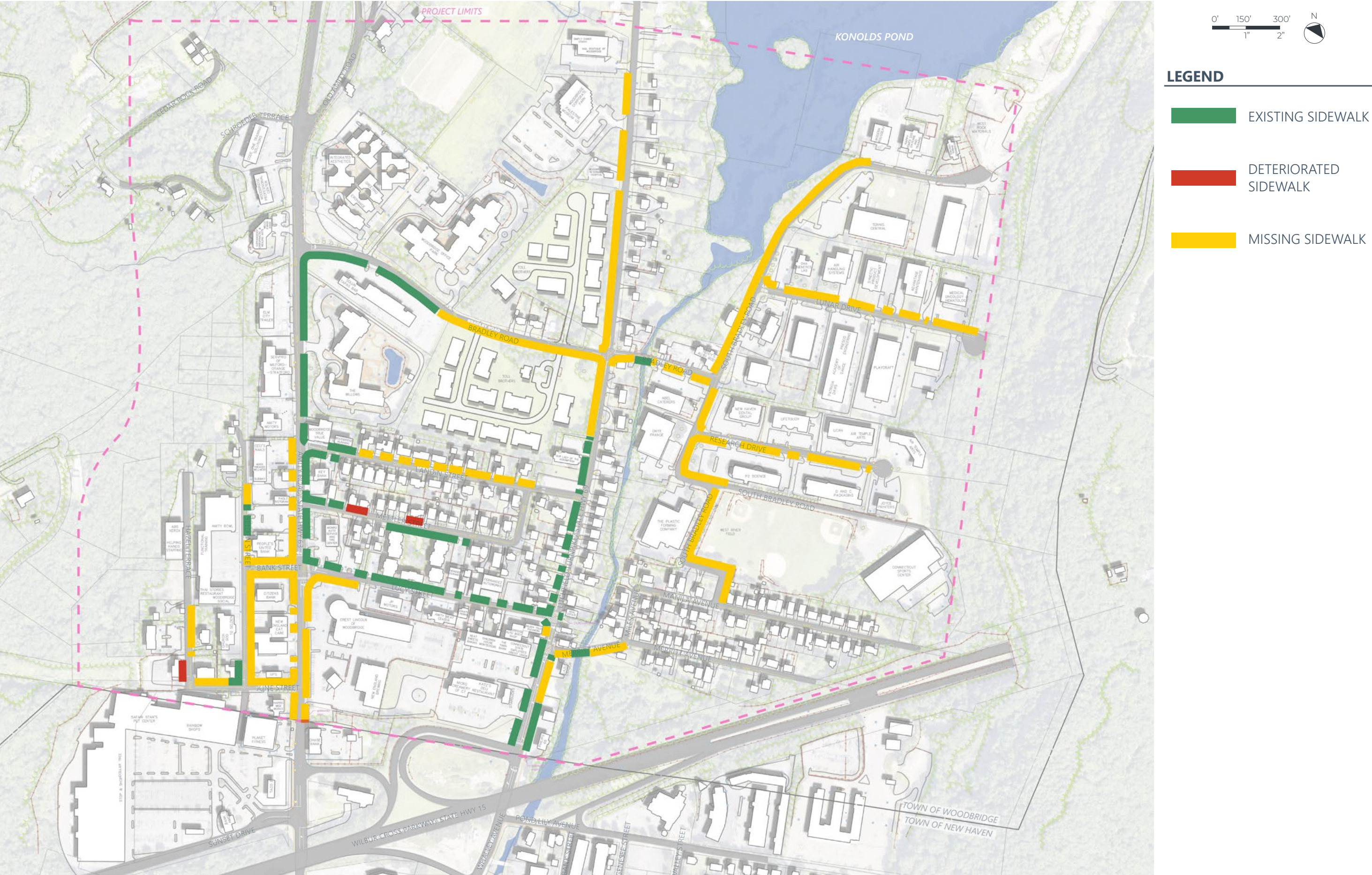


Figure 2-6 EXISTING SIDEWALKS



2.7 Pedestrian Facilities - Intersections

SLR documented the existing conditions of each of the main intersections in the project area, to evaluate what elements are missing, are in disrepair, or could use improvement.

Below are the intersections included in this study with the corresponding observations:

1. **Amity Road and Bradley Road**
  - ADA drop ramp with cracked/partial detectable warning strip present at southeast corner of intersection
  - Crosswalks not present at intersection
  - No pedestrian signal
  - Intersection is unsignalized; Bradley Road approach is STOP-controlled
  - Bike accommodations are not present
  - Sidewalks available along southeast corner of intersection
2. **Amity Road and Landin Road**
  - ADA drop ramp and detectable warning strips present at two corners of intersection
  - Crosswalk present across east leg
  - No pedestrian signal
  - Intersection is unsignalized, with Landin Street STOP-controlled
  - Bike accommodations are not present
  - Sidewalks available along northeast and southeast corner of intersection
3. **Amity Road and Lucy Street**
  - ADA drop ramps present two corners of the intersection.
    - No detectable warning strips at any ramps. CTDOT Project No. 0173-0494 will install new sidewalk ramps at northeast, southeast, and southwest corners of intersection.

- Crosswalks present across east and south legs of intersection.
  - Pedestrian heads and push buttons present at three corners of intersection. Exclusive pedestrian phase will remain.
  - Intersection is signalized. CTDOT project will include installation of new signal equipment.
  - Bike accommodations are not present
  - Sidewalks available along southeast corner of intersection
4. **Amity Road and June Street**
  - No ADA drop ramp or detectable warning strips at any corners of intersection
  - Crosswalks not present at intersection
  - No pedestrian signal
  - Intersection is unsignalized, with June Street STOP-controlled
  - No bike accommodations
  - Sidewalks are not present at or approaching the intersection
5. **Litchfield Turnpike and Bradley Road**
  - No existing ADA drop ramps or detectable warning strips at intersection. Sidewalk ramp and concrete landing area to be installed at northeast and northwest corners of intersection, respectively, under CTDOT Project No. 0173-0486. intersection
  - Crosswalks not present at intersection. Bar crosswalk to be installed across north leg under CTDOT.
  - Side-street green pedestrian push buttons exist at southwest and southeast corners. Pedestrian push buttons and signal heads to be installed at northwest and northeast corners of intersection under CTDOT. Signal will operate with concurrent pedestrian phase with Leading Pedestrian Interval (LPI) upon signal upgrade.
  - Intersection is signalized. New signal equipment to be installed under CTDOT.
  - Bike accommodations are not present.

- Sidewalks not present approaching any corner.
6. **Litchfield Turnpike and Landin Street**
  - ADA drop ramp and detectable warning strips present at northwest and southwest corners.
  - No crosswalks at intersection
  - No pedestrian signal
  - Intersection is unsignalized, with Landin Street STOP-controlled
  - Bike accommodations are not present.
  - Sidewalks present along southwest and southeast corners of intersection.
7. **Litchfield Turnpike and Lucy Street**
  - ADA drop ramp and detectable warning strips present at southwest, northwest, and northeast corners of intersection.
  - Crosswalks present across west and north legs of intersection
  - Side street green pedestrian signal heads and push buttons present at northwest and northeast corners of intersection.
  - Intersection is signalized.
  - Bike accommodations are not present.
  - Sidewalks present along northwest and southwest corners of intersection.
8. **Litchfield Turnpike and Merrit Avenue**
  - No ADA drop ramps or detectable warning strips
  - Crosswalk present across south leg of intersection.
  - Side street green pedestrian signal heads and push buttons present at southwest and southeast corners of intersection.
  - Intersection is signalized.
  - Bike accommodations are not present.
  - Sidewalks available along west side of Litchfield Turnpike.





1. AMITY AND BRADLEY



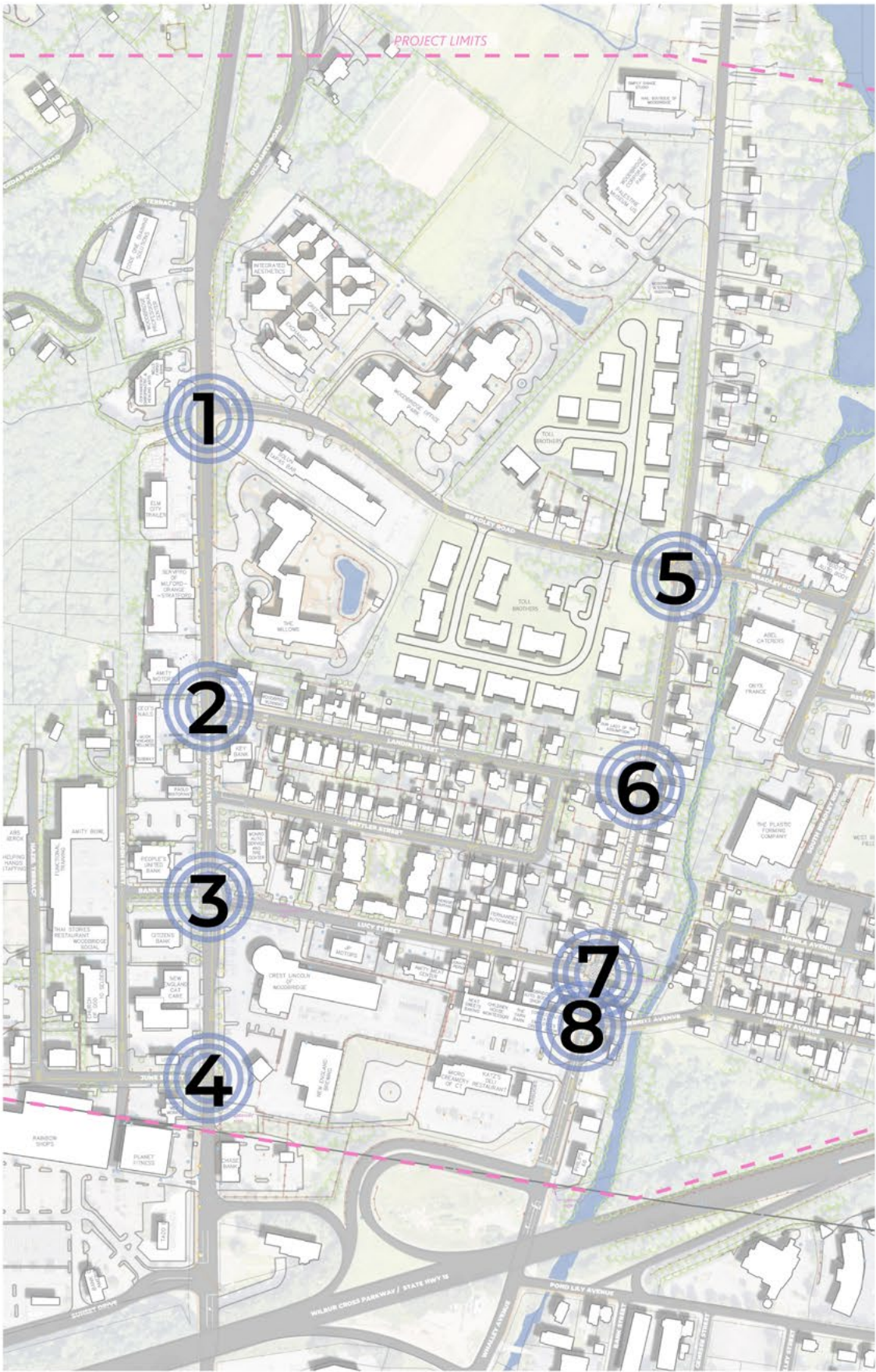
2. AMITY AND LANDIN



3. AMITY AND LUCY



4. AMITY AND JUNE



5. LITCHFIELD AND BRADLEY



6. LITCHFIELD AND LANDIN



7. LITCHFIELD AND LUCY



8. LITCHFIELD AND MERRITT

Figure 2-7 INTERSECTIONS



2.8 Pedestrian Counts

In order to understand the level of existing pedestrian activity in the project area, pedestrian counts were conducted on Saturday June 4, 2022 from 12:00 – 2:00 PM. The project team noted that the majority of the pedestrians were sighted at the Landin Street and Amity Road intersection and along the southern leg of Litchfield Turnpike. Moderate pedestrian activity was observed at the Mettler Street and Amity Road intersections as well as the Lucy Street and Amity Road intersection. While sidewalks do exist in these areas, the low pedestrian activity in the study area can be attributed to lack of complete sidewalk connections throughout the Business District







**LEGEND**

(X) TOTAL PEDESTRIAN  
AT INTERSECTION

\* PEDESTRIAN COUNTS  
CONDUCTED SATURDAY JUNE  
4 AND JUNE 11, 2022 (2-2PM)

Figure 2-8 PEDESTRIAN COUNTS





### 3. RIGHT-OF-WAY ANALYSIS

A public “Right-of-Way” is a horizontally determined easement for public travel. Typically located outside of private property boundaries, the Right-of Way, for transportation purposes, delineates an area that typically includes the roadway, sidewalks, vegetation and utilities. We refer to this area as the “Public Realm”. In the case of this project, three state roads (Route 63, Route 69 and Lucy Street) include right-of way that are managed and governed by the Connecticut Department of Transportation (CTDOT). The remaining roads within the study area are owned and regulated by the town of Woodbridge. In order to develop a pedestrian connectivity plan, the focus of this project, the project team analyzed the existing dimensional criteria of each roadway right-of-way to determine potential opportunities to increase pedestrian use within each space.

By facilitating and promoting pedestrian and bicycle elements within the right-of-way, the public realm space can become a safer, more efficient for multiple modes of active transportation, and assist in engaging community assets. SLR documented the existing conditions for the majority of the roads, using ArcGIS data, to create existing sections as a baseline for concept design. Our analysis found that a majority of the roadway lane widths are on average 13' or more (and in some areas as wide as 17' in one direction). With the existing roads taking up a majority of the public realm, there is little to no room for pedestrian facilities and landscaping.

Streets included in the right-of-way study:

- June Street (East Bound)
- Selden Street (North Bound)
- Amity Road / Route 63 (North Bound in 4 zones)
- Litchfield Turnpike / Route 69 (North Bound in 4 zones)
- Lucy Street (West Bound)
- Landin Street (West Bound)
- Bradley Road (West Bound)
- Bradley Road (East Bound)
- Bradley Road (North Bound)
- Lunar Drive (West Bound)
- North Bradley Road (North Bound)

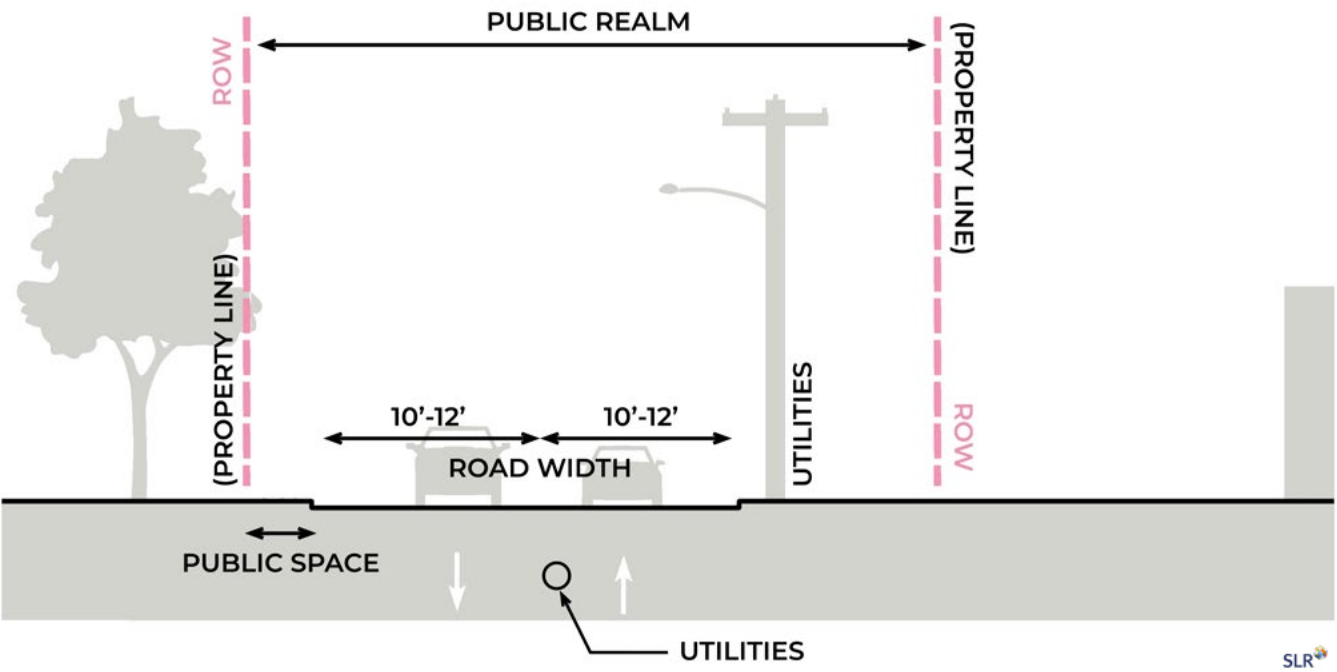
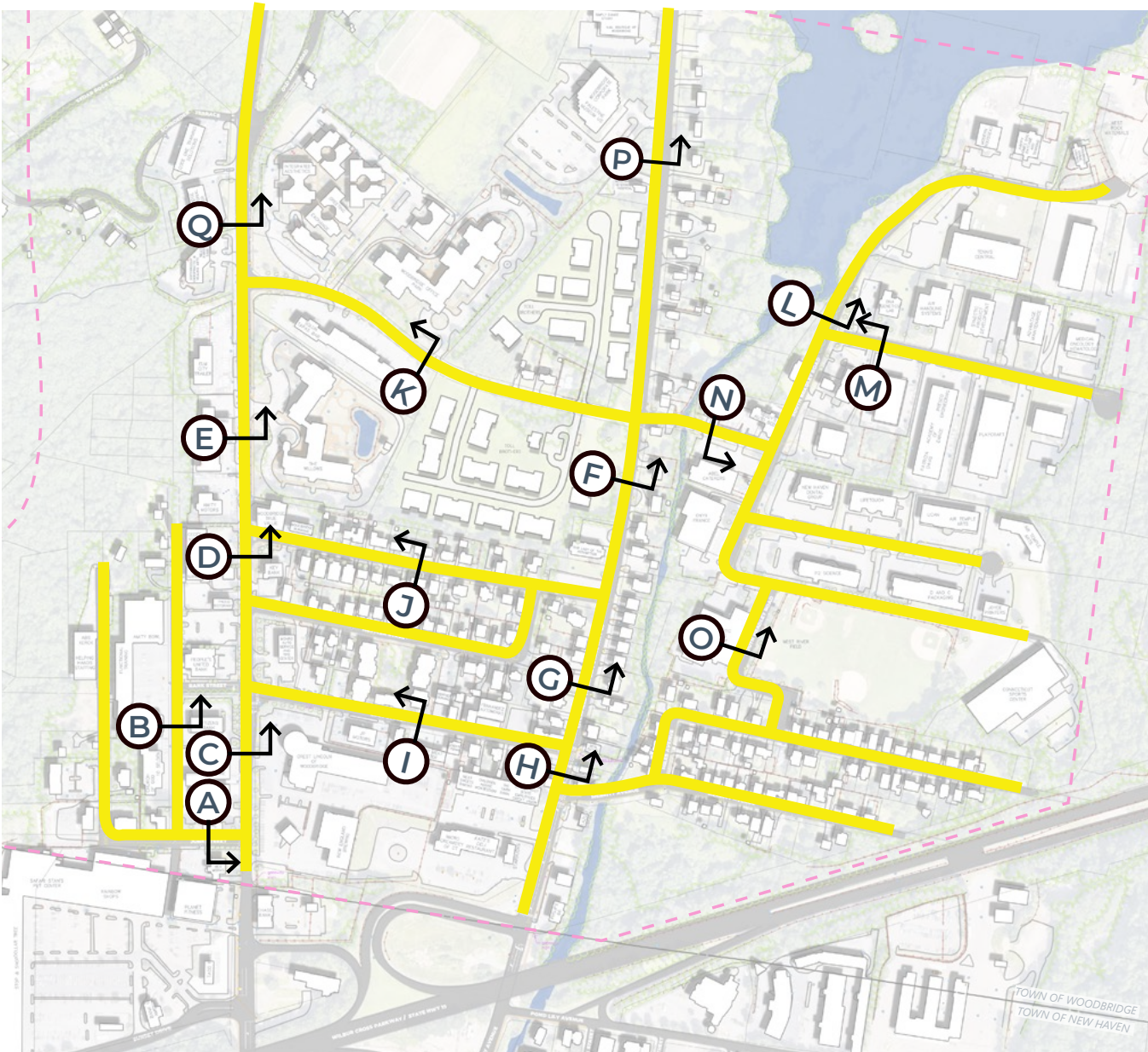


Figure 3-1 COMPONENTS OF THE PUBLIC REALM



MAP KEY



DISCLAIMER:  
EXISTING CONDITIONS INFORMATION HAS BEEN  
TAKEN FROM AVAILABLE GIS SOURCES AND AERIAL  
MAPPING, THEREFORE MAY NOT BE ACCURATE.  
PROPERTY AND TOPOGRAPHIC SURVEY WILL NEED  
TO BE COMPLETED TO ACCURATELY VERIFY FIELD  
CONDITIONS PRIOR TO IMPLEMENTATION.

A COMPLETE INVENTORY OF THE EXISTING RIGHT-  
OF-WAY SECTIONS CAN BE FOUND IN: **SECTION 7:  
CONCEPTUAL STREETScape SECTIONS**

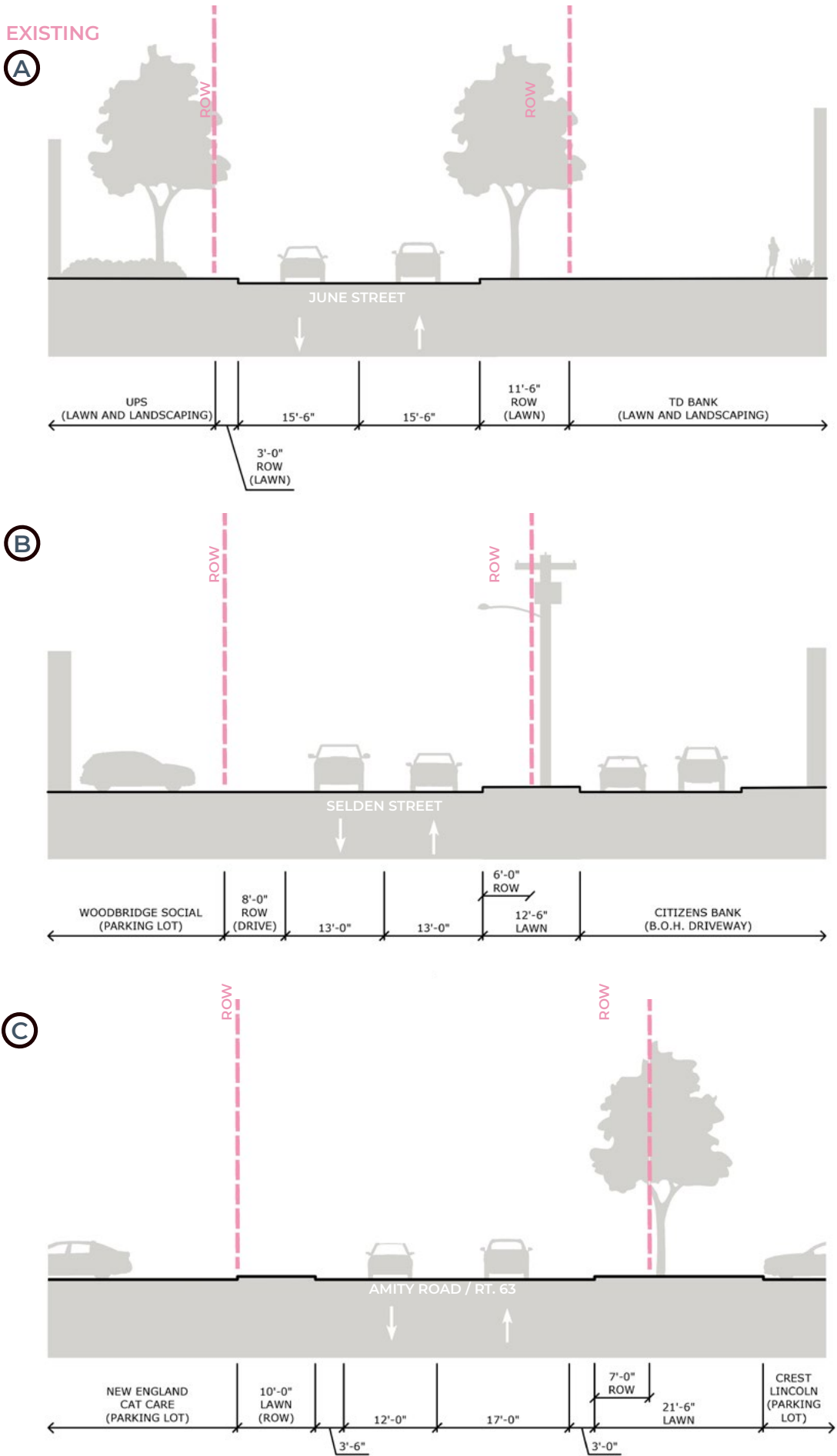


Figure 3-2 R.O.W. ANALYSIS



## 4. PUBLIC ENGAGEMENT

An important component of the Connectivity Master Plan was to establish an equitable, engaging, and transparent design process. This was accomplished through a series of public engagement events over an 8-month period. Because this project includes design elements within the public realm, and specific ideas that affect community development, it was important to involve the community early and often throughout each stage of the project. The intent of our engagement exercises aimed to not only gather important feedback, but help in fostering a level of trust in our proposed alternatives - assuring that what we propose was in line with the goals of the local community. Only with the combination of a public engagement feedback loop between the community and the design professionals, could we assure the likelihood of developing successful solutions.

### 4.1 First Outreach Event



SLR began the community outreach process by working closely with the 2030 Task Force Committee, which is a group comprised of public officials and key stakeholders. To start, the group embarked on a discovery field trip to three case study downtowns to spark inspiration and guide design direction. These Connecticut downtowns included Ridgefield, Wilton, and Kent. A list of likes and dislikes of each location were compiled and analyzed by the team and later refined into several key objectives.

SLR then held the first community meeting on September 15, 2022 at 6:00PM. The goal of this meeting was to introduce the project, familiarize the public to the project area, and collect initial visioning and placemaking ideas. The evening began with a brief presentation followed by several engagement activities, which included a lighting charrette for each table.

JOIN US TO **RE-ENVISION** THE  
**WOODBIDGE**  
**BUSINESS DISTRICT**

**SEP.  
15TH  
6:00 PM**

**NEW ENGLAND BREWING CO.**  
175 AMITY ROAD  
WOODBIDGE, CT 06525

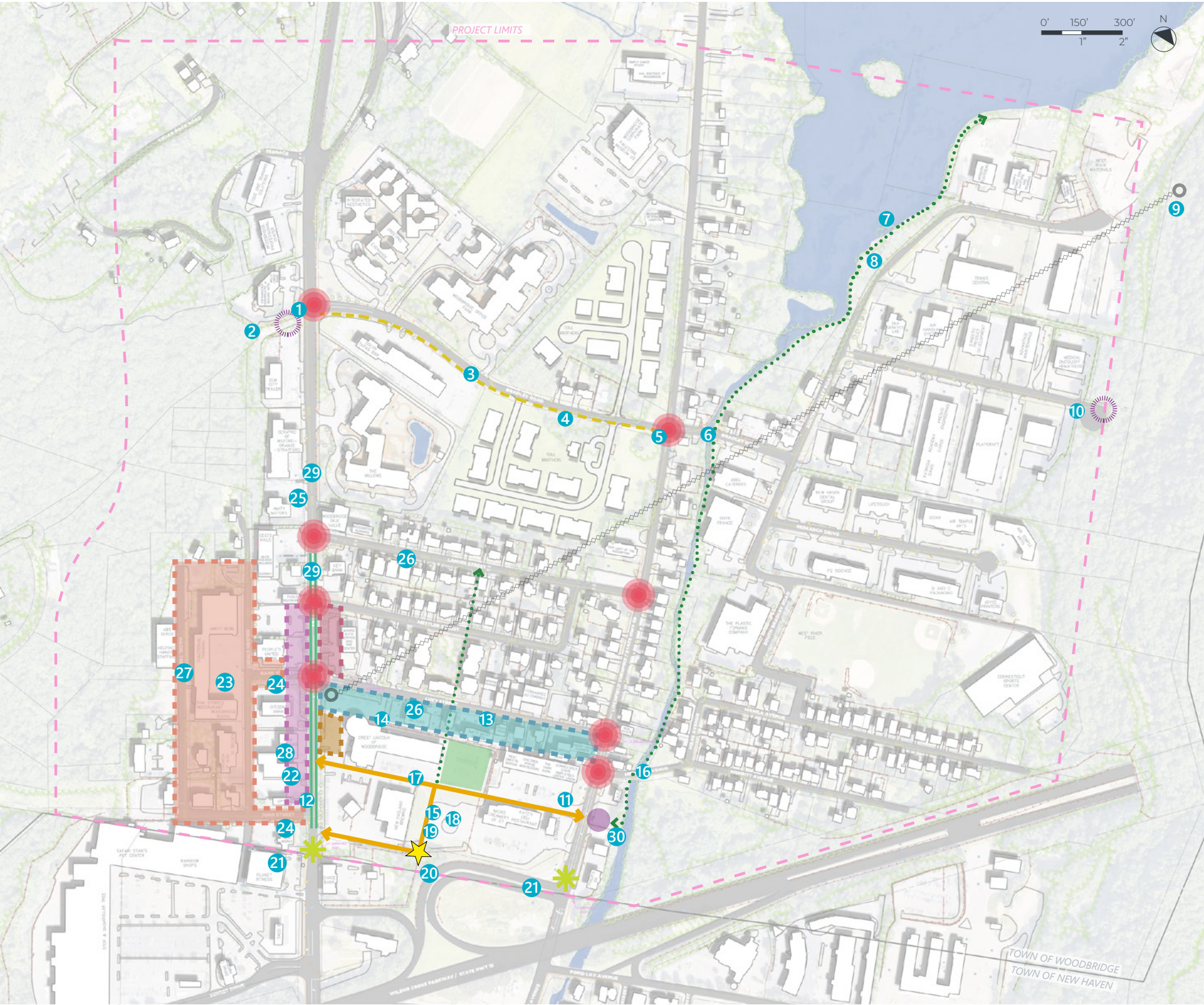
**SLR**   **PIRIE**  
ASSOCIATES







After our initial public engagement session, the design team began to synthesize the information received during the public outreach and developed a consolidated map containing the ideas expressed by all participants. This map was later presented to the public. Drawing from the ideas expressed, and the inventory and analysis of the project area, the design team developed an Opportunities and Constraints diagram. The Opportunities and Constraints map identified use areas within the project area and elaborates on potential improvements that could happen to move toward the goal of creating a more pedestrian friendly business district.



- 1 IMPROVE PEDESTRIAN CROSSING AT INTERSECTIONS
- 2 CREATE CONNECTION TO TRAIL SYSTEM
- 3 CREATE PLEASING EAST/WEST PEDESTRIAN LINK BETWEEN RECREATIONAL RESOURCES
- 4 BRADLEY ROAD IMPROVEMENTS TO MIMIC TRADITIONAL "MAIN STREET"
- 5 IMPROVE PEDESTRIAN CROSSING (DOT PEDESTRIAN SIGNALS 2023)
- 6 CREATE TRAILHEAD TO ACCESS RIVER EDGE
- 7 CREATE TRAIL SYSTEM ALONG RIVER
- 8 CREATE ACTIVITIES ON KONOLD'S POND TO ENHANCE USE (EXAMPLE: JAZZ BAND ON THE RIVER/BOAT ATTRACTIONS)
- 9 CONSIDER A GONDOLA BETWEEN WEST ROCK AND THE LOWER BUSINESS DISTRICT
- 10 CREATE TRAILHEAD/CONNECTION TO WEST ROCK TRAILS
- 11 PUT UTILITY LINES BELOW GRADE IN BUSINESS DISTRICT
- 12 INCREASE PLANTINGS THROUGHOUT THE BUSINESS DISTRICT
- 13 LUCY STREET IS DANGEROUS! ADD ON-STREET PARKING TO ENCOURAGE TRAFFIC CALMING
- 14 PERFECT AREA FOR AFFORDABLE HOUSING DEVELOPMENT
- 15 BRAND AREA AS AN "ENTERTAINMENT DISTRICT" AND A PLACE FOR "DAILY" USE
- 16 POTENTIAL CONNECTION TO RIVER (THROUGH RESIDENTIAL LOTS)
- 17 CREATE A PEDESTRIAN CORRIDOR/PROMENADE THAT LINKS RESIDENTIAL TO COMMERCIAL USES
- 18 NEW VEHICULAR & PEDESTRIAN THROUGH STREETS ALLEVIATE CONGESTION AND PROVIDE OPPORTUNITIES FOR FUTURE BUILD-OUT SCENARIOS.
- 19 WALKABLE PLAZAS WITH DIFFERENT CHARACTERISTICS CONNECT BUSINESSES AND AN OPEN LAWN SPACE FOR EVENTS LOCATED IN THE HEART OF THE BUSINESS DISTRICT (INCLUDE AN AMPITHEATRE FOR MUSIC THAT USES WEST ROCK AS A BACKDROP)
- 20 LANDMARK/ ICONIC TOWER OR SCULPTURE PROVIDES A DESTINATION FOR VIEWS OF WEST ROCK
- 21 CREATE CLEAR SENSE OF ARRIVAL
- 22 CONSIDER A PEDESTRIAN BRIDGE OVER AMITY ROAD
- 23 SELDEN STREET AREA
  - CHANGE THE CHARACTER OF SELDEN SO IT DOESN'T FEEL LIKE THE "BACK" OF THE DISTRICT
  - IMPROVE PEDESTRIAN INFRASTRUCTURE
  - INCREASE VIEWSHEDS TO WEST ROCK
  - BRAND THE AREA AS "SELDEN SCENE"
  - ACTIVATE THE AREA!
  - DESIGN A PLACE TO DECOMPRESS
- 24 CREATE "INVITING" PEDESTRIAN AND VEHICULAR ENTRANCES INTO SELDEN
- 25 ADD SIDEWALKS ON BOTH SIDES OF AMITY ROAD
- 26 CONSIDER TURNING EAST/ WEST CROSS STREETS INTO ONE-WAY
- 27 CONSIDER APARTMENTS ABOVE EXISTING BUILDINGS IN THE SELDEN AREA
- 28 INVESTIGATE WAYS TO EXPAND BUILDING MASSING ALONG AMITY ROAD
- 29 CREATE AN "EXPERIENCE" AND IMPROVE SIDEWALK CONNECTIONS BETWEEN NURSING HOME AND BUSINESS DISTRICT (ESPECIALLY DURING SNOW STORMS)
- 30 NODE ALONG WEST RIVER FOR PARK, ACCESS, AND/OR PEDESTRIAN BRIDGE

Figure 4-2 PUBLIC ENGAGEMENT SESSION #1 RESULTS



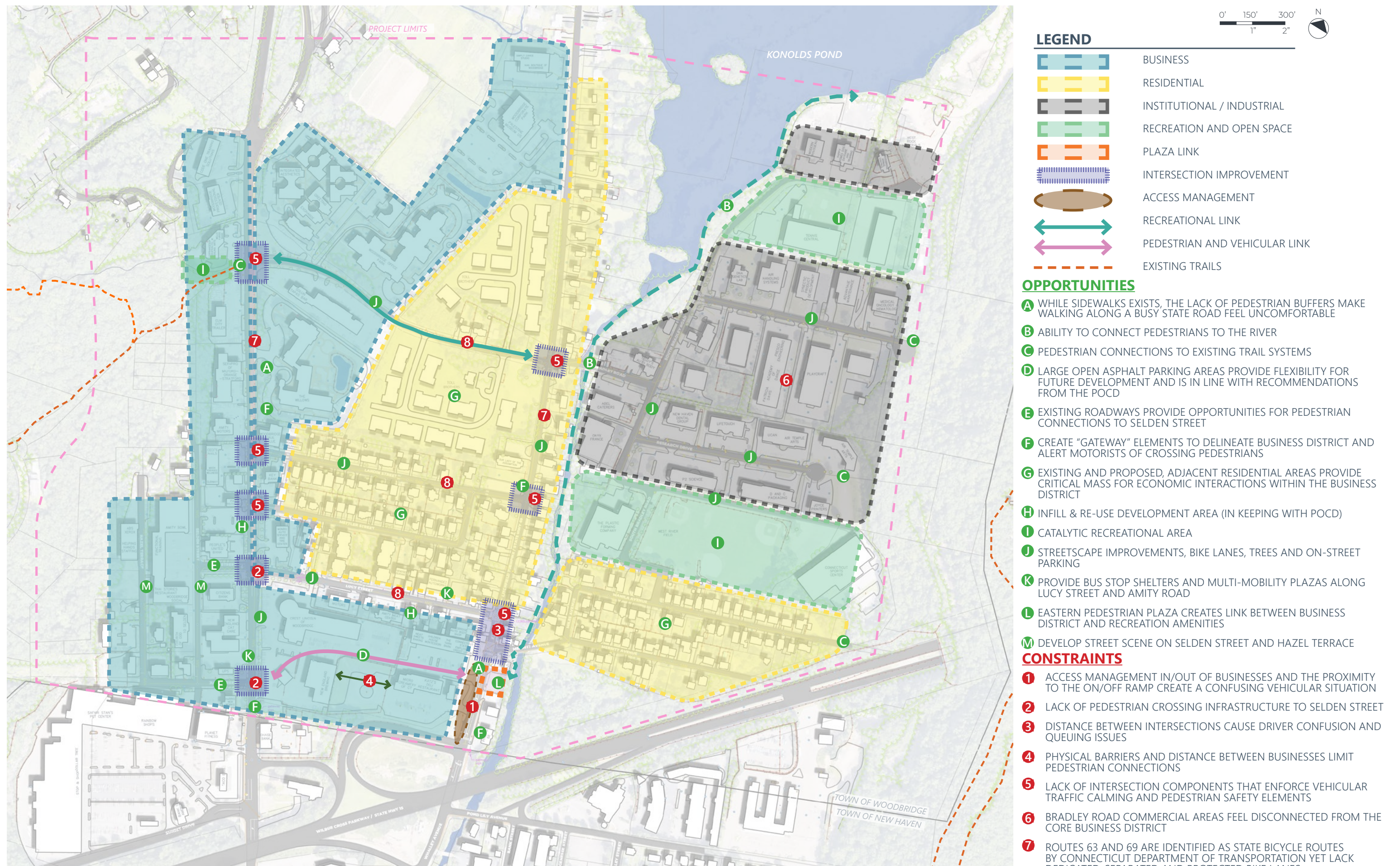


Figure 4-3 OPPORTUNITIES & CONSTRAINTS





4.2 Second Outreach Event

The second community meeting was held on November 29, 2022, in which SLR gave a recap of the results of the first community meeting, and followed with an in-depth presentation of the inventory and analysis gathered thus far. A major component of the analysis was the opportunities and constraints map, which summarized the assets and liabilities gathered from the physical analysis of the project area. SLR also defined “What is a Right-of-Way” and presented an example concept of one of the existing roadways. This was included to give a better understanding of the technical side of the design process, provide reasoning as to why certain conclusions were made, and to provide a sneak peek to the community for what is to come. Several activities were included throughout the evening, including an activity that ranked the priority streetscapes that the community felt should be implemented in order.



Figure 4-4 2ND COMMUNITY MEETING






JOIN US TO RE-ENVISION THE

**WOODBIDGE**  
BUSINESS DISTRICT

**NOV.**  
**29TH**  
6:00 PM

NEW ENGLAND BREWING CO.  
175 AMITY ROAD  
WOODBIDGE, CT 06525





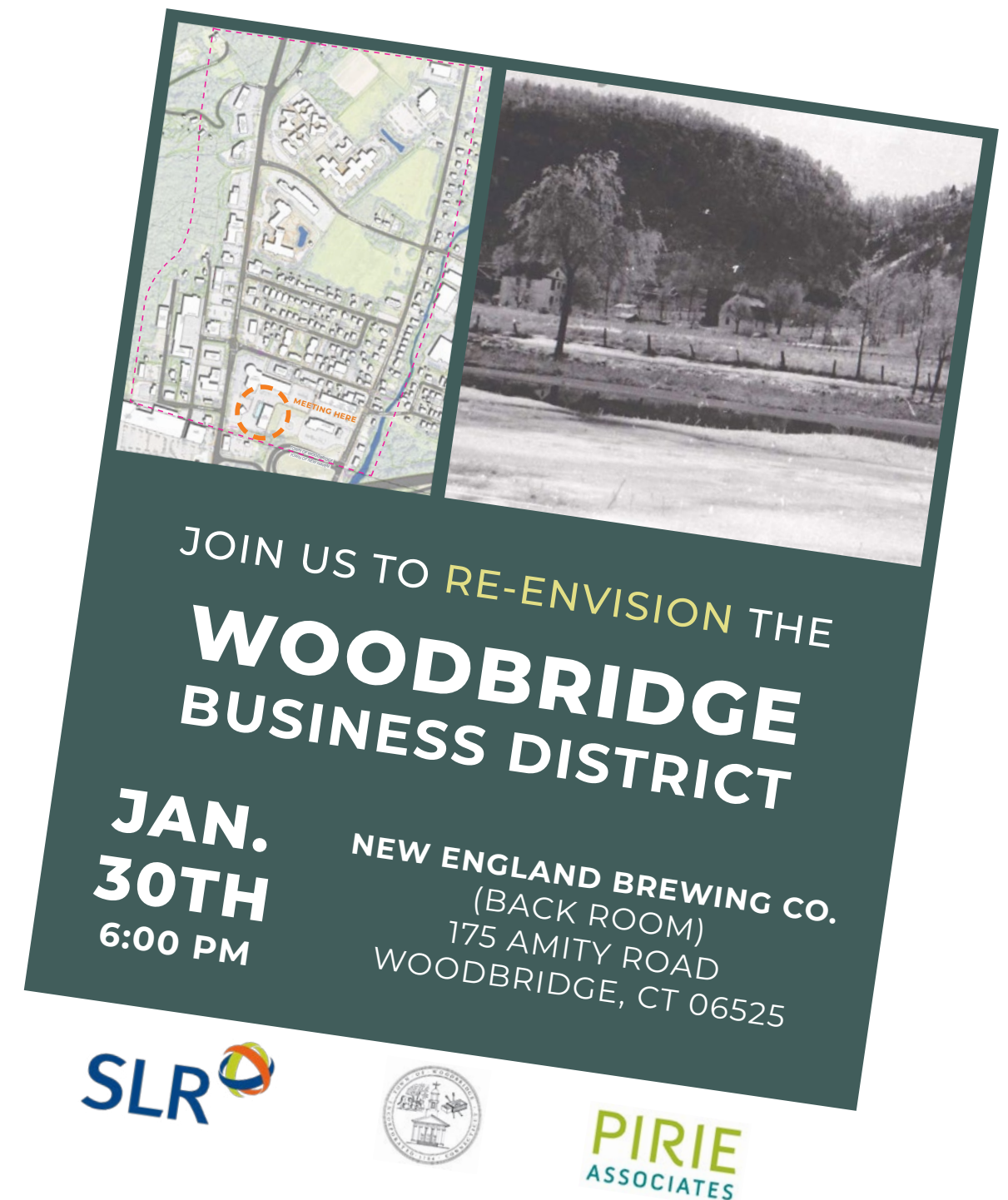
### 4.3 Third Outreach Event

The third and final community meeting was held on January 30, 2023. After a brief recap of the previous meeting and results of the preferred implementation ranking, SLR presented the Connectivity Master Plan that included corresponding roadway sections, plan enlargements and perspective renderings for intersection improvements, as well as cost estimates for the top three priority roads (Amity Road, Bradley Road, and Lucy Street). Final feedback was collected from the community and overall the concepts were well received and agreed upon.

SLR concluded the project outreach with a presentation to the town's Board of Selectman to review funding and next steps.



Figure 4-5 3RD COMMUNITY MEETING





5. CONNECTIVITY PLAN - SECTIONS

Using data collected from the inventory and analysis maps and community feedback, SLR developed three conceptual streetscape cross section alternatives that could be implemented in each of the individual roadways, within the business district - with the goal of providing safe pedestrian/ bicycle facilities, that connect business uses, while still supporting efficient vehicular travel. To do so, the design team used the existing conditions right-of-way (R.O.W.) measurements for each of the study streets and determed which of the three alternatives could “fit” within the given right-of-way.



EXISTING STREET VIEW



## 1. Multi-Modal Path (Wide R.O.W.)

The Multi-Modal Path alternative is the most robust option that proposes a +/- 10 foot wide sidewalk on one side of the roadway to encourage multiple modes of active transportation options and users (bicycles, scooters, strollers, joggers) within the public realm. The multi-modal path enlivens the business district by creating a circuit of activity around and throughout the project area - and acts as a marketing tool for visitors to the area who recognize that the business district is a vibrant, healthy area to be a part of. With an abundance of people on the path, moving throughout the area, prospective retailers, restaurateurs and entrepreneurs, new to the area, also get a glimpse of the potential customer base.

By narrowing the existing drive lanes down to an 11 foot width (traffic calming), the streetscape now can accommodate sidewalks on both sides of the roadway and provide spaces for gathering with new benches and pedestrian level lighting. Bus shelters can now be installed along the curb and new street trees planted to create a shade canopy over the roadways-further contributing to the pedestrian sense of place.

Lastly, one of the critical safety benefits of the Multi-Modal Path alternative is the separation created between vehicles and pedestrians. By providing a defined vegetative buffer between cars and people, users are more likely to feel that they are walking along a linear park space then within the confines of a vehicular travelway.

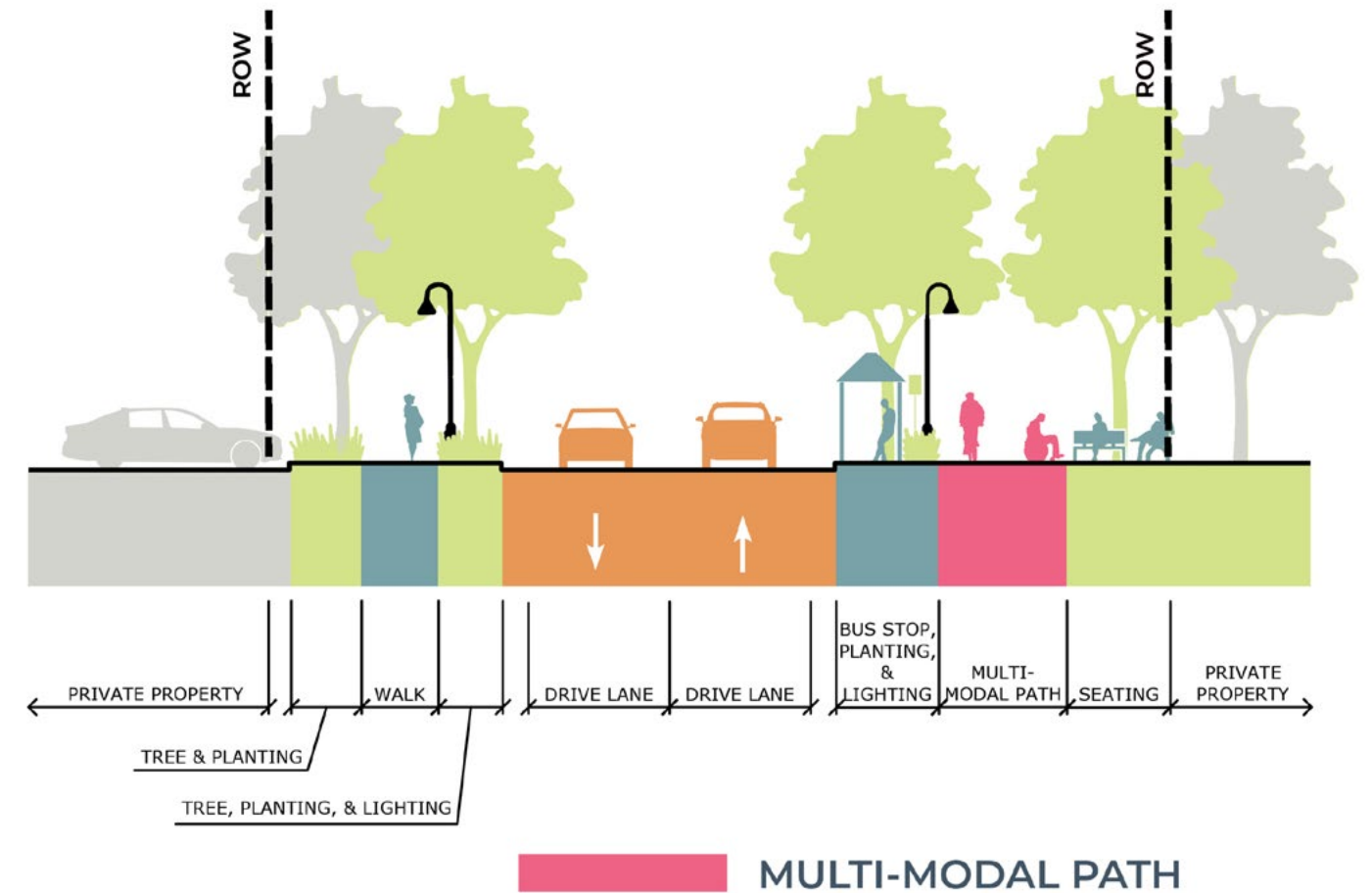


Figure 5-1 CONNECTIVITY SCENARIOS



2. **Protected Bike Lane** (Average R.O.W.)

Taking into account that in some cases the existing of right-of-way dimensions on certain roadways are not that wide and cannot accomodate a robust pedestrian streetscape section, the design team developed a mid-range alternative known as the Protected Bike Lane. As identified in our analysis the Woodbridge business district currently does not include any bike lanes thus limiting the ability of neighboring residential areas from having a safe , dedicated way to hop on a bycycle and ride to local businesses. The Protected Bike Lane alternative provides a one-way travel lane for bicyclists on a protected/ striped, on-grade bike lane.

Similar to the Multi-Modal Path alternative, by reducing the roadway lane widths to 11 feet, the plan provides for a pedestrian sidewalk on the opposite side of the roadway - currently not found on the majority of streets in the business district. By accomodating both bicycles and pedestrians, the Protected Bike Lane alternative provides safe, efficient options for users to explore the project area, shopping from business to business. This alternative also creates a desired vegetative buffer, pedestrian scale lighting and a separation distance between vehicles and pedestrians, and provides the ability to plant shade trees on both sides of the corridors.

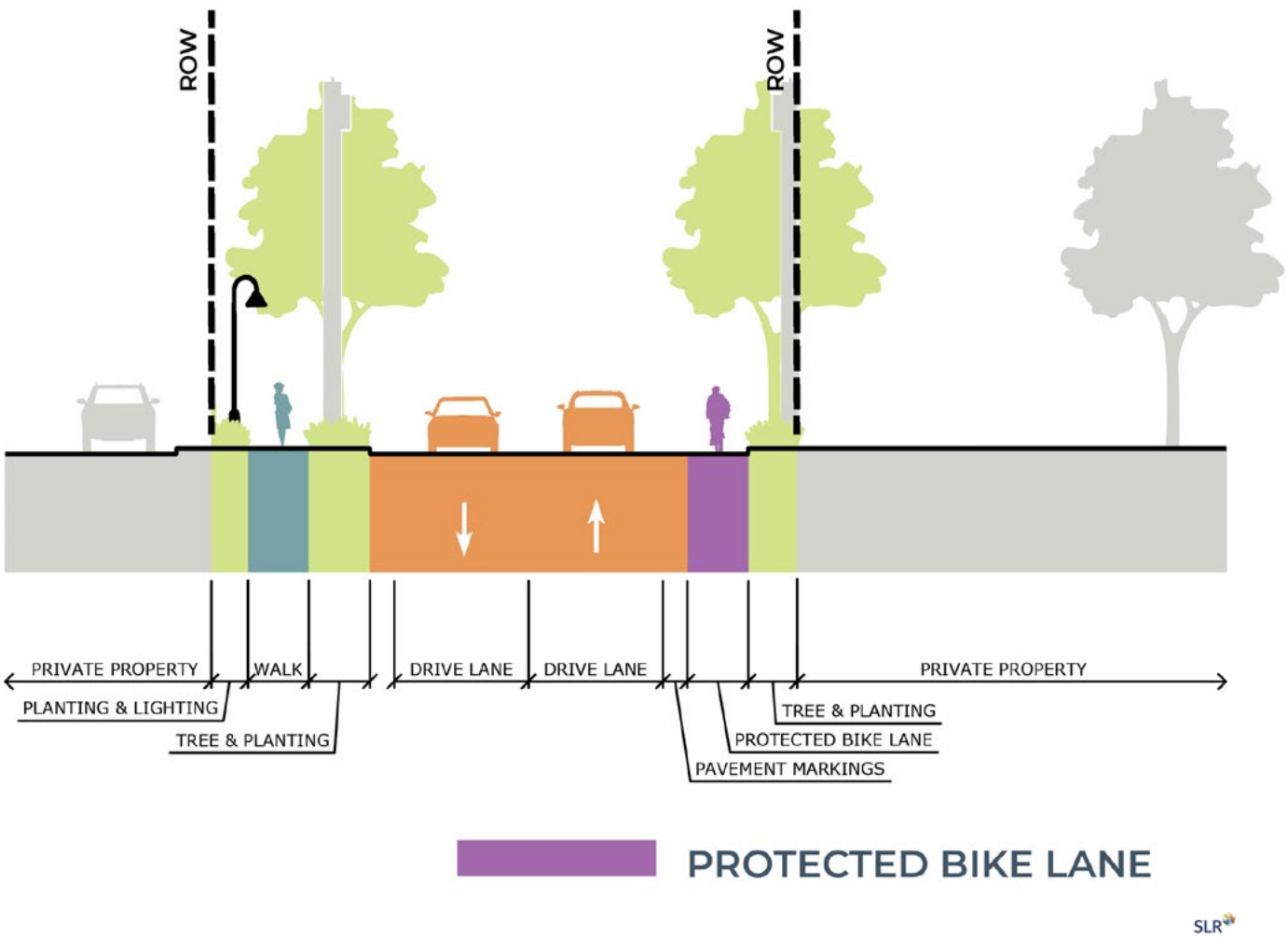


Figure 5-2 CONNECTIVITY SCENARIOS



3. **Sharrow** (Narrow R.O.W.)

Where existing right-of-way severely limit accommodations for the multitude of users, especially in the “Selden Area”, the design team developed a streetscape section that provides symbolized sharrows within the roadways that allow vehicles and bicyclists to share the drive lanes. The proposed locations of the Sharrow alternative, within the project area, are along streets with low vehicular volumes and low travel speeds. This option adds needed sidewalks where they currently do not exist and includes new street tree plantings, pedestrian level lighting and a separation between vehicle and people on the sidewalks.

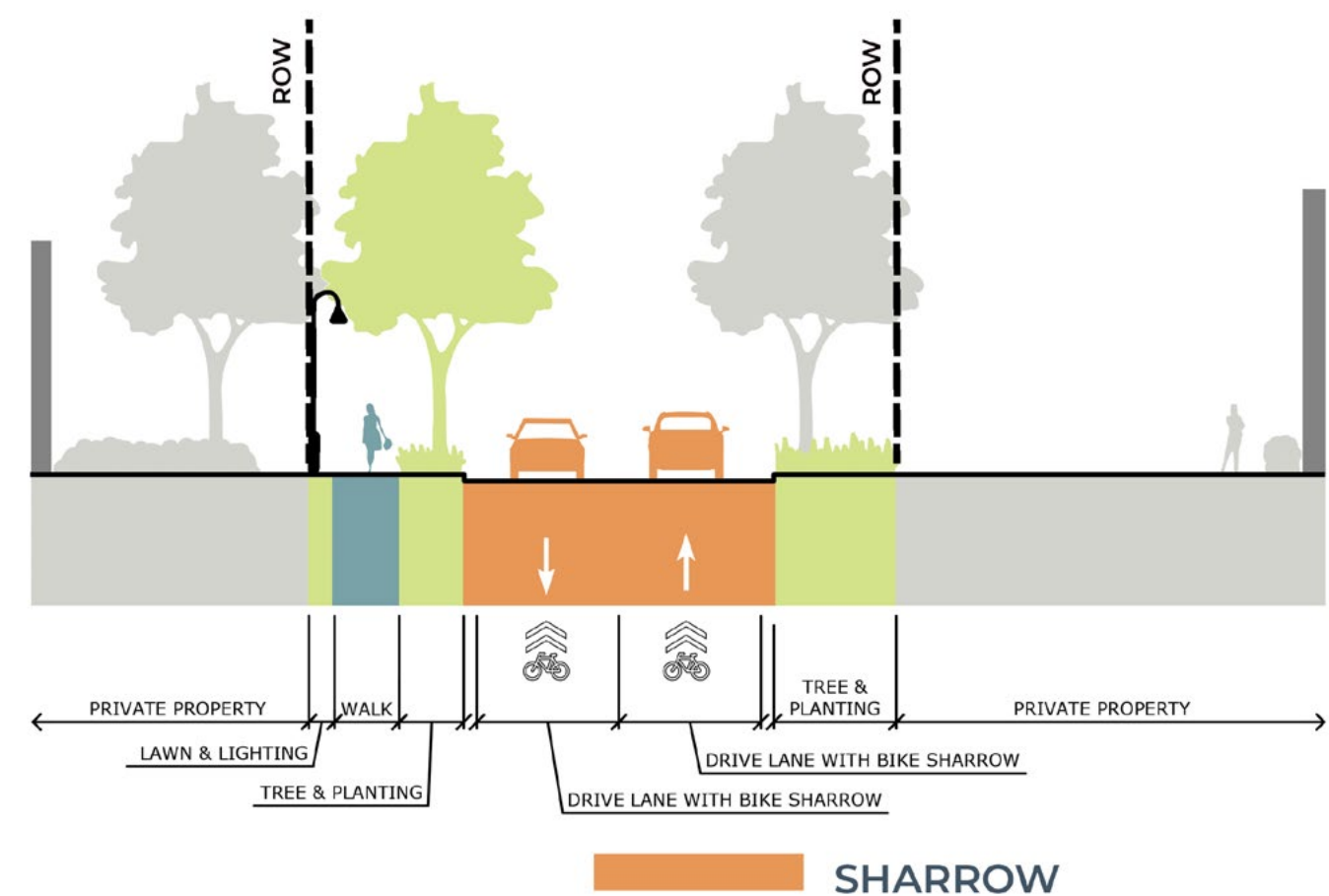


Figure 5-3 CONNECTIVITY SCENARIOS

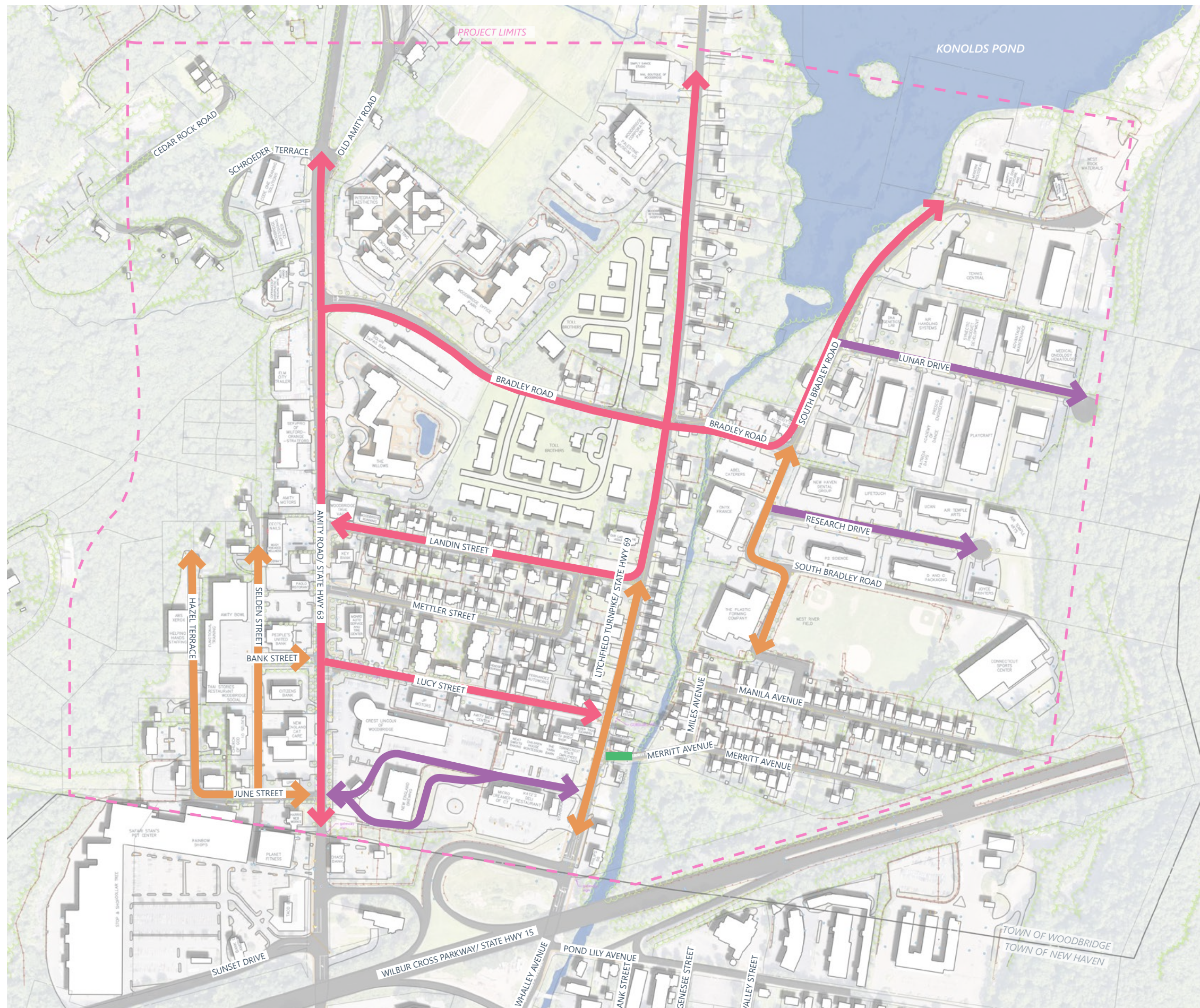


## 6. CONNECTIVITY PLAN - MASTER PLAN

The Connectivity Master Plan represents where each of the conceptual alternative sections, previously discussed, can be applied within the project area. And as such:

- Because of the low vehicular volume and travel speeds, as well as limited R.O.W. space, Hazel Terrace, Selden Street, June Street, and Bank Streets (also known as the Selden Area) will benefit from **Sharrow** alternative.
- Route 63 (Amity Road), Route 69 (Litchfield Turnpike) north of Landin Street, Bradley Road, Landin Street, and South Bradley Road (heading north) all have expansive right-of-ways that can accommodate the **Multi-Modal Path** option.
- Route 69 (Litchfield Turnpike) south of Landin Street, has right-of-way dimensional constraints and therefore can only accommodate the **Sharrow** option. Although within this area needed sidewalks can be provided for pedestrians.
- Because of the low vehicular volume and travel speeds, as well as limited space, the **Sharrow** option is applied to South Bradley Road.
- Lunar Drive and Research Drive can accommodate a **Protected Bike Lane** scenario.
- During the initial public engagement exercises and through our analysis of vehicular volumes and crashes, it became apparent that a new east/west connection, in the southern portion of the project area, between Route 69 and Route 63 could alleviate vehicular congestion on Route 69 at the Route 15 on-ramp as well as queuing issues that take place at the Lucy Street intersection. This will require significant cooperation with private land owners and is further elaborated as part of the Woodbridge Business District Placemaking Study. This new east/west Protected Bike Lane, inter-parcel connection, could result in new redevelopment - attracting future businesses and enhance the area, creating a downtown “core”.





## LEGEND

- MULTI-MODAL PATH
- PROTECTED BIKE LANE
- SHARROWS
- SIDEWALK CONNECTION TO NEIGHBORHOOD

Figure 6-1 CONNECTIVITY PLAN



## 7. CONCEPTUAL STREETScape SECTIONS

Using the three concept streetscape alternatives, the design team developed streetscape sections for all of the identified roadways in the project area. Existing significant trees and above-ground utilities were incorporated into each design to retain the natural character of the Business District and look to ways to reduce costs. The proposed sections are intended to be used as an example of how these schemes would be implemented in various conditions.

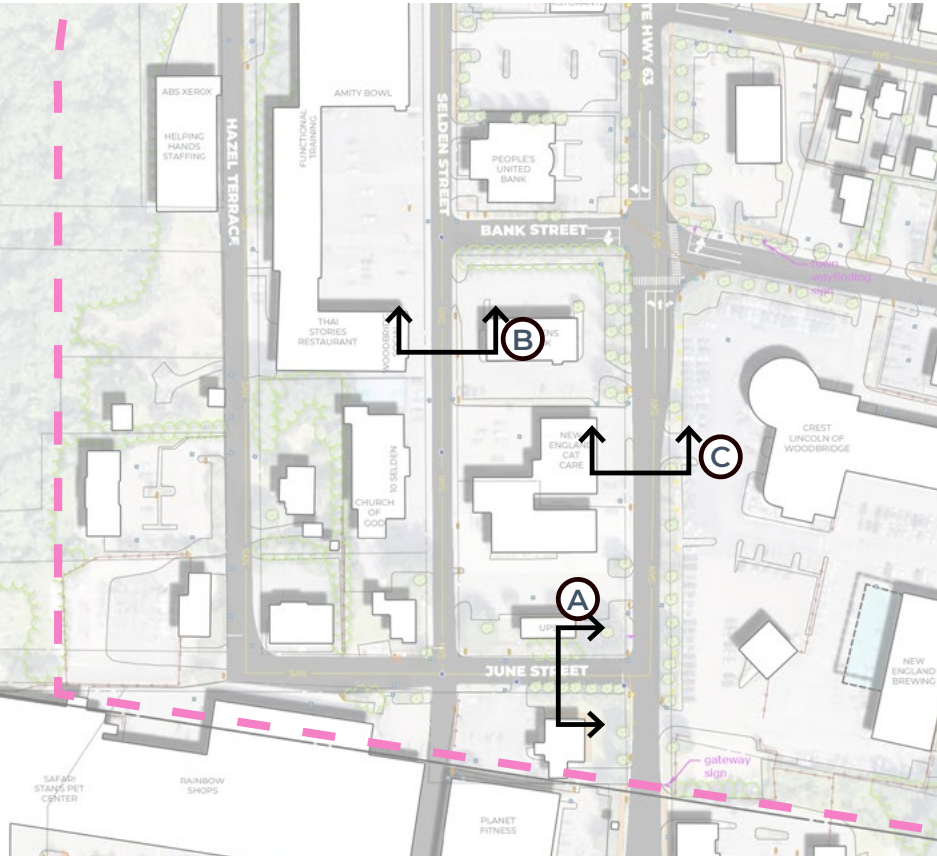




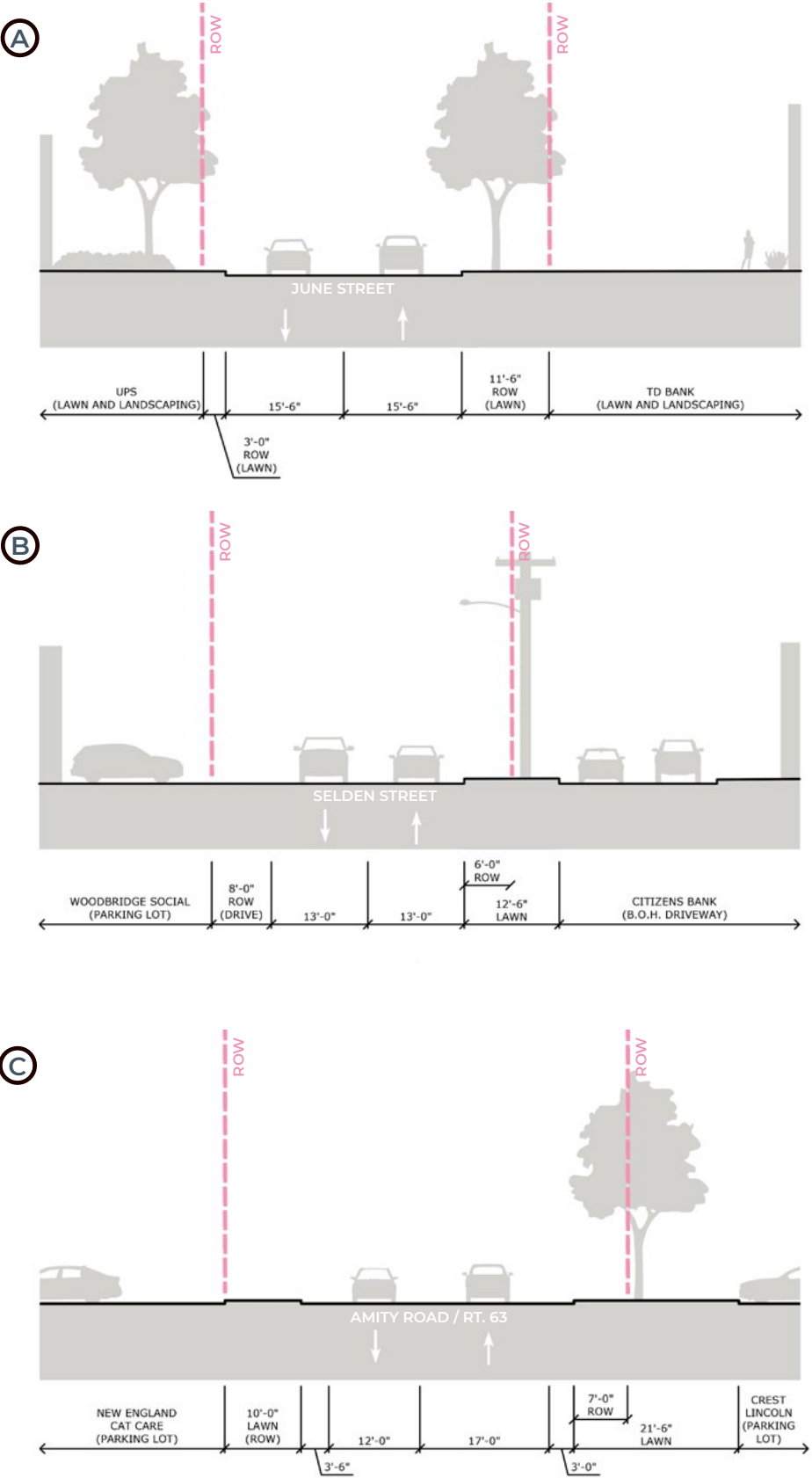
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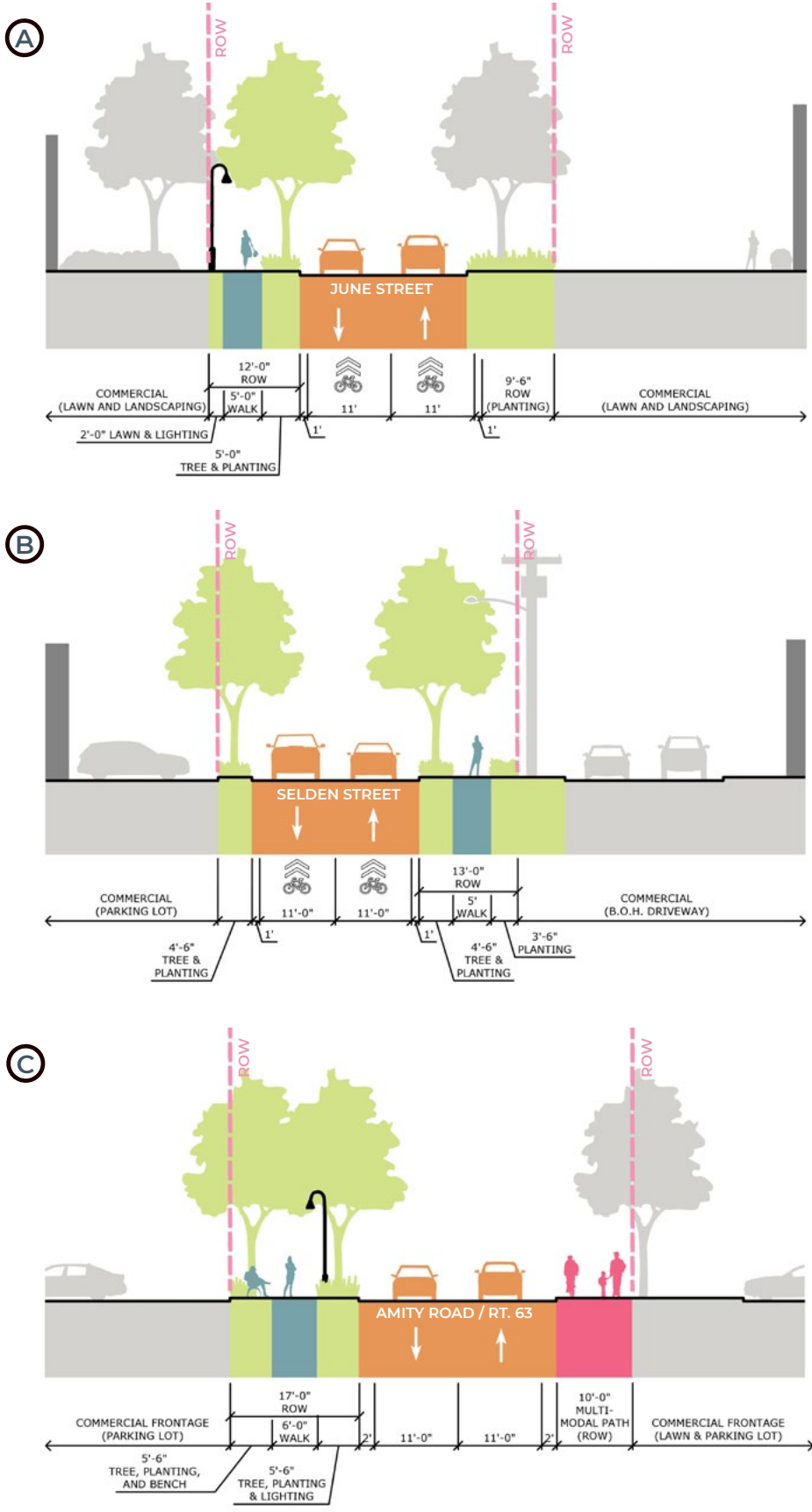
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EXISTING



PROPOSED

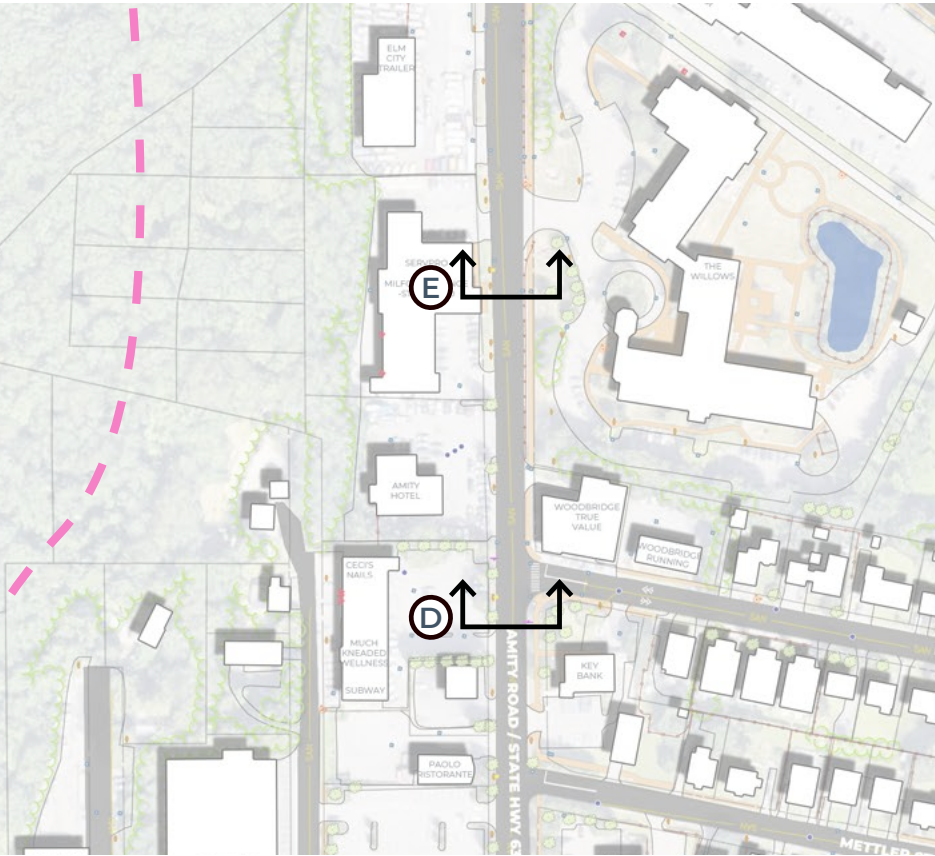


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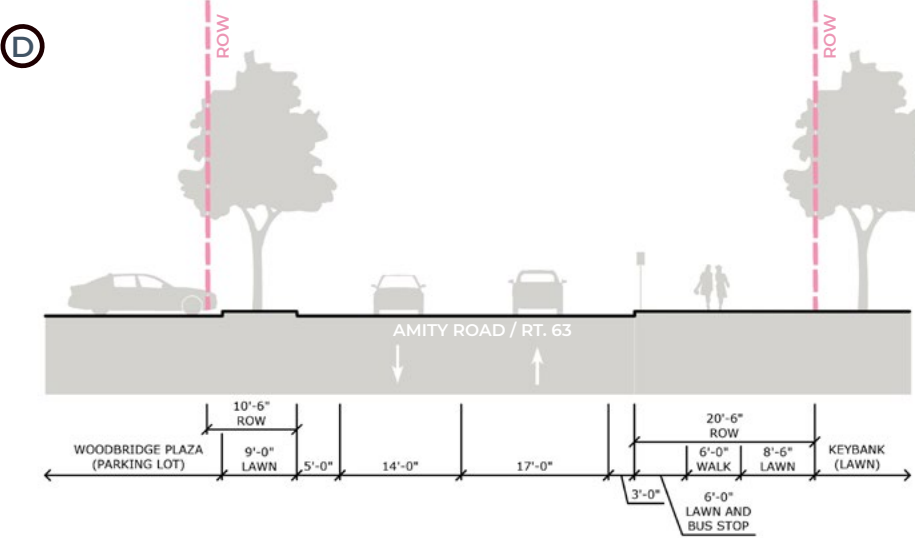




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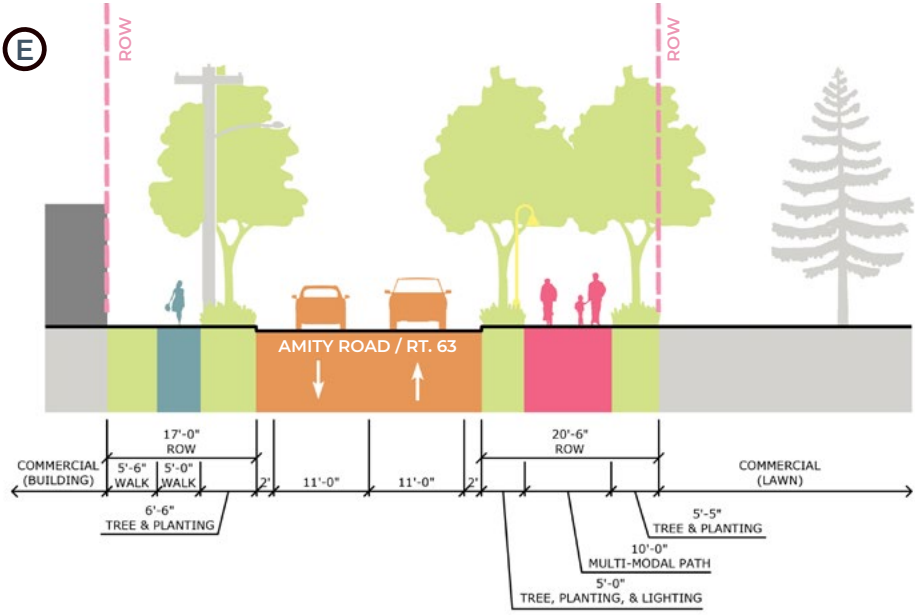
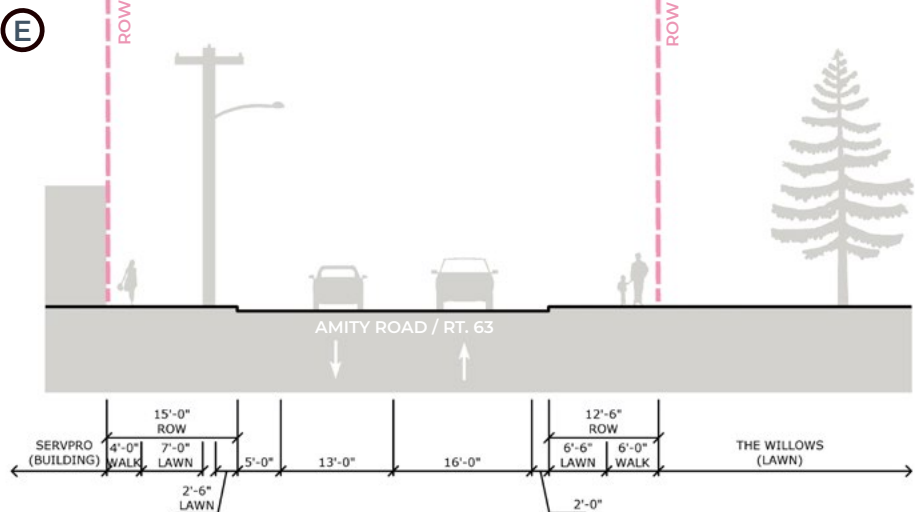
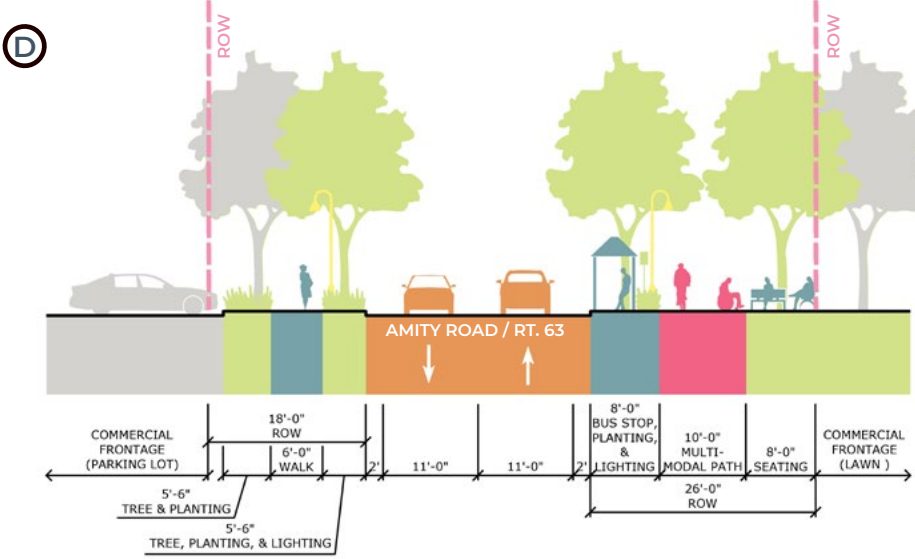


Figure 7-2 R.O.W. ANALYSIS



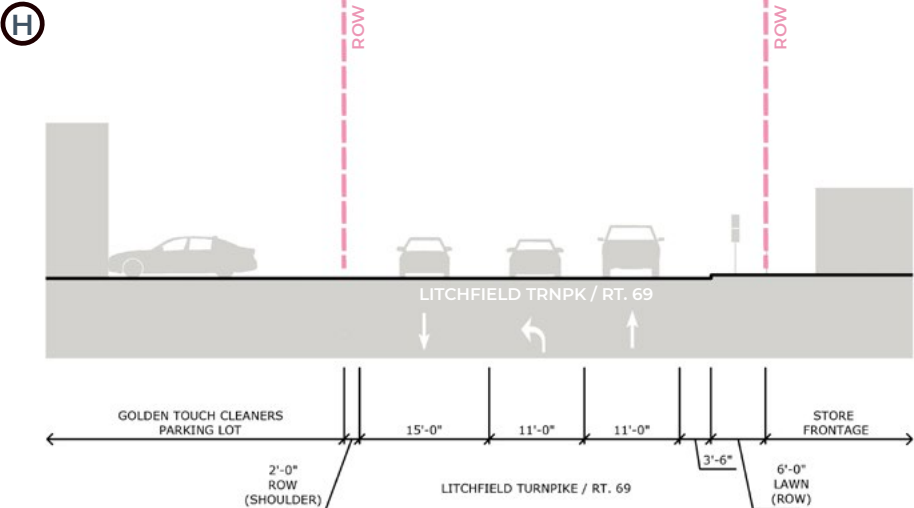
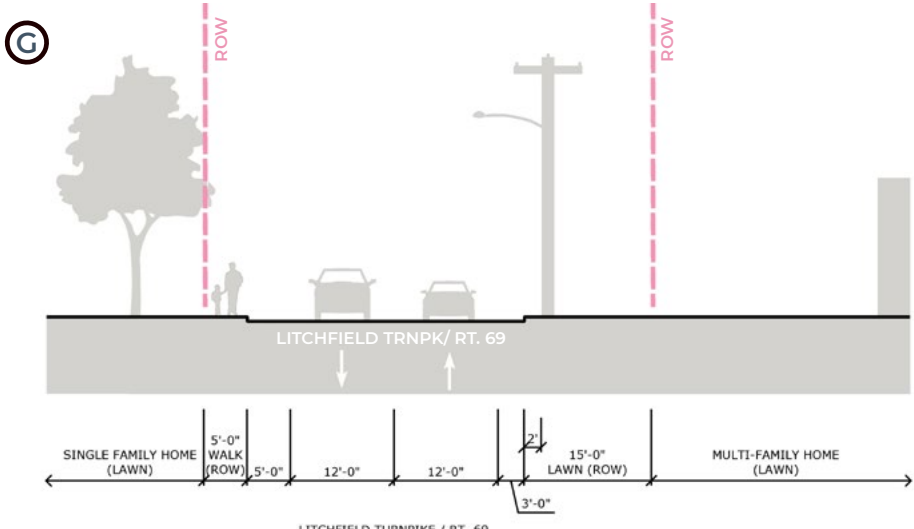
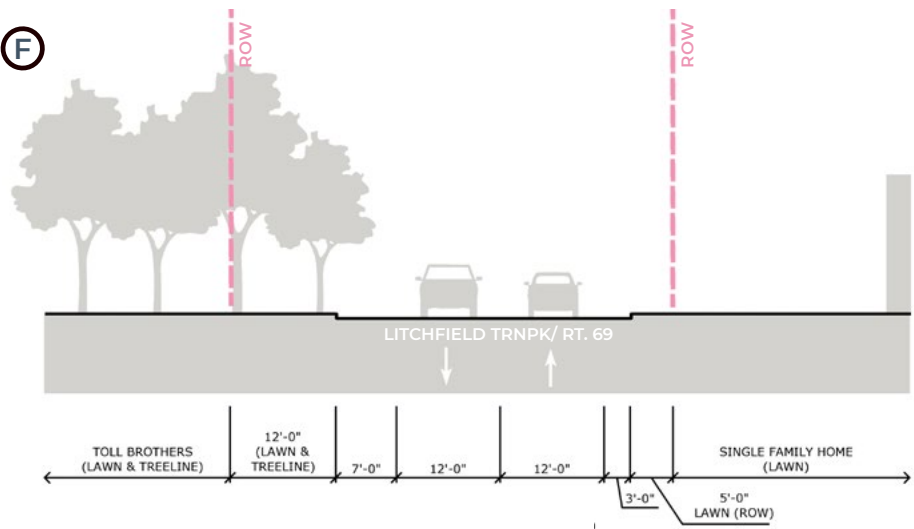
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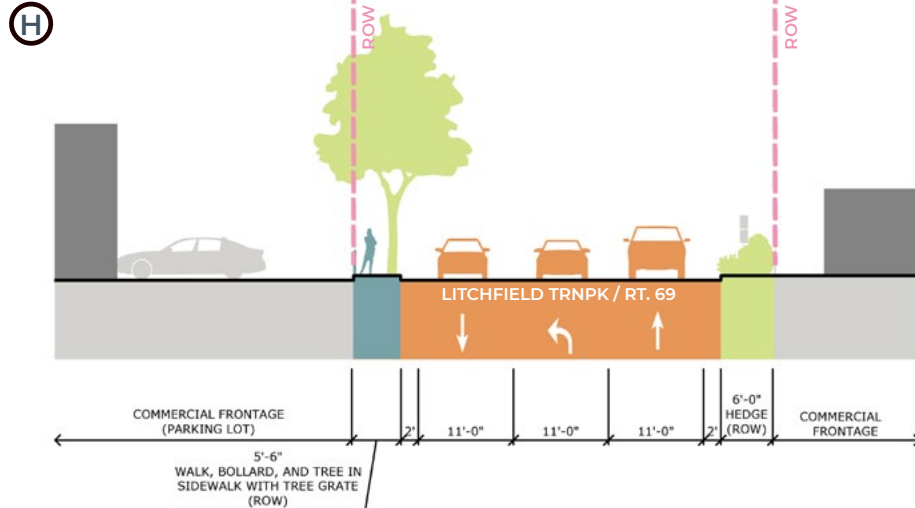
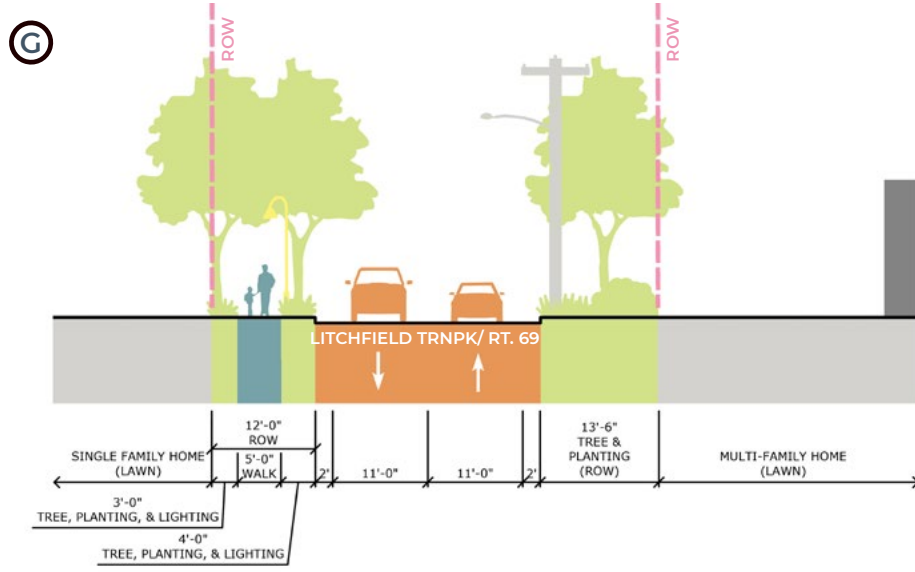
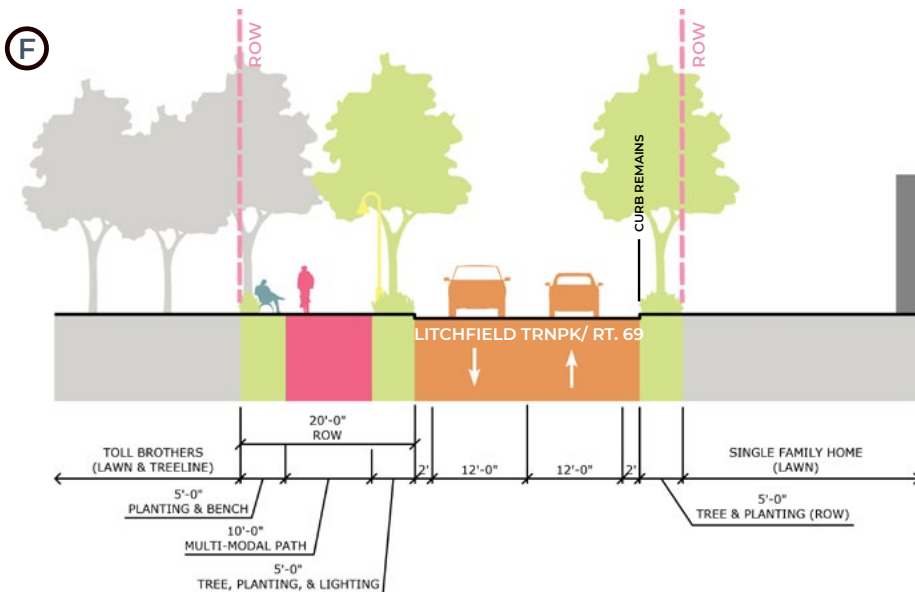
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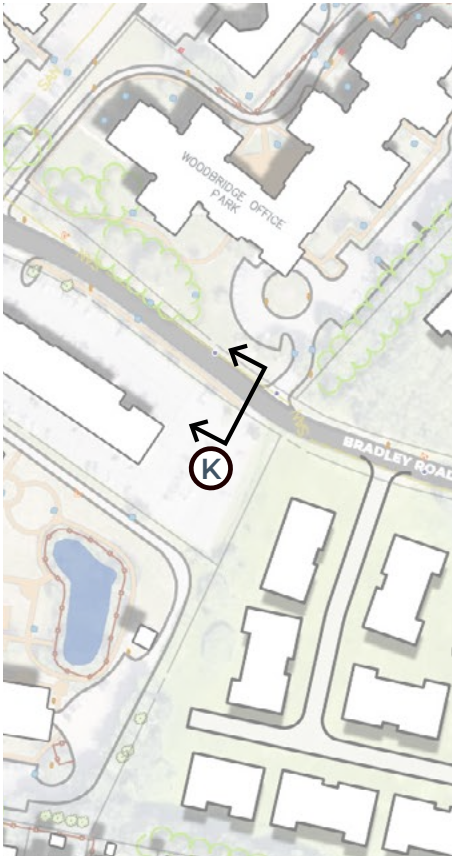
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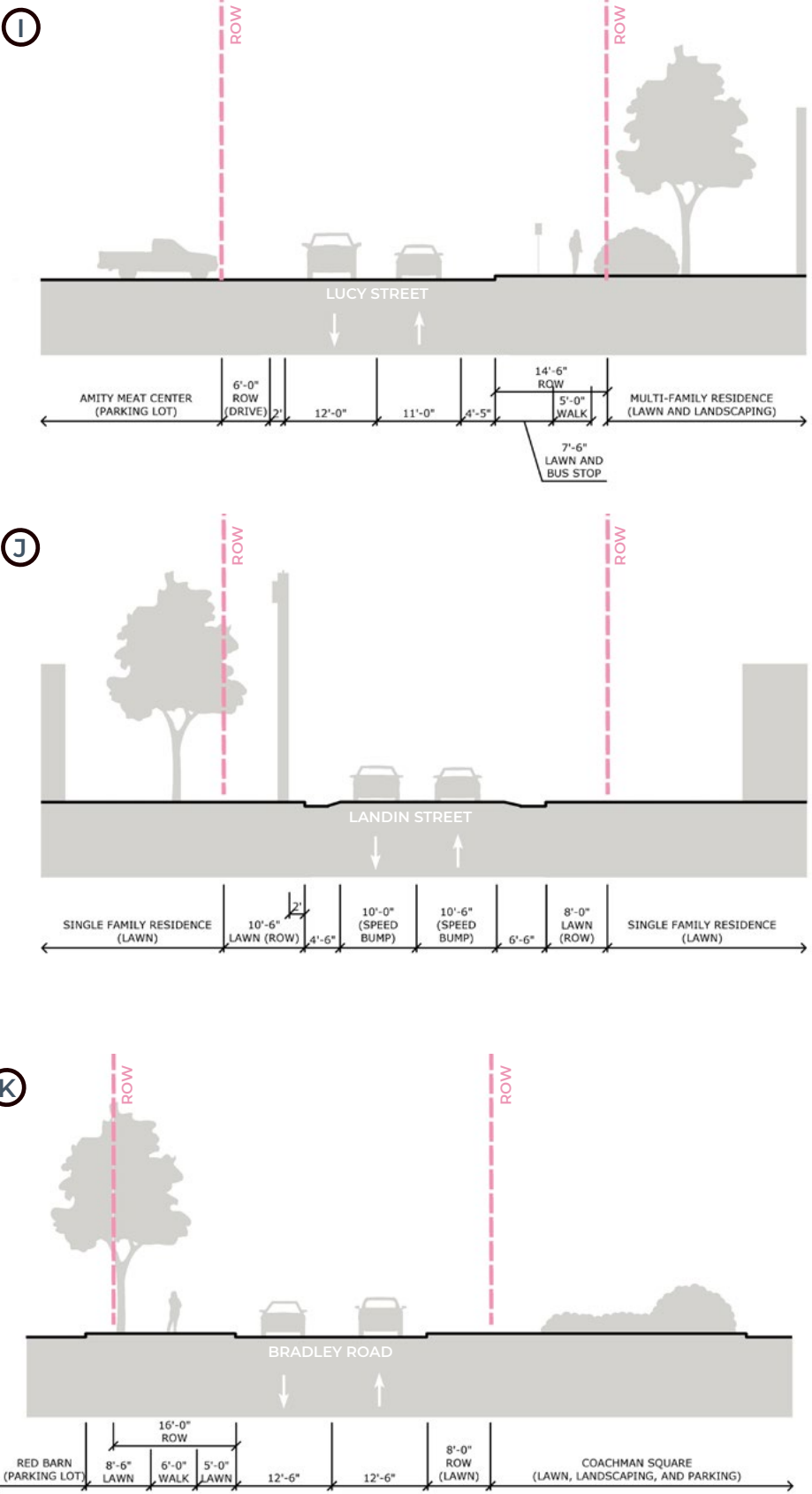
Figure 7-3 R.O.W. ANALYSIS



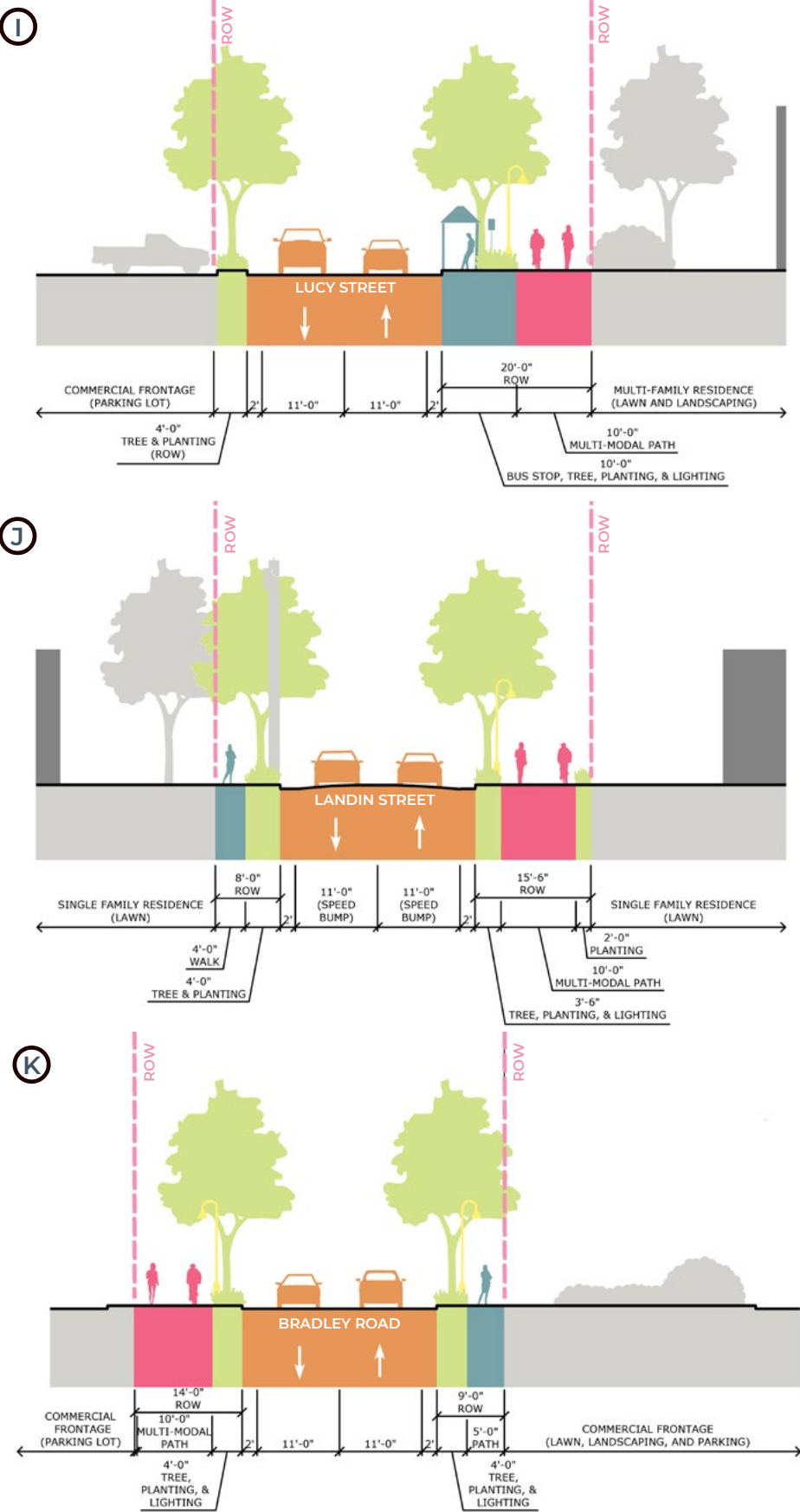
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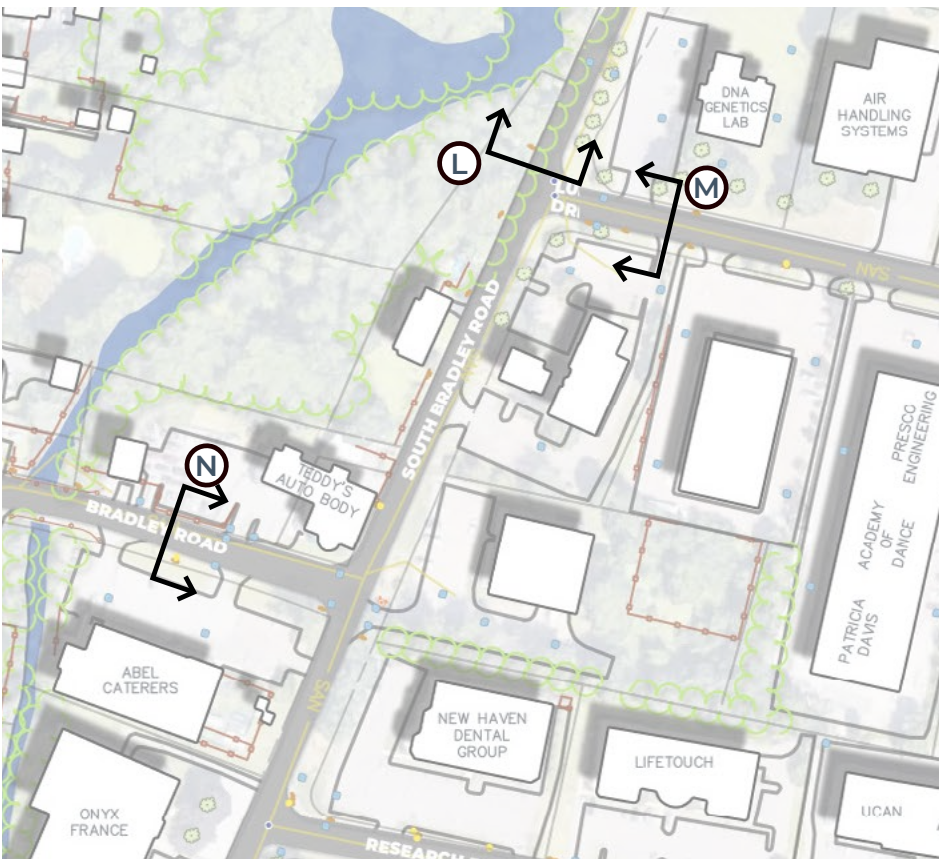
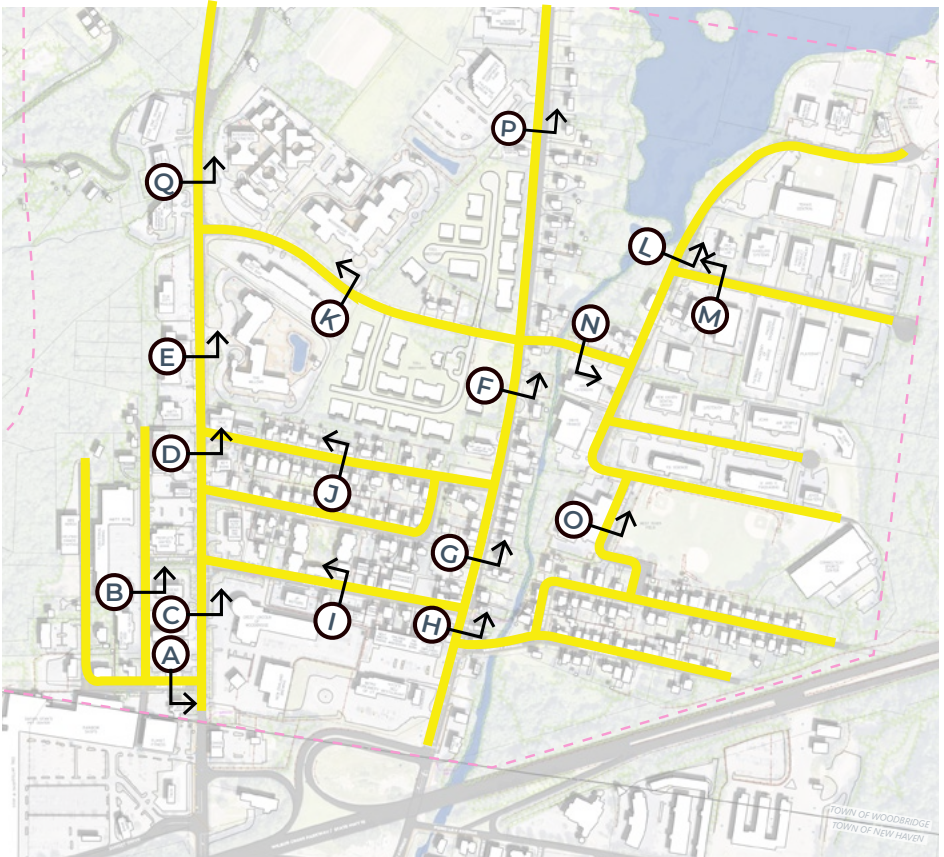


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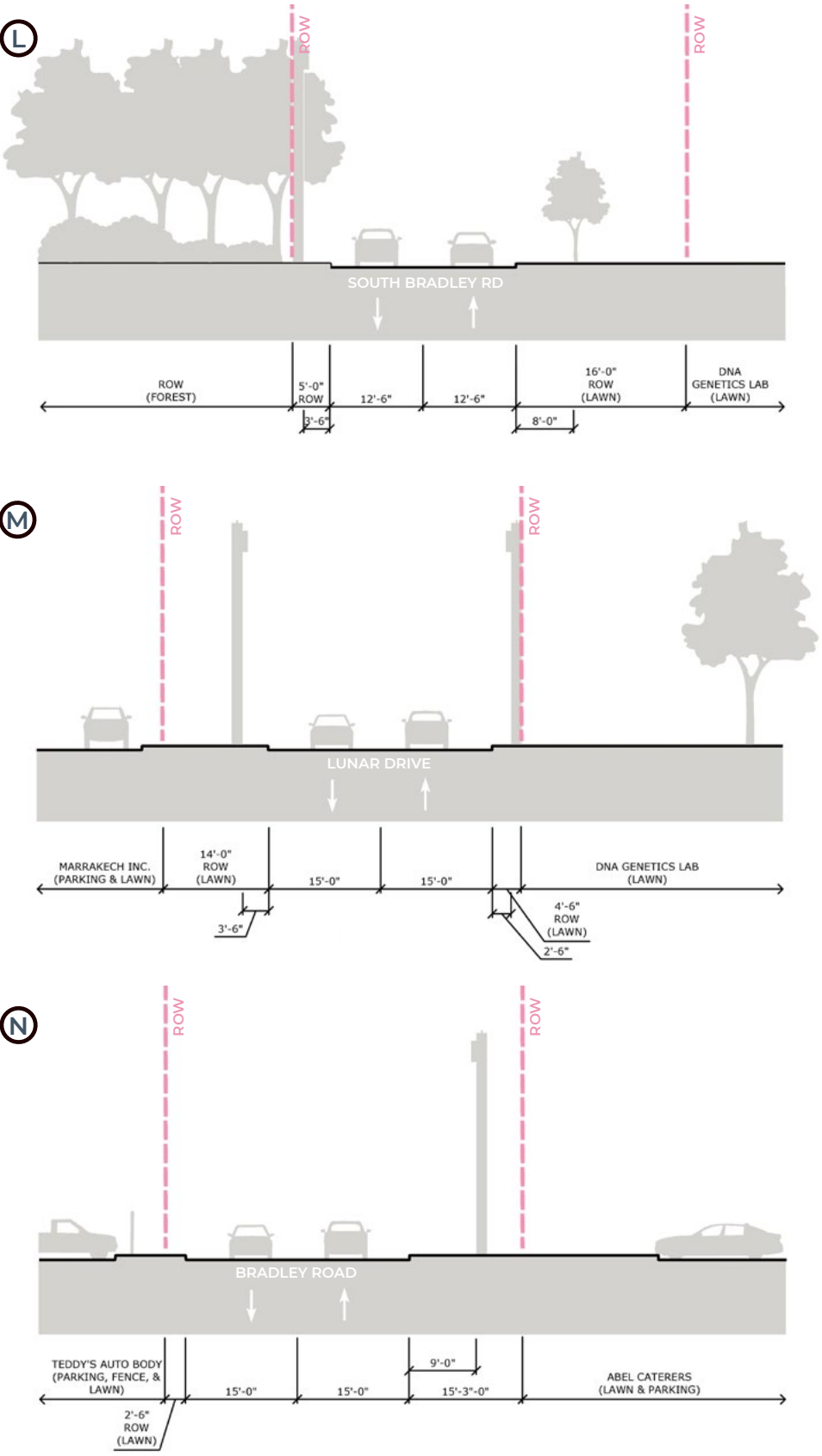
Figure 7-4 R.O.W. ANALYSIS



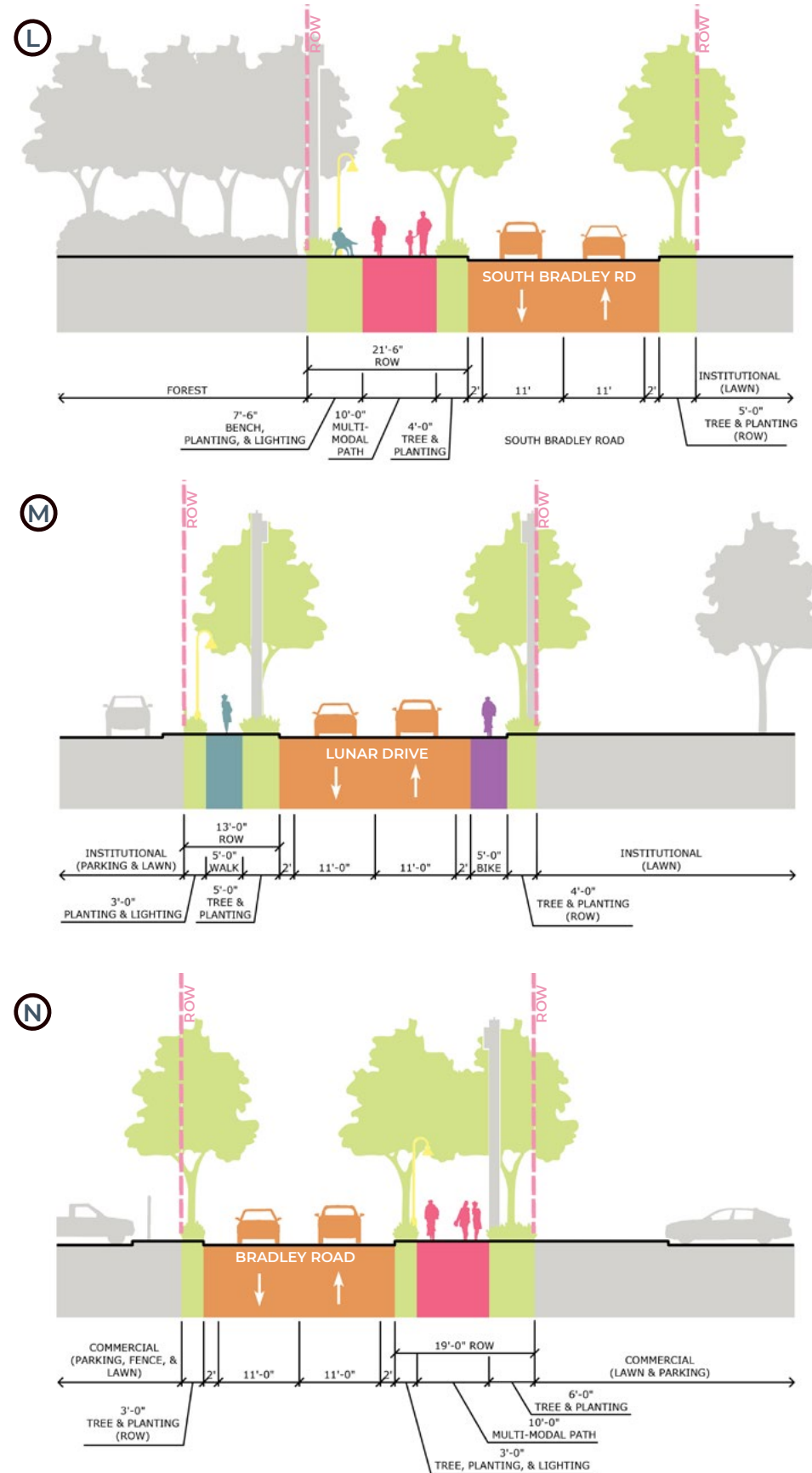
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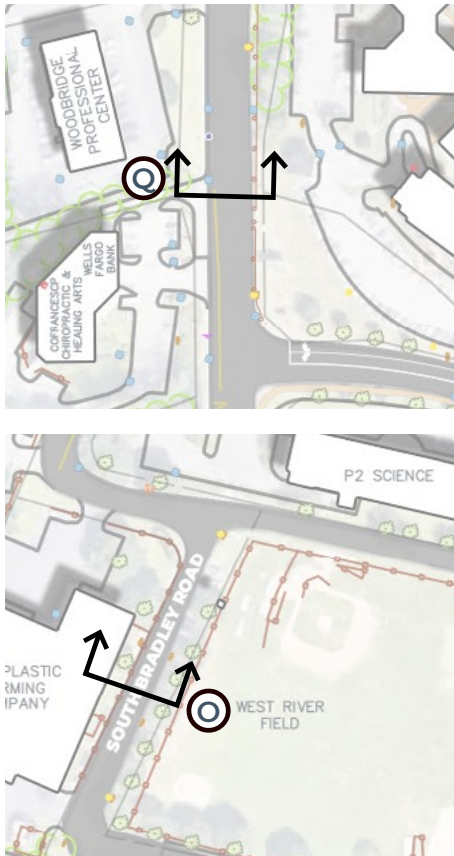
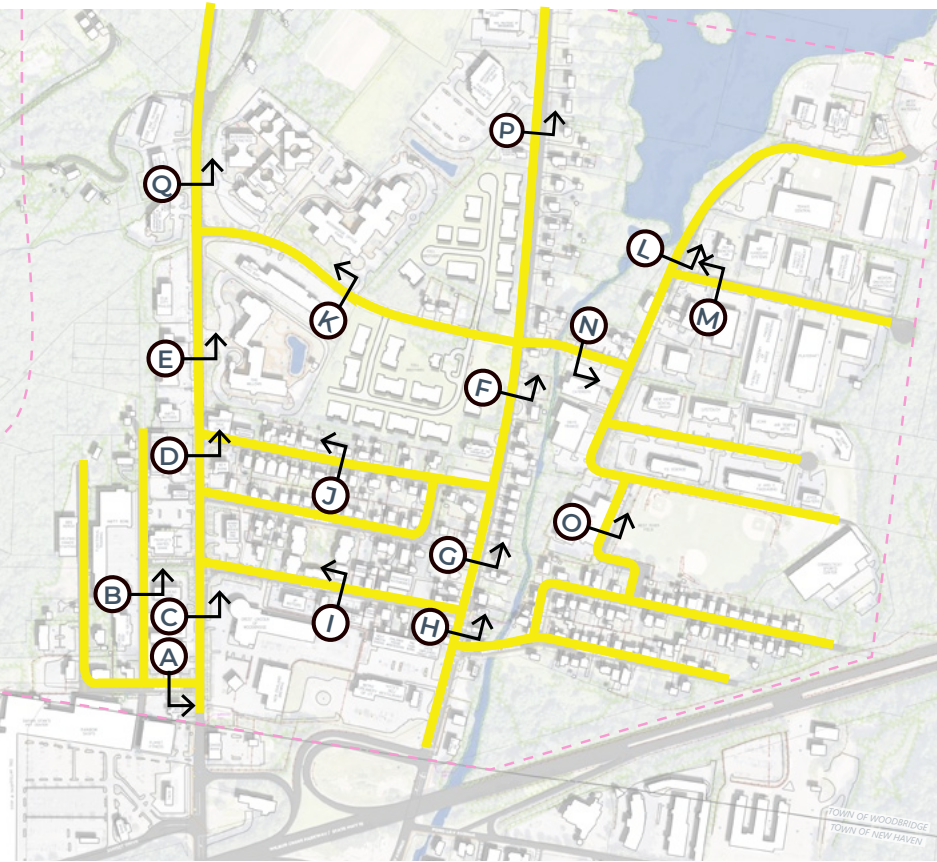


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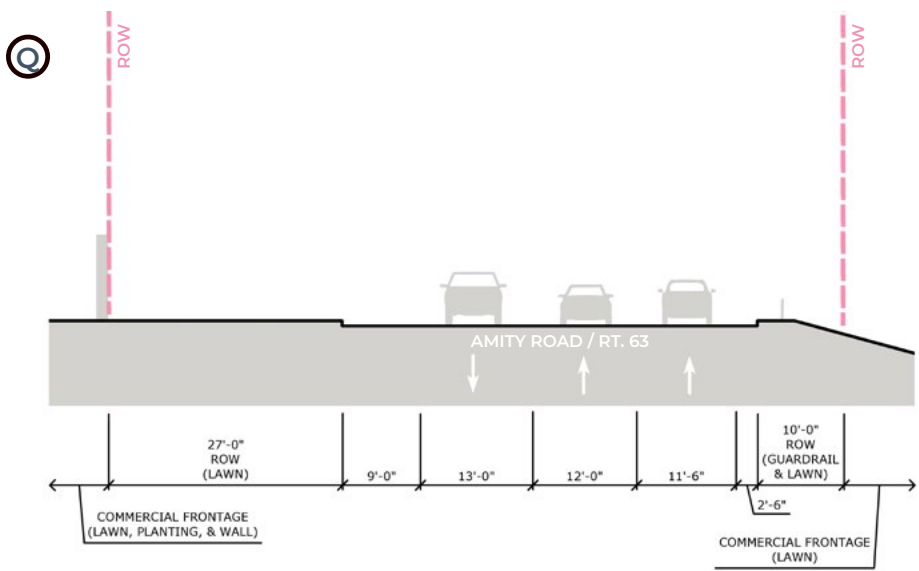
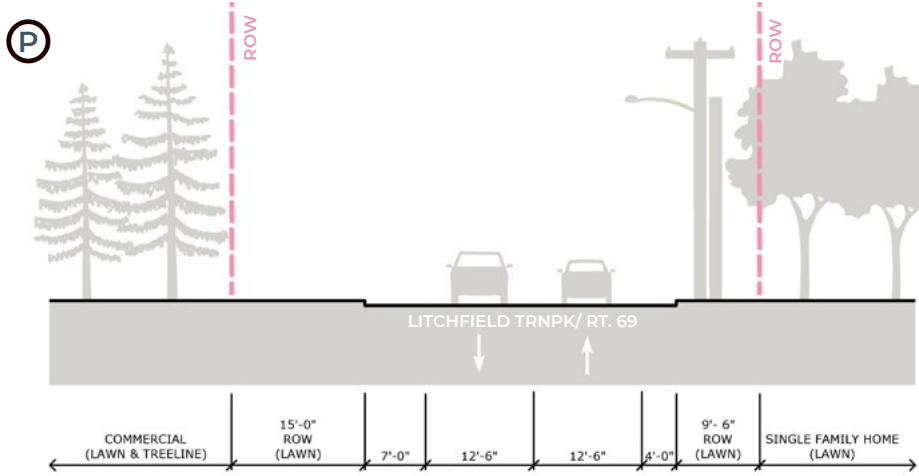
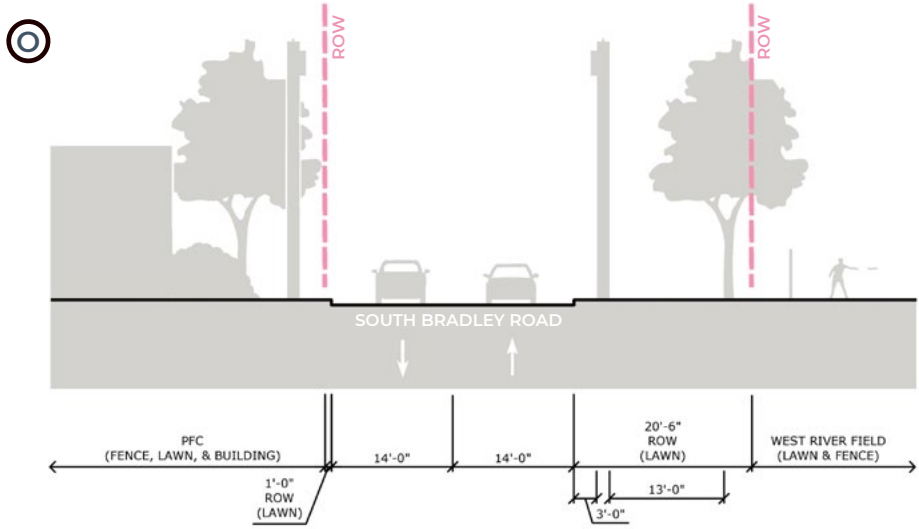




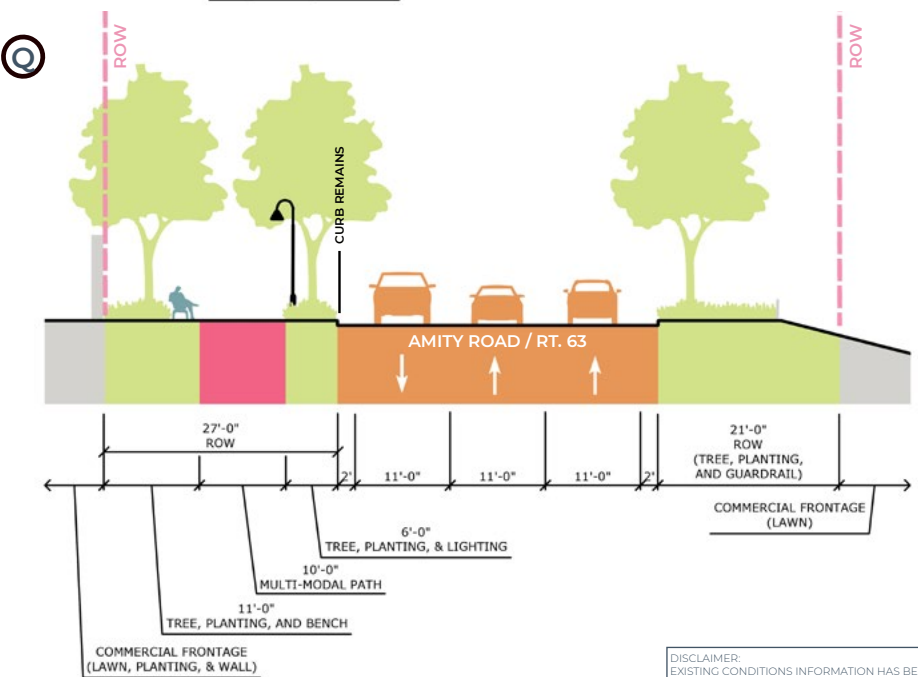
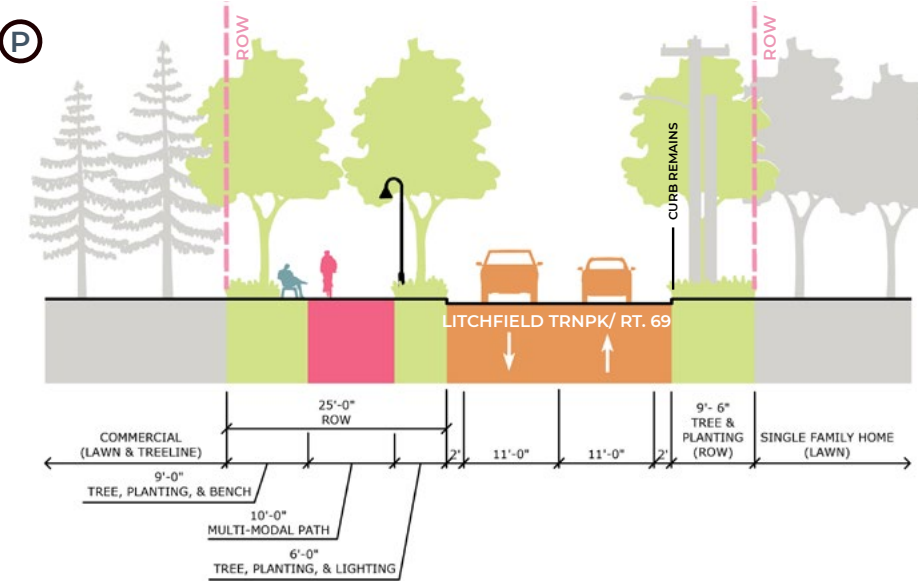
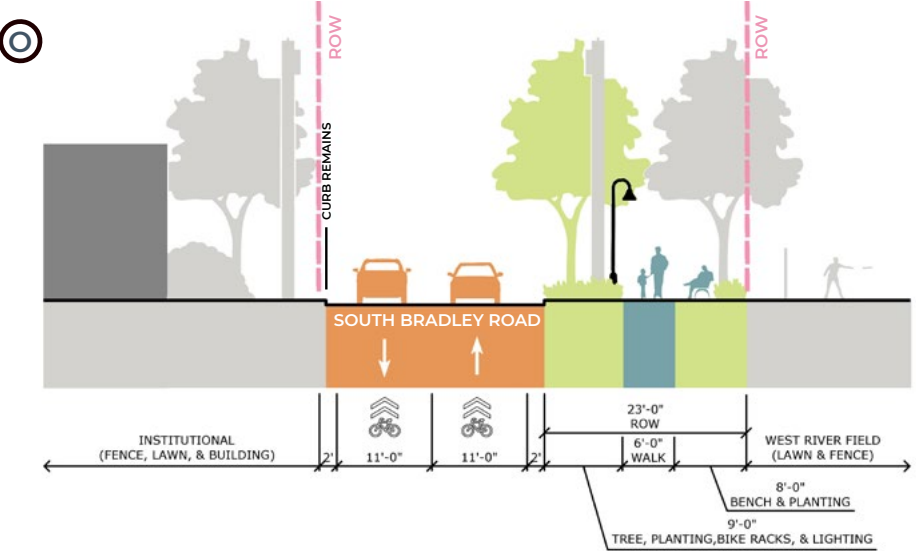
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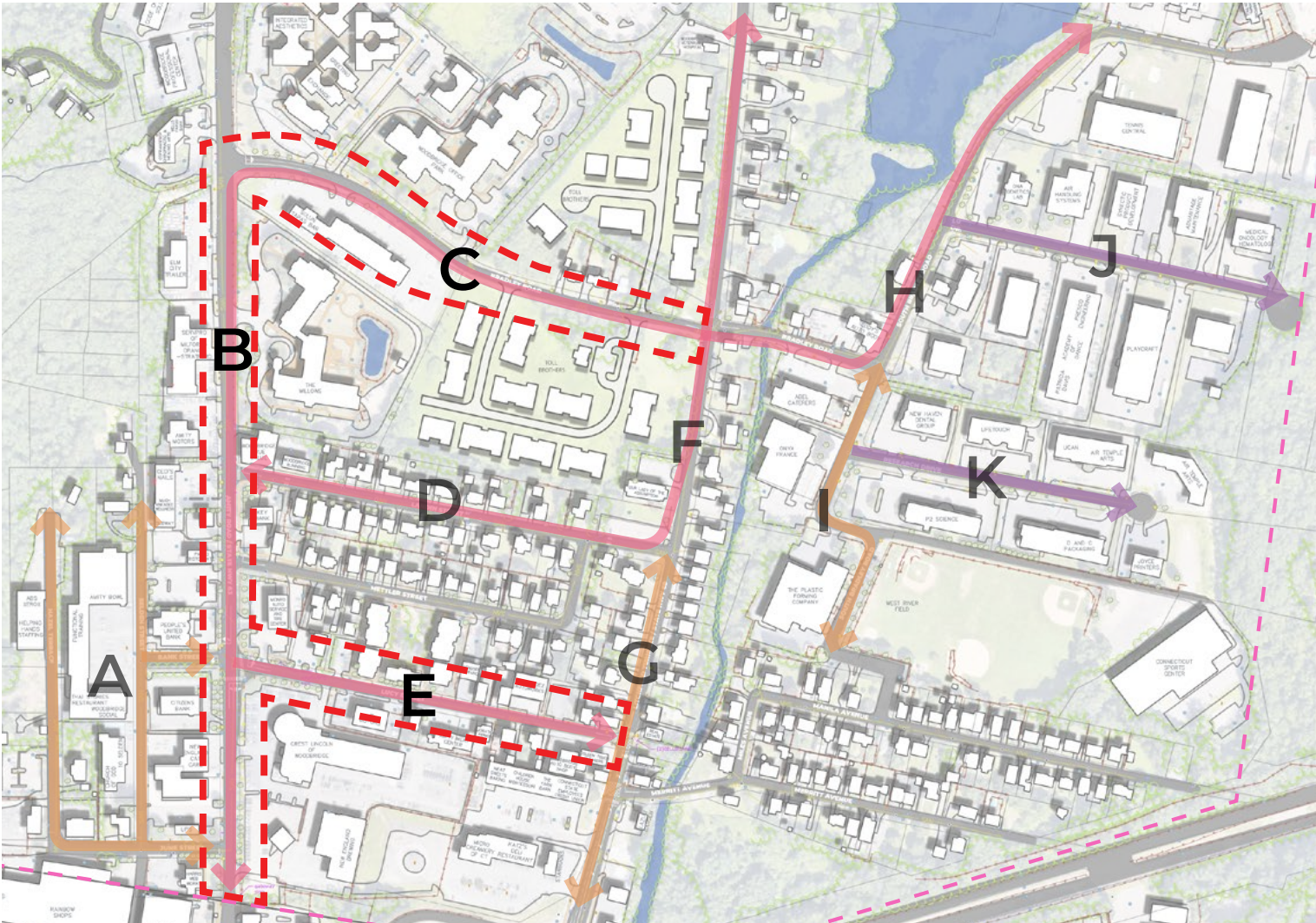
Figure 7-6 R.O.W. ANALYSIS



8. COMMUNITY DRIVEN PRIORITY FOR IMPLEMENTATION

As mentioned in the Community Engagement section, during our 2nd public outreach meeting we asked the attendees to provide input as to which specific streets they believed should become a priority for implementation and a driver for future funding opportunities. The graphic on the right illustrates the ranking of the implementation priority areas. After identifying the top three areas, SLR further refined the sections and, internally, developed a high-level construction cost estimates for each of the top three streets.

The first priority was Amity Road (from the town line to Bradley Road), second was Bradley Road (between Amity Road and Litchfield Turnpike), and third was Lucy Street. All three of these roads have expansive right-of-ways and can incorporate the **Multi-Modal Path** concept.



RANK THESE DEVELOPMENT ZONES IN ORDER OF IMPLEMENTATION PRIORITY

(1 BEING MOST IMPORTANT, 11 BEING LEAST IMPORTANT)

| RANK (1-11) | DEVELOPMENT ZONE (SEE ABOVE MAP FOR LOCATION)    | CONNECTIVITY SCENARIO |
|-------------|--|-----------------------|
| 7           | A: HAZEL, SELDEN, JUNE, & BANK                   |                       |
| 1           | <b>B: AMITY (FROM TOWN LINE TO BRADLEY)</b>      |                       |
| 2           | <b>C: BRADLEY (BETWEEN AMITY AND LITCHFIELD)</b> |                       |
| 4           | D: LANDIN STREET                                 |                       |
| 3           | <b>E: LUCY STREET</b>                            |                       |
| 6           | F: LITCHFIELD (BETWEEN LANDIN AND LAWRENCE)      |                       |
| 5           | G: LITCHFIELD (FROM TOWN LINE TO LANDIN)         |                       |
| 8           | H: BRADLEY & SOUTH BRADLEY (GOING NORTH)         |                       |
| 9           | I: SOUTH BRADLEY (GOING SOUTH)                   |                       |
| 10          | J: LUNAR DRIVE                                   |                       |
| 11          | K: RESEARCH DRIVE                                |                       |

LEGEND

MULTI-MODAL PATH

PROTECTED BIKE LANE

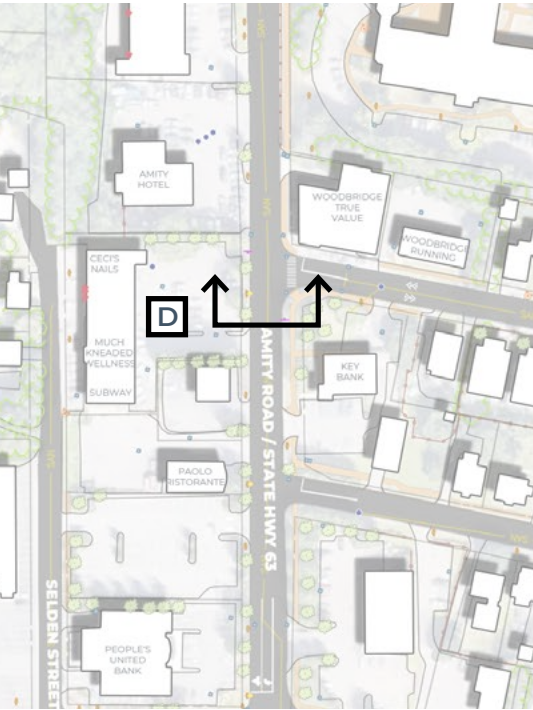
SHARROWS

\*  
\*  
\*

Figure 8-1 PRIORITY OF IMPLEMENTATION

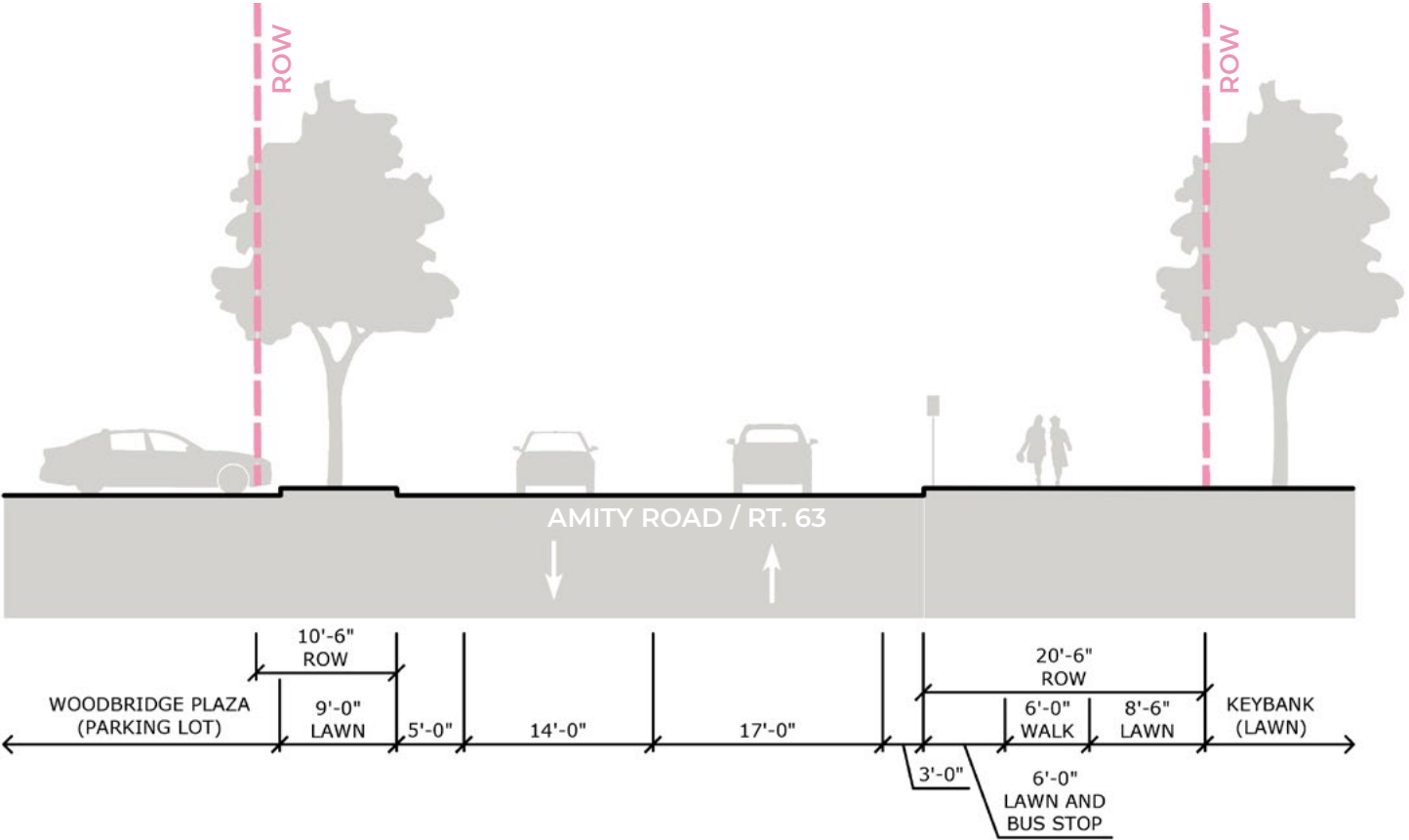


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COMPLETED TO ACCURATELY VERIFY FIELD  
CONDITIONS PRIOR TO IMPLEMENTATION.

EXISTING  
D



PROPOSED  
D

2,010 LF of Improvements  
at \$2,300/ LF (both sides  
of road) = \$4,623,000

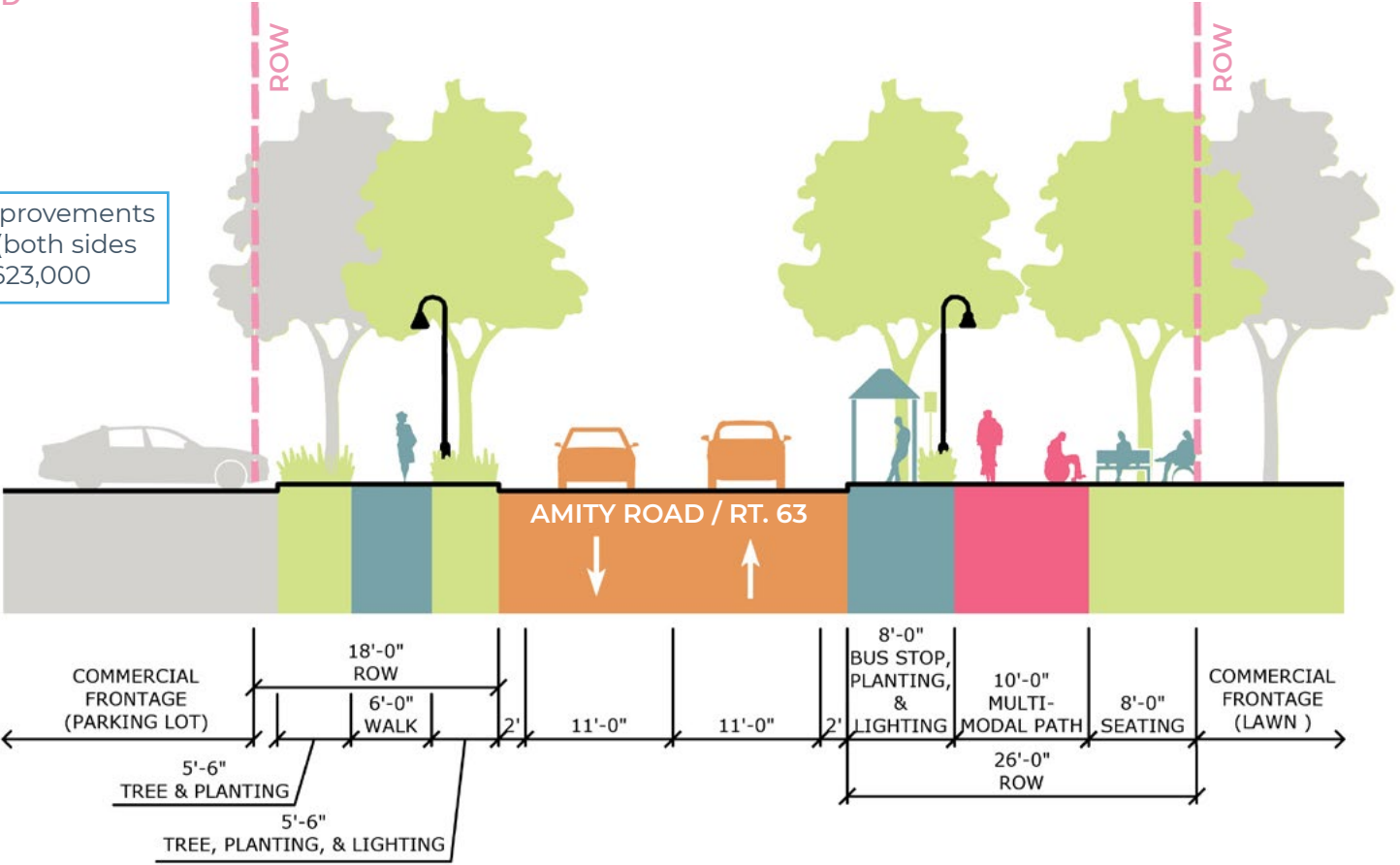
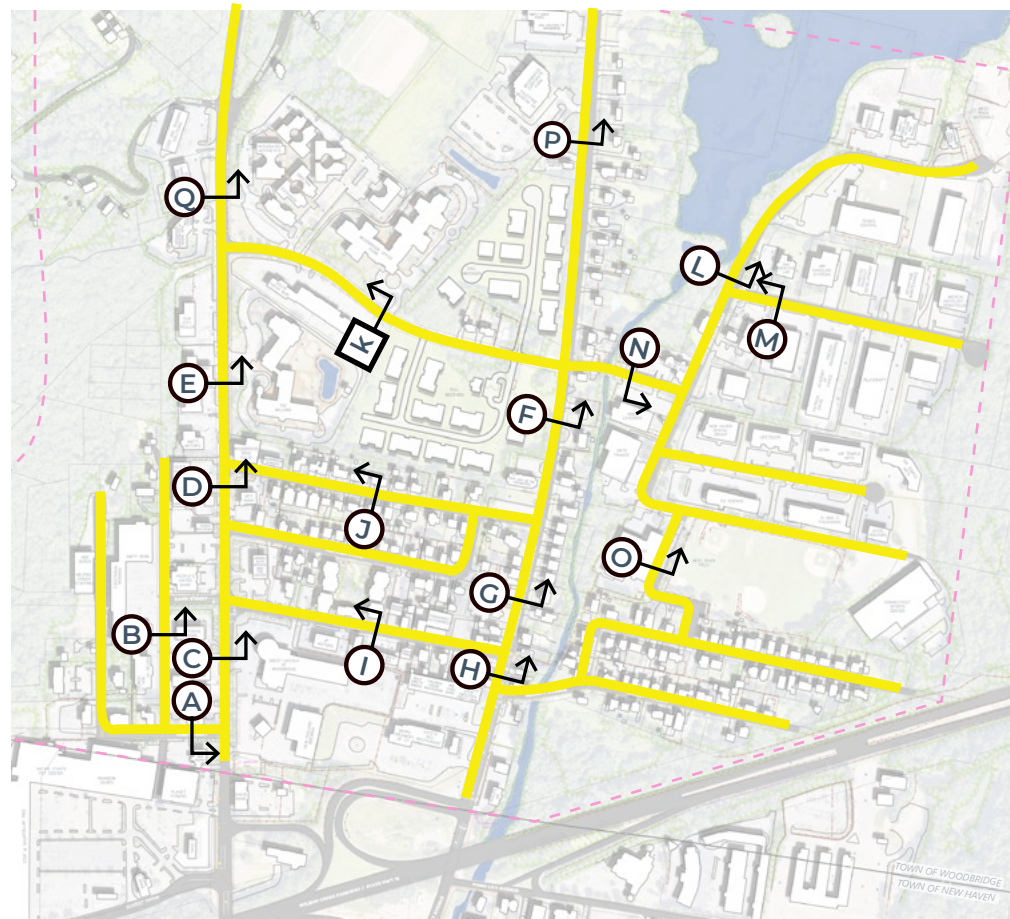


Figure 8-2 R.O.W. ANALYSIS: AMITY ROAD (#1 RANKING)



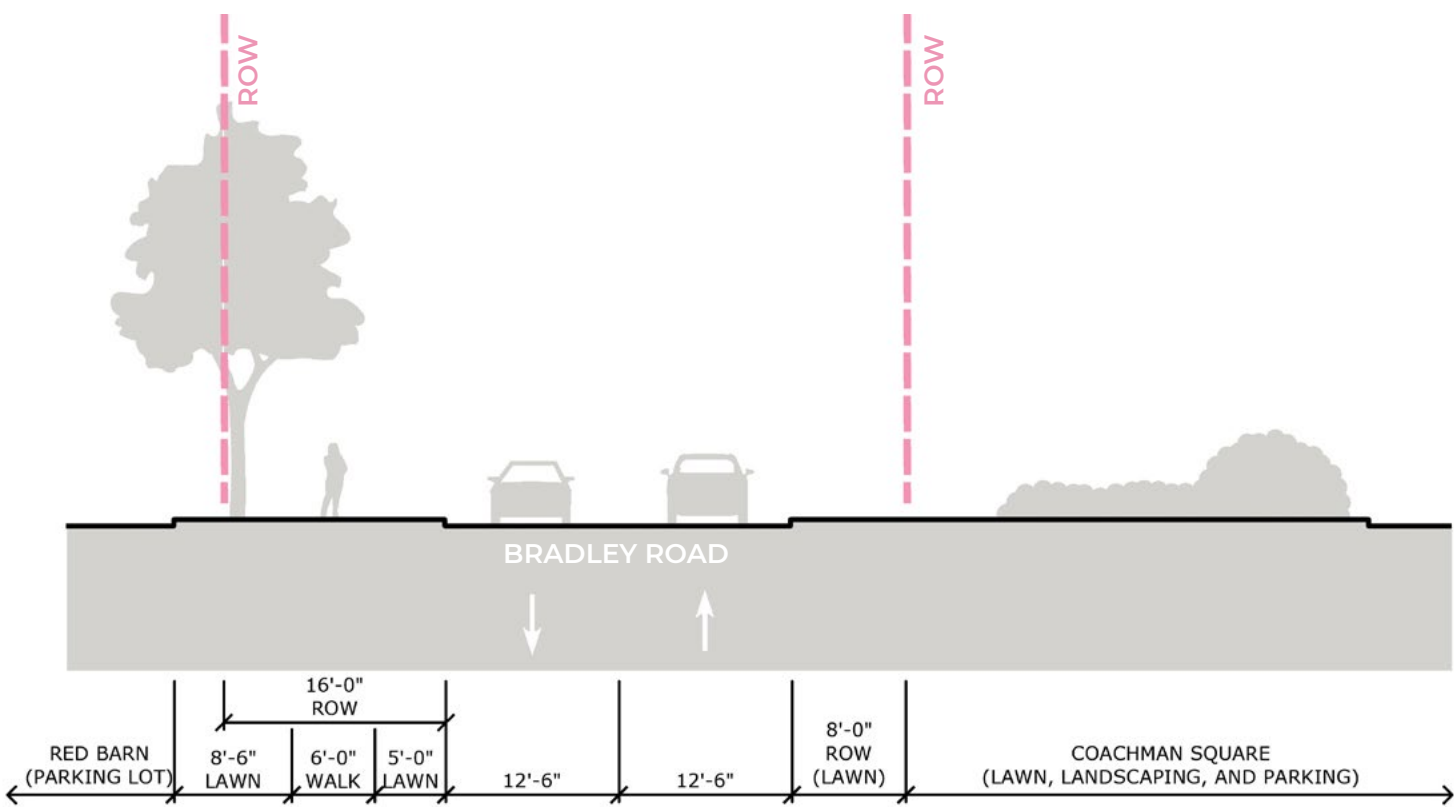
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CONDITIONS PRIOR TO IMPLEMENTATION.

EXISTING

K



PROPOSED

K

1,360 LF of Improvements  
at \$2,300/ LF (both sides  
of road) = \$3,128,000

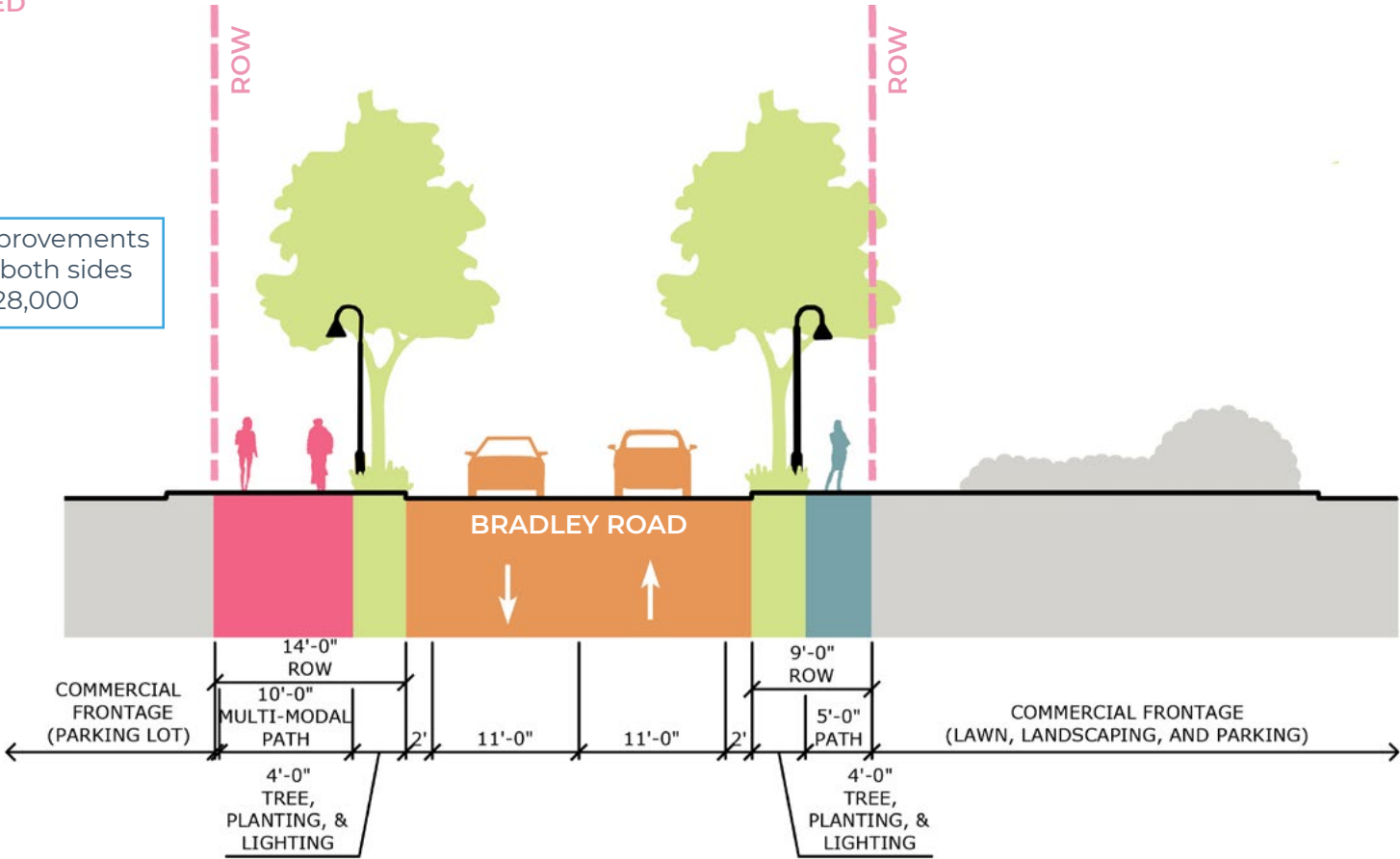
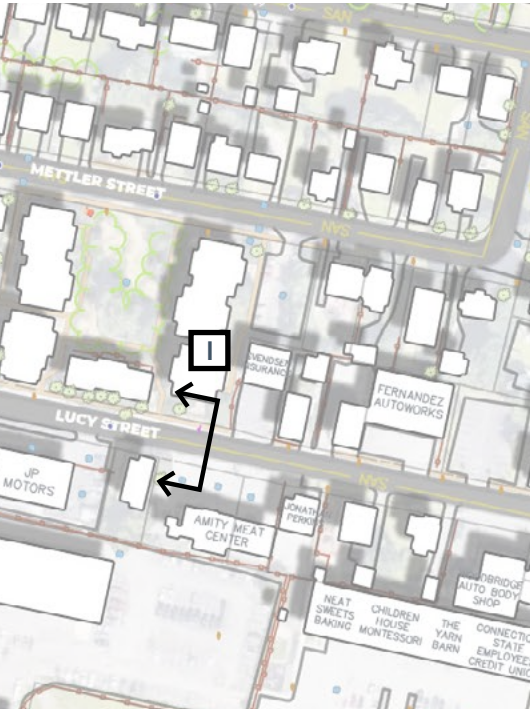


Figure 8-3 R.O.W. ANALYSIS: BRADLEY ROAD (#2 RANKING)

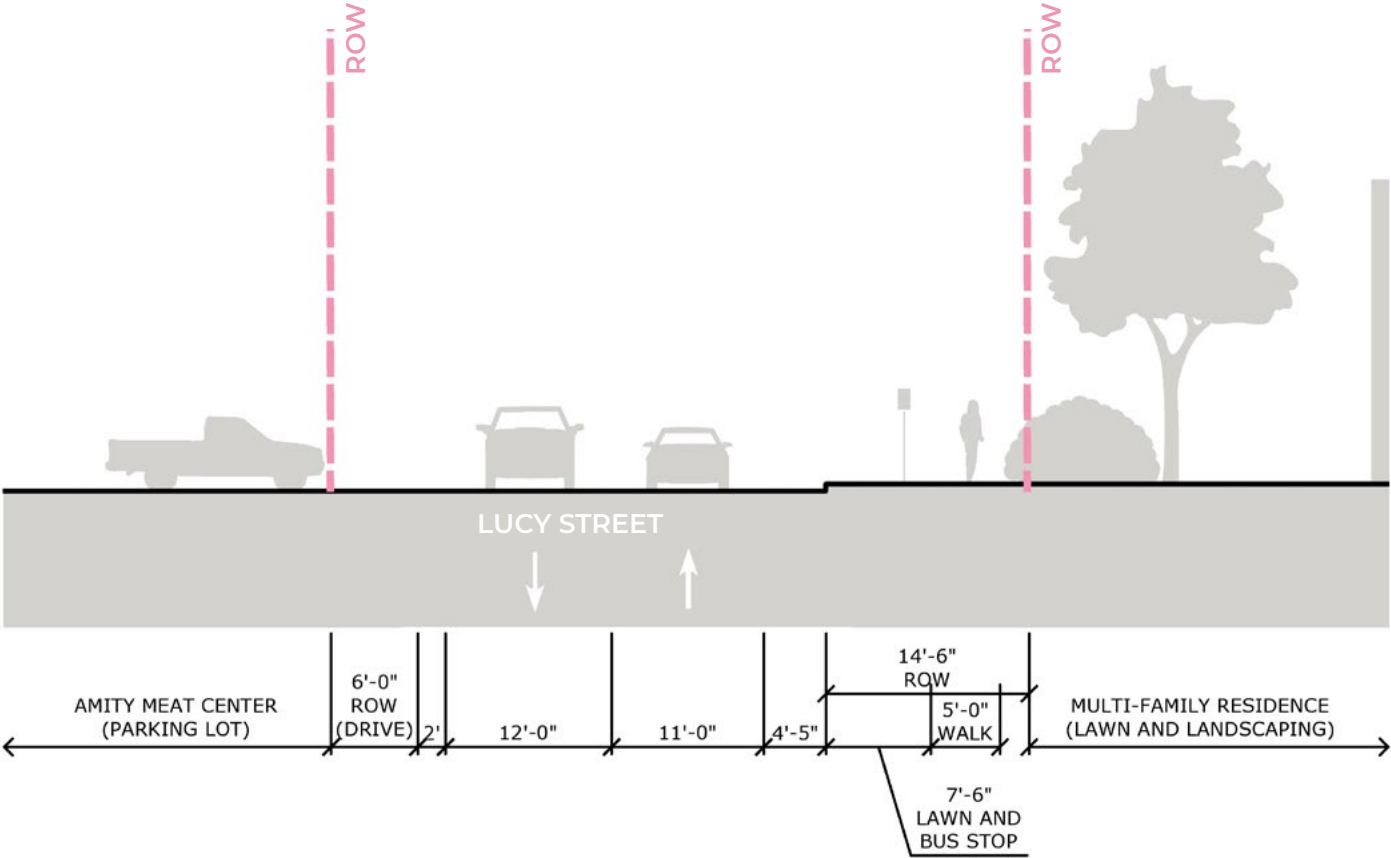


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NOT BE ACCURATE. PROPERTY AND  
TOPOGRAPHIC SURVEY WILL NEED TO BE  
COMPLETED TO ACCURATELY VERIFY FIELD  
CONDITIONS PRIOR TO IMPLEMENTATION.

EXISTING  
I



PROPOSED  
I

1,030 LF of Improvements  
at \$2,300/ LF (both sides  
of road) = \$2,369,000

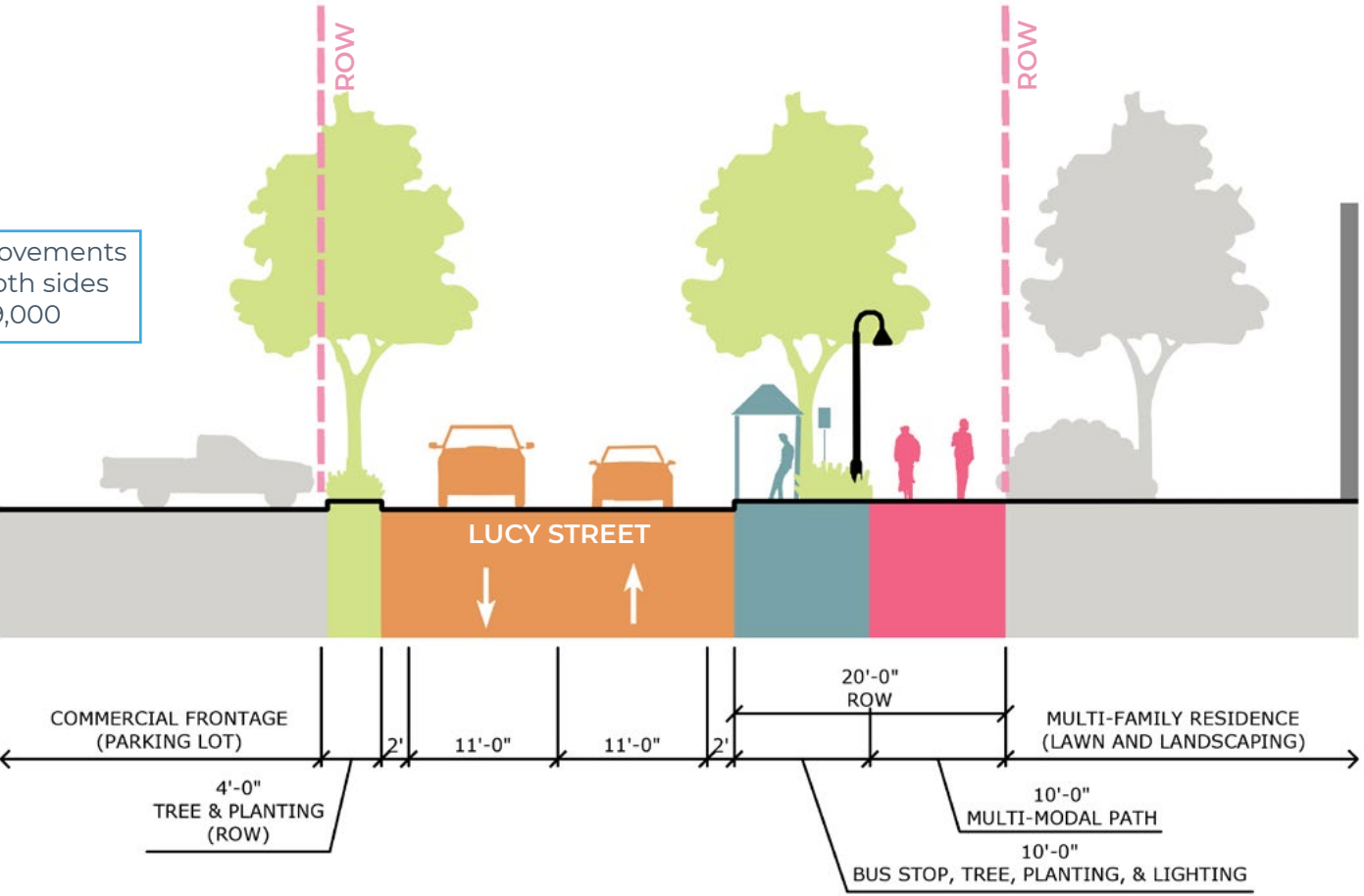


Figure 8-4 R.O.W. ANALYSIS: LUCY STREET (#3 RANKING)



9. INTERSECTION CONCEPTS

Using the data collected from the existing intersections studies, SLR created concepts for two prominent intersections in the project area. The intersections include: Route 63(Amity Road) at Bradley Road and Route 69(Litchfield Turnpike) at Lucy Street. Both of these concepts use design elements that delineate pedestrian and bicyclists spaces, create vehicular awareness, slow vehicle speeds, and mark the gateway into the Business District. The purpose of these concepts is to provide general design intent to be used as precursors to apply to the other intersections in the business district.

*Intersections account for the most conflicts between pedestrians, bicyclists and drivers. To limit collisions, intersections should be as compact as possible to reduce pedestrian exposure, slow vehicles, and facilitate eye contact amongst all users*



INTERSECTION DESIGN ELEMENTS

Figure 9-1 ANATOMY OF AN INTERSECTION



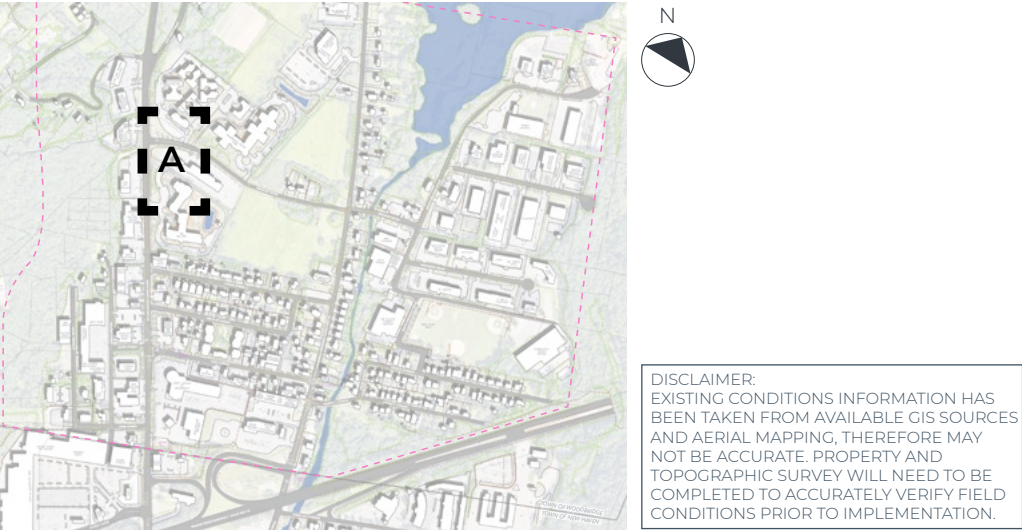




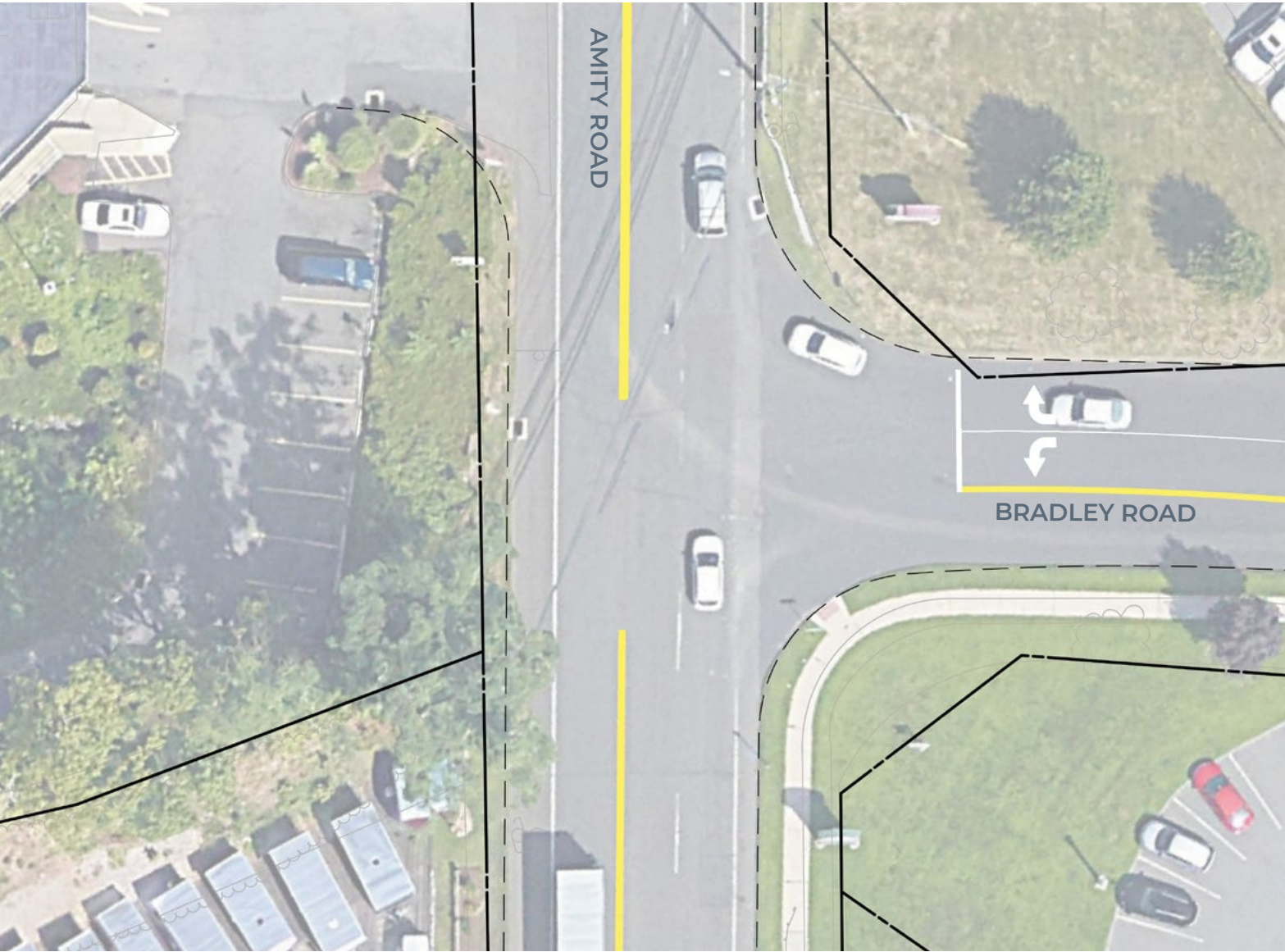
Figure 9-2 CONNECTIVITY PLAN: INTERSECTIONS



MAP KEY



A: AMITY AT BRADLEY - EXISTING



A: AMITY AT BRADLEY - PROPOSED

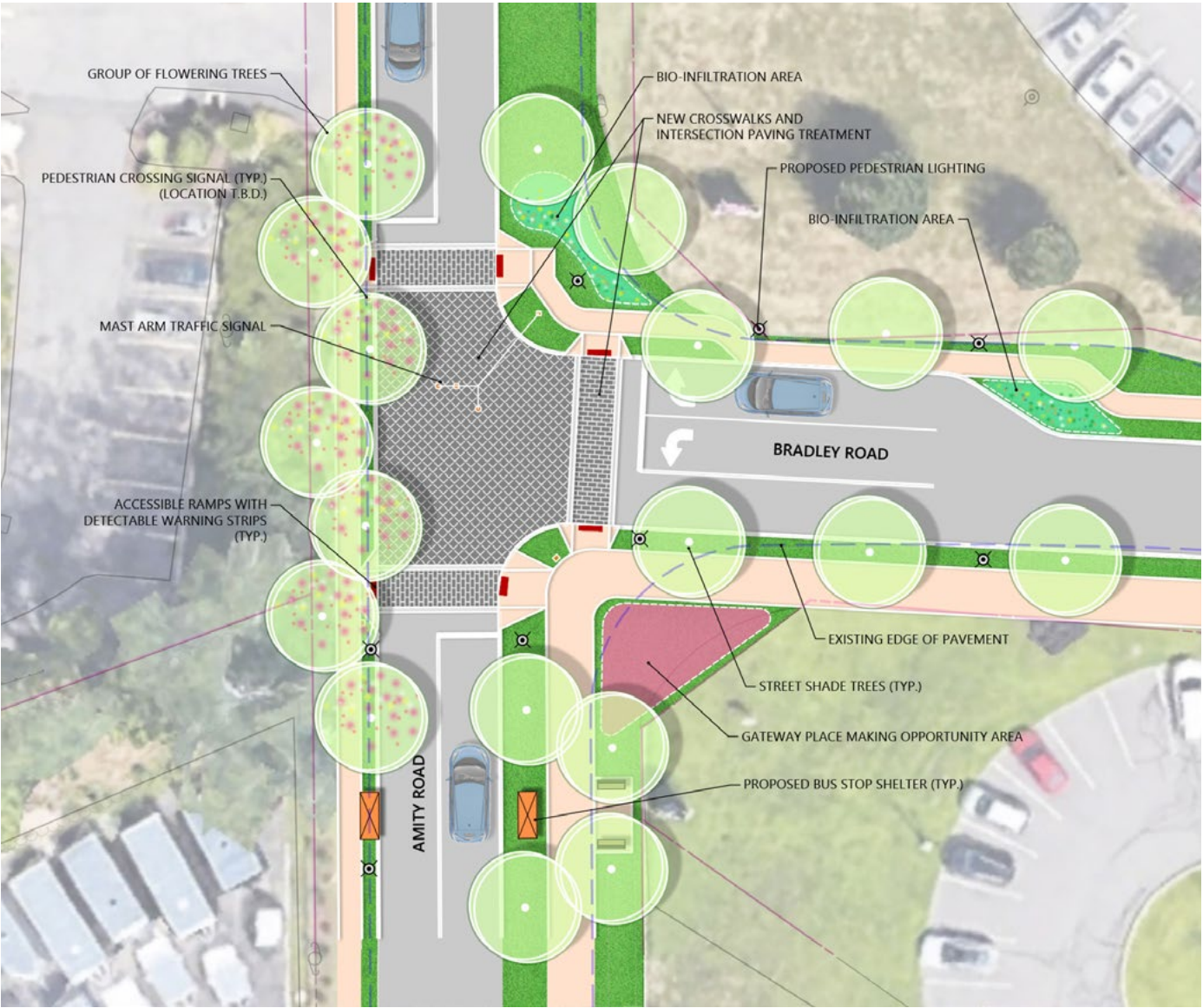


Figure 9-3 BRADLEY ROAD - INTERSECTION CONCEPT



A: AMITY AT BRADLEY VIEW NORTH- EXISTING



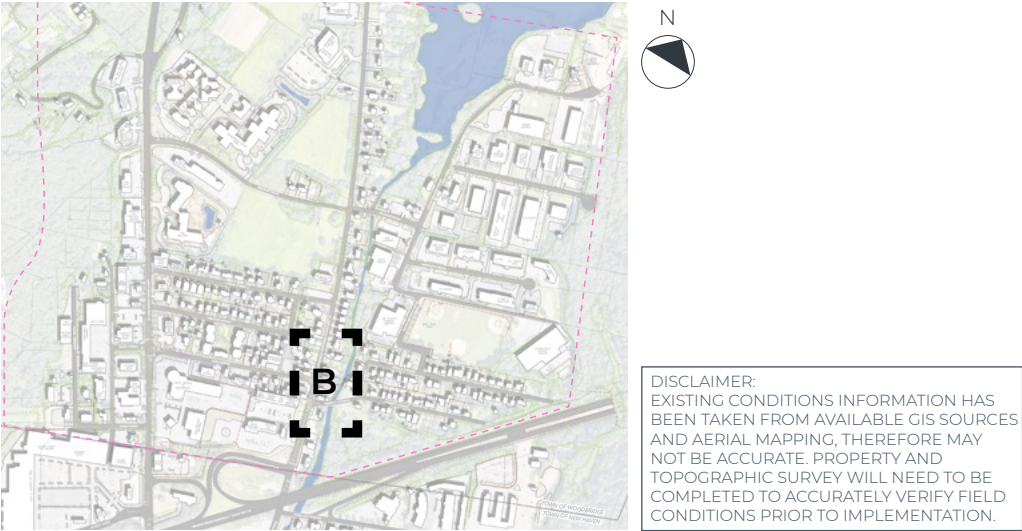
A: AMITY AT BRADLEY VIEW NORTH- PROPOSED



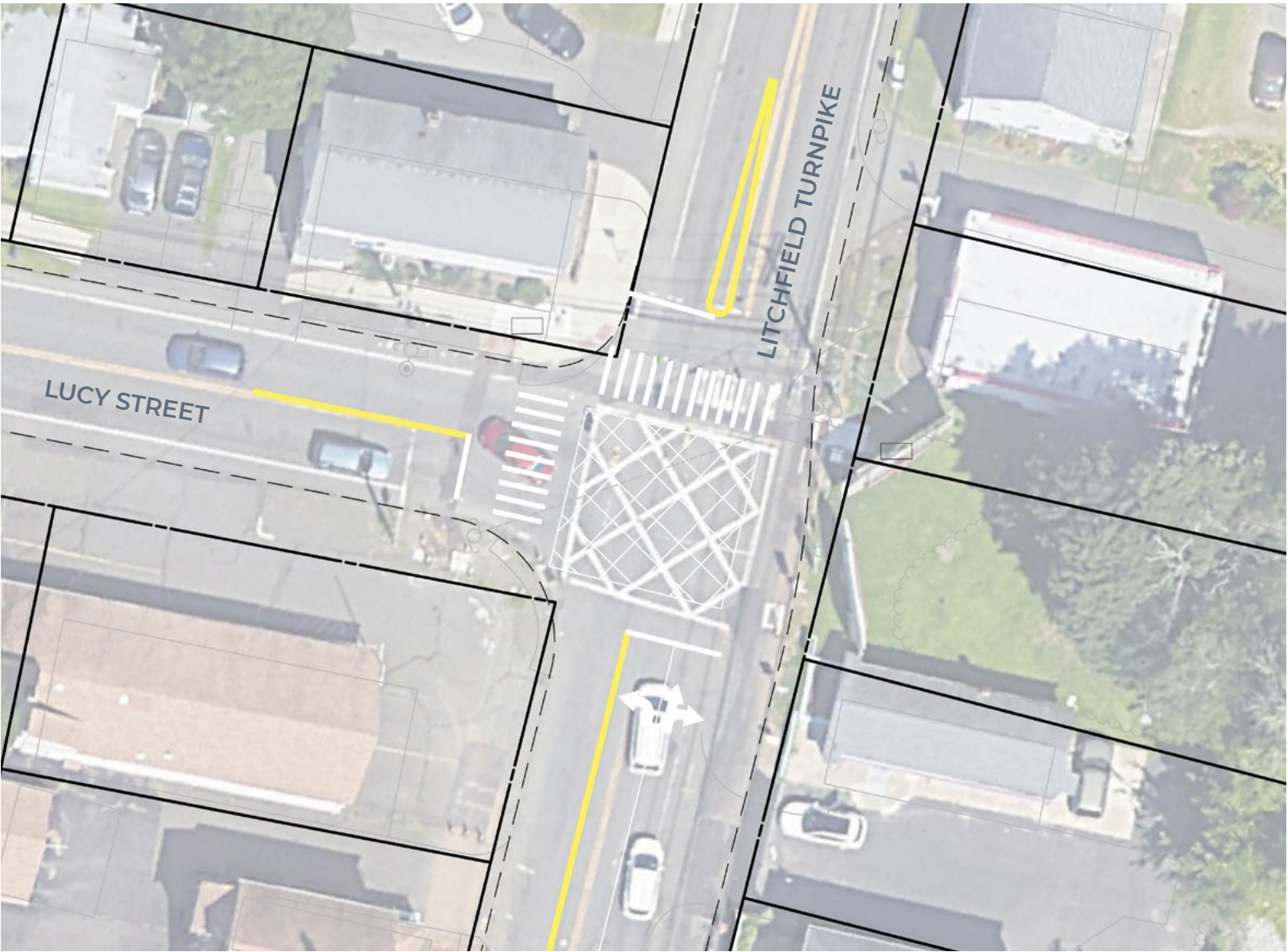
Figure 9-4 BRADLEY ROAD - INTERSECTION CONCEPT



MAP KEY



B: LITCHFIELD AT LUCY - EXISTING



B: LITCHFIELD AT LUCY - PROPOSED



Figure 9-5 LUCY STREET - INTERSECTION CONCEPT



B: LITCHFIELD AT LUCY - EXISTING



B: LITCHFIELD AT LUCY - PROPOSED



Figure 9-6 LUCY STREET - INTERSECTION CONCEPT

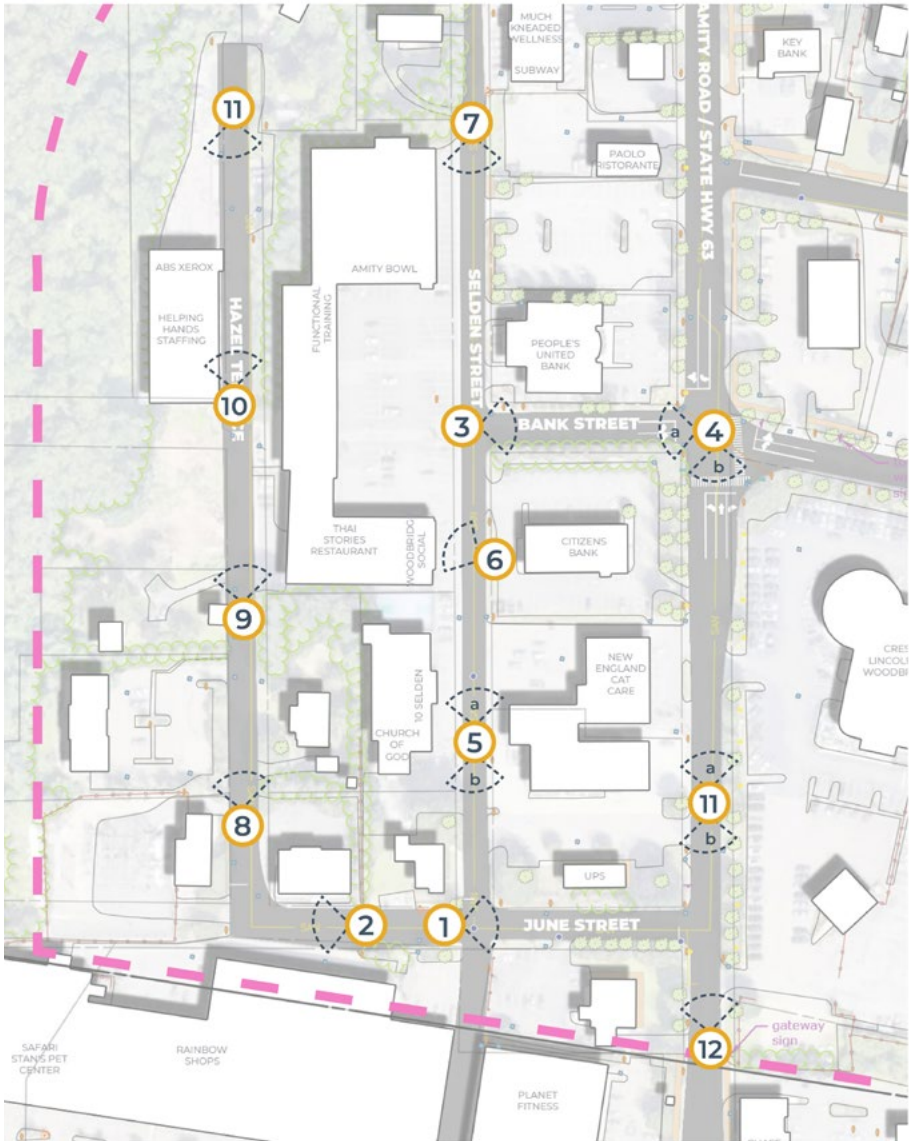


10. APPENDICES



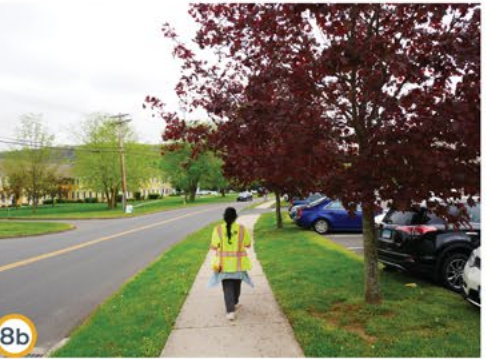
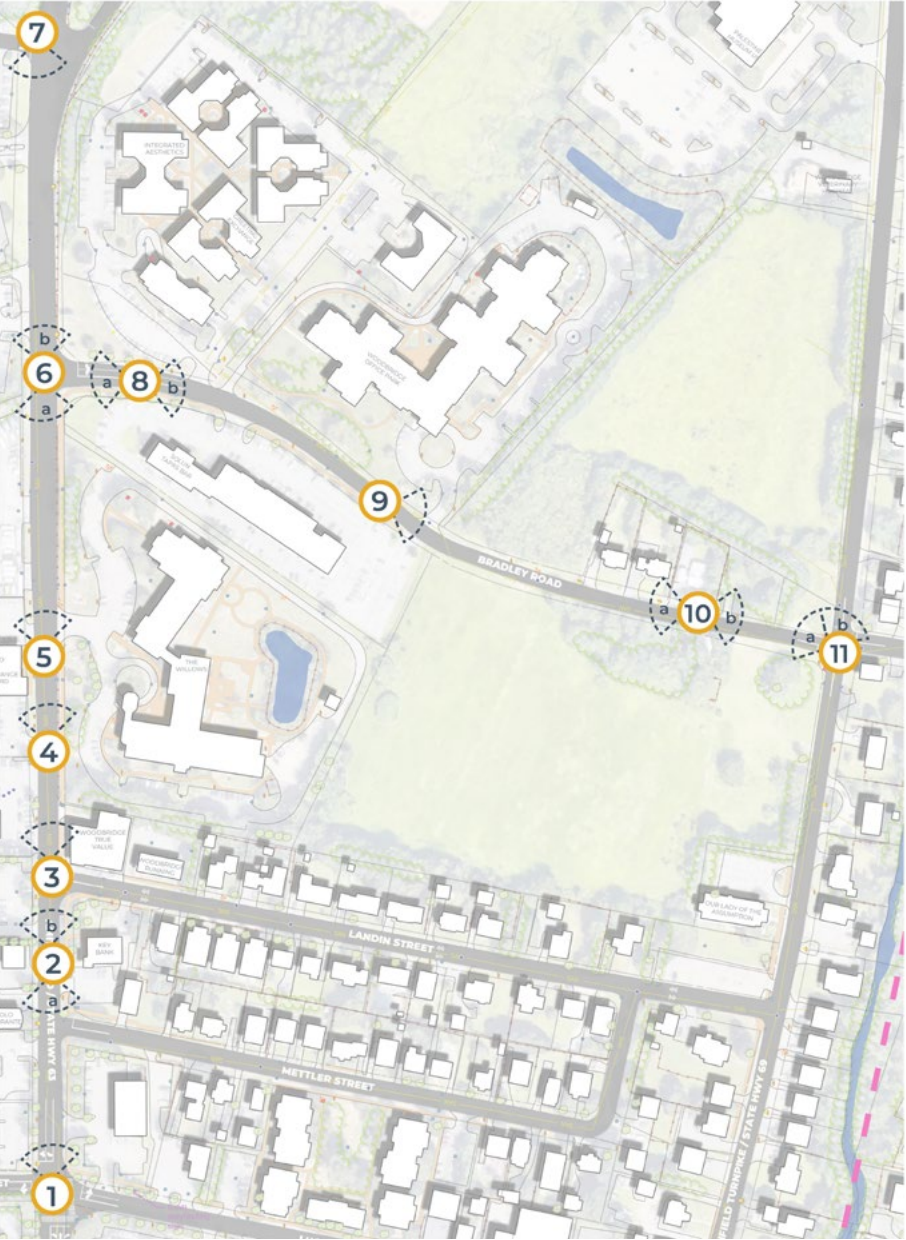
APPENDIX 1 - SITE VISIT INVENTORY

MAP KEY



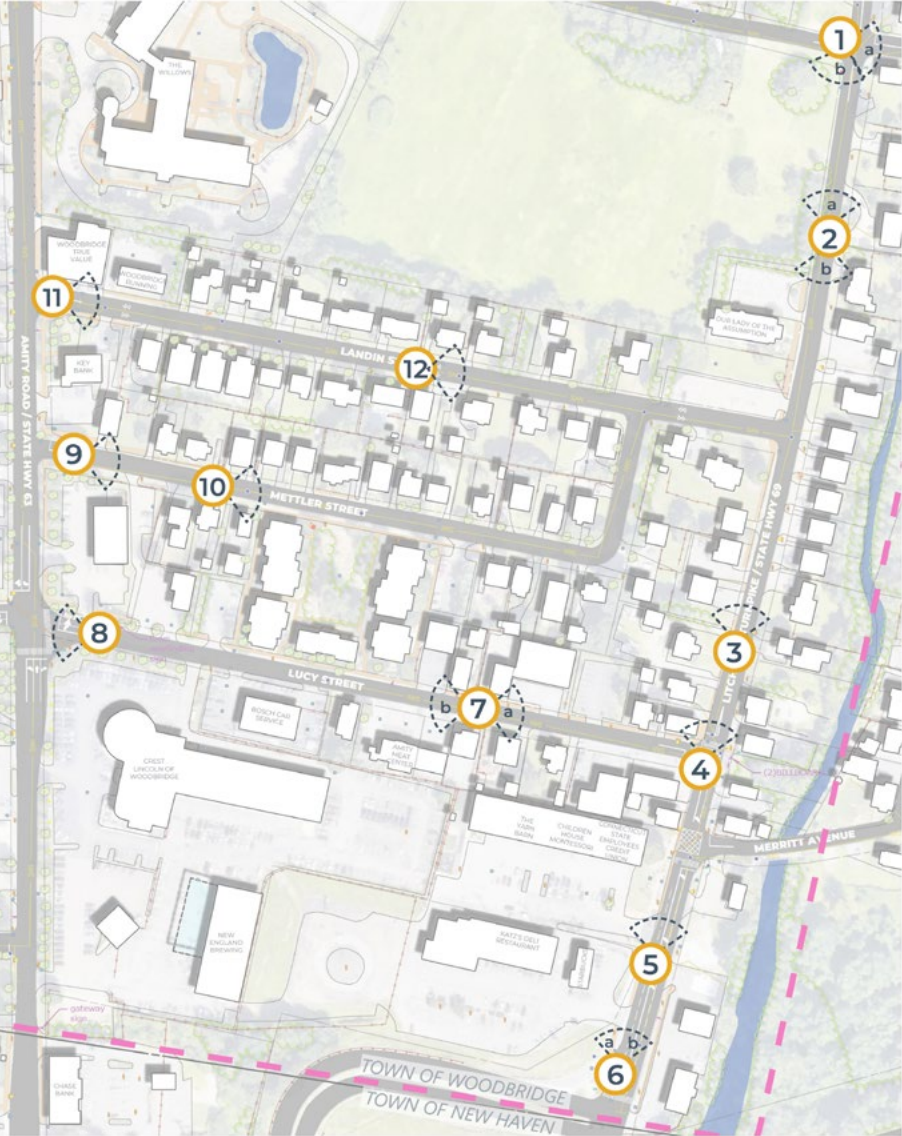


MAP KEY





MAP KEY









# FUNDING SOURCES

## APPENDIX 2 - FUNDING SOURCES

### Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

September 9, 2022

This table indicates potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

|   | Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds   |       |     |      |        |      |       |     |     |     |                 |     |     |                   |     |                                |      |      |      |             |      |        |        |      |      |      |       |     |       |    |
|---|--|-------|-----|------|--------|------|-------|-----|-----|-----|-----------------|-----|-----|-------------------|-----|--------------------------------|------|------|------|-------------|------|--------|--------|------|------|------|-------|-----|-------|----|
|   | Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project. |       |     |      |        |      |       |     |     |     |                 |     |     |                   |     |                                |      |      |      |             |      |        |        |      |      |      |       |     |       |    |
|   | OST Programs   |       |     |      |        |      |       |     |     |     | Federal Transit |     |     | NHTSA             |     | Federal Highway Administration |      |      |      |             |      |        |        |      |      |      |       |     |       |    |
| Activity or Project Type  | RAISE  | INFRA | RCP | SS4A | Thrive | RRIF | TIFIA | FTA | ATI | TOD | AoPP            | 402 | 405 | BFP<br>BIP<br>BRR | CRP | CMAQ                           | HSIP | RHCP | NHPP | PRO<br>TECT | STBG | TA     | RTP    | SRTS | PLAN | NSBP | FL/TP | ITP | ITPSF |    |
| Access enhancements to public transportation (benches, bus pads)  | \$   | \$    | \$  | \$   |        | ~\$  | ~\$   | \$  | \$  |     | ~\$             |     |     |                   | \$  | \$                             |      |      | \$   | \$          | \$   | \$     |        |      |      | \$   | \$    | \$  |       |    |
| Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan   |  |       |     | \$   | TA     |      |       |     |     | \$  | \$              |     |     |                   | \$  |                                |      |      |      |             |      | \$     | \$     | \$   |      | \$   |       | \$  | \$    |    |
| Barrier removal for ADA compliance  | \$   | \$    | \$  | \$   |        | ~\$  | ~\$   | \$  | \$  | ~\$ | ~\$             |     |     | \$                | \$  |                                |      |      | \$   | \$          | \$   | \$     | \$     | \$   |      | \$   | \$    | \$  |       |    |
| Bicycle plans   |  |       | ~\$ | \$   |        |      |       | \$  |     | \$  | \$              |     |     |                   | \$  |                                |      |      |      |             | \$   | \$     | \$     |      | \$   | \$   |       | \$  | \$    |    |
| Bicycle helmets (project or training related)   |  |       |     |      |        |      |       |     |     |     |                 |     | \$  |                   |     |                                |      |      |      |             |      | \$     | \$SRTS |      | \$   |      |       | \$  |       |    |
| Bicycle helmets (safety promotion)  |  |       |     |      |        |      |       |     |     |     |                 |     |     |                   |     |                                |      |      |      |             | \$   | \$SRTS |        | \$   |      |      |       | \$  |       |    |
| Bicycle lanes on road   | ~\$  | ~\$   | \$  | \$   |        | ~\$  | ~\$   | \$  | \$  |     | ~\$             |     |     |                   | \$  | \$                             | \$   | \$   | \$   | \$          | \$   | \$     | \$     | \$   |      |      | \$    | \$  | \$    |    |
| Bicycle parking (see <a href="#">Bicycle Parking Solutions</a> )  | ~\$  | ~\$   | \$  | \$   |        | ~\$  | \$    | \$  | \$  |     | ~\$             |     |     |                   | \$  | \$                             |      |      | \$   |             | \$   | \$     | \$     | \$   |      | \$   | \$    | \$  |       |    |
| Bike racks on transit   | ~\$  |       | \$  | ~\$  |        |      | ~\$   | \$  | \$  |     | ~\$             |     |     |                   | \$  | \$                             |      |      |      |             |      | \$     | \$     |      |      |      |       | \$  | \$    |    |
| Bicycle repair station (air pump, simple tools)   | ~\$  |       | \$  | ~\$  |        | ~\$  | ~\$   | \$  | \$  |     |                 |     |     |                   | \$  |                                |      |      |      |             |      | \$     | \$     |      |      |      |       | \$  |       |    |
| Bicycle share (capital and equipment; not operations)   | ~\$  | ~\$   | \$  | ~\$  |        | ~\$  | ~\$   | \$  | \$  |     |                 |     |     |                   | \$  | \$                             |      |      | \$   |             | \$   | \$     |        |      |      |      |       | \$  | \$    |    |
| Bicycle storage or service centers (example: at transit hubs)   | ~\$  |       | \$  | ~\$  |        | ~\$  | \$    | \$  | \$  |     |                 |     |     |                   | \$  | \$                             |      |      |      |             |      | \$     | \$     |      |      |      |       | \$  | \$    |    |
| Bridges / overcrossings for pedestrians and/or bicyclists   | \$   | \$    | \$  | \$   |        | ~\$  | ~\$   | \$  | \$  |     |                 |     |     | \$                | \$  | \$                             | \$   | \$   | \$   | \$          | \$   | \$     | \$     | \$   | \$   |      |       | \$  | \$    | \$ |
| Bus shelters and benches  | \$   | \$    | \$  | ~\$  |        | ~\$  | ~\$   | \$  | \$  |     |                 |     |     |                   | \$  | \$                             |      |      | \$   | \$          | \$   | \$     | \$     |      |      | \$   | \$    | \$  |       |    |
| Coordinator positions (State or local) (limits on CMAQ and STBG)  |  |       |     | \$   |        |      |       |     |     |     | \$              |     |     |                   |     | \$                             |      |      |      |             |      | \$     | \$SRTS |      | \$   |      |       |     | \$    |    |
| Community Capacity Building (develop organizational skills/processes)   |  |       |     | \$   | TA     |      |       |     |     | \$  | \$              |     |     |                   |     |                                |      |      |      |             |      |        |        |      | \$   |      |       |     | \$    |    |
| Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)   | \$   | \$    | \$  | \$   |        | ~\$  | ~\$   | \$  | \$  |     |                 |     |     |                   | \$  | ~\$                            | \$   | \$   | \$   | \$          | \$   | \$     | \$     | \$   | \$   |      | \$    | \$  | \$    | \$ |
| Curb ramps  | \$   | \$    | \$  | \$   |        | ~\$  | ~\$   | \$  | \$  |     |                 |     |     | \$                |     | ~\$                            | \$   | \$   | \$   | \$          | \$   | \$     | \$     | \$   | \$   |      | \$    | \$  | \$    | \$ |
| Counting equipment  |  |       | \$  | \$   |        |      | ~\$   | \$  | \$  |     |                 |     |     |                   |     |                                |      | \$   |      | \$          |      | \$     | \$     | \$   | \$   | \$   |       | \$  | \$    | \$ |
| Data collection and monitoring for pedestrians and/or bicyclists  | \$   | \$    | \$  | \$   |        |      | ~\$   | \$  | \$  | \$  | \$              |     |     |                   | \$  |                                | \$   |      | \$   |             | \$   | \$     | \$     | \$   | \$   |      | \$    | \$  | \$    | \$ |
| Emergency and evacuation routes for pedestrians and/or bicyclists   | \$   | \$    | \$  | ~\$  |        |      | \$    | \$  | \$  | ~\$ | ~\$             |     |     |                   |     |                                |      |      | \$   | \$          | \$   | \$     | \$     | \$   |      |      |       | \$  | \$    |    |
| Historic preservation (pedestrian and bicycle and transit facilities)   | ~\$  |       | ~\$ | ~\$  |        | ~\$  | ~\$   | \$  | \$  |     | ~\$             |     |     |                   | \$  |                                |      |      |      |             |      | \$     | \$     |      |      | \$   | \$    | \$  |       |    |
| Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project | ~\$  | ~\$   | ~\$ | ~\$  |        | ~\$  | ~\$   | \$  | \$  | ~\$ | ~\$             |     |     |                   | \$  |                                |      |      | ~\$  | \$          | \$   | \$     |        |      |      |      | \$    | \$  |       |    |
| Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)  | \$   | \$    | \$  | \$   |        | ~\$  | ~\$   | \$  | \$  |     | ~\$             |     |     |                   | \$  | ~\$                            | \$   | \$   | \$   | \$          | \$   | \$     | \$     | \$   | \$   |      | \$    | \$  | \$    | \$ |
| Maps (for pedestrians and/or bicyclists)  |  |       |     | \$   |        |      |       | \$  | \$  | \$  | ~\$             |     |     |                   | \$  | \$                             |      |      |      |             |      | \$     | \$     |      | \$   | \$   |       | \$  |       |    |
| Micromobility projects (including scooter share)  | \$   |       | \$  | ~\$  |        | ~\$  | ~\$   |     |     |     | ~\$             |     |     |                   | \$  | \$                             |      |      |      |             |      | \$     | \$     |      |      |      |       | \$  | \$    |    |
| Paved shoulders for pedestrian and/or bicyclist use   | \$   | ~\$   | \$  | \$   |        | ~\$  | ~\$   |     |     |     |                 |     |     | \$                | \$  | \$                             | \$   | \$   | \$   | \$          | \$   | \$     | \$     | \$   |      | \$   | \$    | \$  | \$    |    |
| Pedestrian plans  | \$   | ~\$   | ~\$ | \$   |        |      |       | \$  |     | \$  | \$              |     |     |                   | \$  |                                |      |      |      |             | \$   | \$     | \$     |      | \$   | \$   |       | \$  | \$    | \$ |
| Rail at-grade crossings   | \$   | \$    | \$  | ~\$  |        | \$   | \$    | \$  | \$  |     |                 |     |     |                   | \$  |                                | \$   | \$   | \$   | \$          | \$   | \$     | \$     | \$   |      |      |       | \$  | \$    | \$ |
| Recreational trails   | \$   |       | \$  | ~\$  |        |      | ~\$   |     |     |     |                 |     |     |                   |     |                                |      |      |      |             | \$   | \$     | \$     | \$   |      | \$   | \$    | \$  |       |    |
| Resilience Improvements for pedestrians and bicyclists  | \$   | \$    | \$  | ~\$  |        | ~\$  | ~\$   |     |     | \$  | ~\$             |     |     | ~\$               | ~\$ |                                |      |      | \$   | \$          | \$   | \$     | \$     | \$   | \$   |      | \$    | \$  | \$    |    |
| Road Diets (pedestrian and bicycle portions)  | \$   | \$    | \$  | \$   |        | ~\$  | \$    |     |     |     |                 |     |     |                   | \$  | \$                             | \$   |      | \$   | \$          | \$   | \$     | \$     | \$   |      |      |       | \$  | \$    | \$ |

|   | Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds   |       |     |      |        |      |       |     |     |     |                 |     |       |                   |                                |      |      |      |      |             |      |        |        |        |      |      |       |     |      |     |
|---|--|-------|-----|------|--------|------|-------|-----|-----|-----|-----------------|-----|-------|-------------------|--------------------------------|------|------|------|------|-------------|------|--------|--------|--------|------|------|-------|-----|------|-----|
|   | Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project. |       |     |      |        |      |       |     |     |     |                 |     |       |                   |                                |      |      |      |      |             |      |        |        |        |      |      |       |     |      |     |
|   | OST Programs   |       |     |      |        |      |       |     |     |     | Federal Transit |     | NHTSA |                   | Federal Highway Administration |      |      |      |      |             |      |        |        |        |      |      |       |     |      |     |
| Activity or Project Type  | RAISE  | INFRA | RCP | SS4A | Thrive | RRIF | TIFIA | FTA | ATI | TOD | AoPP            | 402 | 405   | BFP<br>BIP<br>BRR | CRP                            | CMAQ | HSIP | RHCP | NHPP | PRO<br>TECT | STBG | TA     | RTP    | SRTS   | PLAN | NSBP | FL/TP | ITP | ITPS |     |
| Road Safety Assessment for pedestrians and bicyclists   |  |       |     | \$   | \$     | TA   |       | ~\$ |     |     |                 | ~\$ |       |                   |                                |      |      | \$   | \$   |             |      |        | \$     | \$     |      |      | \$    | \$  | \$   | \$  |
| Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws |  |       |     | \$   |        |      |       |     |     |     |                 | ~\$ | \$    | \$                |                                |      |      | \$   |      |             |      |        | \$SRTS | \$SRTS |      | \$   | \$    |     | \$   |     |
| Safety education positions  |  |       |     | \$   |        |      |       |     |     |     |                 | ~\$ | \$    |                   |                                |      |      |      |      |             |      |        | \$SRTS | \$SRTS |      | \$   |       |     | \$   |     |
| Safety enforcement (including police patrols)   |  |       |     | \$   |        |      |       |     |     |     |                 |     | \$    | \$                |                                |      |      | \$   |      |             |      |        | \$SRTS | \$SRTS |      | \$   |       |     | \$   |     |
| Safety program technical assessment (for peds/bicyclists)   |  |       |     | \$   | ~\$    | TA   |       |     |     |     |                 | ~\$ | \$    |                   |                                |      |      | \$   |      |             |      |        | \$SRTS | \$SRTS |      | \$   | \$    |     | \$   | \$  |
| Separated bicycle lanes   | \$   | \$    | \$  | \$   |        | ~\$  | ~\$   | \$  | \$  |     |                 | ~\$ |       |                   | \$                             | \$   | \$   | \$   | \$   | \$          | \$   | \$     | \$     | \$     | \$   | \$   | \$    | \$  | \$   | \$  |
| Shared use paths / transportation trails  | \$   | \$    | \$  | \$   |        | ~\$  | ~\$   | \$  | \$  |     |                 | ~\$ |       |                   |                                | \$   | \$   | \$   | \$   | \$          | \$   | \$     | \$     | \$     | \$   | \$   | \$    | \$  | \$   | \$  |
| Sidewalks (new or retrofit)   | \$   | \$    | \$  | \$   |        | ~\$  | ~\$   | \$  | \$  |     | ~\$             | ~\$ |       |                   | \$                             | \$   | \$   | \$   | \$   | \$          | \$   | \$     | \$     | \$     | \$   | \$   | \$    | \$  | \$   | \$  |
| Signs, signals, signal improvements (incl accessible pedestrian signals) see note   | \$   | \$    | \$  | \$   |        | ~\$  | ~\$   | \$  | \$  |     | ~\$             | ~\$ |       |                   | \$                             | \$   | \$   | \$   | \$   | \$          | \$   | \$     | \$     | \$     | \$   | \$   | \$    | \$  | \$   | \$  |
| Signing for pedestrian or bicycle routes  | \$   | \$    | \$  | \$   |        | ~\$  | ~\$   | \$  | \$  |     | ~\$             |     |       |                   | \$                             | \$   | \$   |      |      | \$          | \$   | \$     | \$     | \$     | \$   |      | \$    | \$  | \$   | \$  |
| Spot improvement programs (for pedestrian and bicycle facilities)   | \$   | \$    | \$  | \$   |        | ~\$  | ~\$   | \$  |     |     |                 | ~\$ |       |                   | \$                             |      | \$   | \$   | \$   | \$          | \$   | \$     | \$     | \$     | \$   | \$   | \$    | \$  | \$   | \$  |
| Stormwater impacts related to pedestrian and bicycle project impacts  | \$   | \$    | \$  | ~\$  |        | ~\$  | ~\$   | \$  | \$  |     |                 |     |       |                   |                                |      | \$   | \$   | \$   | \$          | \$   | \$     | \$     | \$     | \$   | \$   | \$    | \$  | \$   | \$  |
| Traffic calming   | \$   | \$    | \$  | \$   |        | ~\$  | ~\$   | \$  |     |     |                 |     |       |                   | \$                             |      | \$   |      | \$   | \$          | \$   | \$     | \$     | \$     | \$   |      |       | \$  | \$   | \$  |
| Trail bridges   | \$   | \$    | \$  | ~\$  |        | ~\$  | \$    |     |     |     |                 |     |       |                   |                                | ~\$  | \$   | \$   | \$   | \$          | \$   | \$     | \$     | \$     | \$   | \$   |       | \$  | \$   | \$  |
| Trail construction and maintenance equipment  |  |       |     | ~\$  |        | ~\$  | ~\$   |     |     |     |                 |     |       |                   | \$                             |      |      |      |      |             |      | \$     | \$     | \$     |      |      |       | ~\$ | ~\$  | ~\$ |
| Trail/highway crossings and intersections   | \$   | \$    | \$  | \$   |        | ~\$  | ~\$   |     |     |     |                 |     |       |                   | \$                             | \$   | ~\$  | \$   | \$   | \$          | \$   | \$     | \$     | \$     | \$   | \$   | \$    | \$  | \$   | \$  |
| Trailside/trailhead facilities (restrooms, water, not general park amenities)   | ~\$  |       |     |      |        | ~\$  | ~\$   |     |     |     |                 |     |       |                   | ~\$                            |      |      |      |      |             |      | \$     | \$     | \$     |      |      | \$    | \$  | \$   | \$  |
| Training  |  |       |     | \$   | TA     |      |       |     |     |     | ~\$             | \$  |       |                   |                                | \$   | \$   |      |      |             |      | \$     | \$     | \$     | \$   | \$   |       |     | \$   |     |
| Training for law enforcement on ped/bicyclist safety laws   |  |       |     | ~\$  |        |      |       |     |     |     |                 | \$  | \$    |                   |                                | ~\$  | \$   |      |      |             |      | \$SRTS | \$SRTS |        | \$   |      |       |     | \$   |     |
| Tunnels / underpasses for pedestrians and/or bicyclists   | \$   | \$    | \$  | \$   |        | \$   | \$    | \$  | \$  |     |                 |     |       |                   | \$                             | \$   | \$   | \$   | \$   | \$          | \$   | \$     | \$     | \$     | \$   |      |       | \$  | \$   | \$  |
| Vulnerable Road User Safety Assessment  |  |       |     | \$   | TA     |      |       |     |     |     |                 |     |       |                   |                                |      | \$   |      |      |             |      | \$     | \$     | \$     | \$   | \$   |       |     | \$   | \$  |

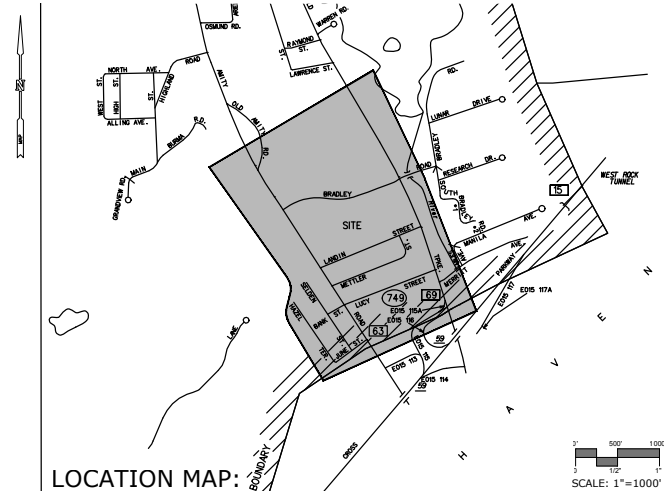


## 56 | WOODBRIDGE BUSINESS CONNECTIVITY STUDY

[illegible]

## LOCATION MAP:

SCALE: 1"=1000'





**P.M. Bicycle and Pedestrian Counts  
(12:00 to 2:00 p.m.)  
Locations 1,2,3,4,5,6 and 7  
Saturday June 4<sup>th</sup>, 2022  
Woodbridge, CT**



**Reliable Traffic Counts, LLC**  
**Vehicle/Data Collection Service**  
11 Branham Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-8215 rtc@rtcglobal.net



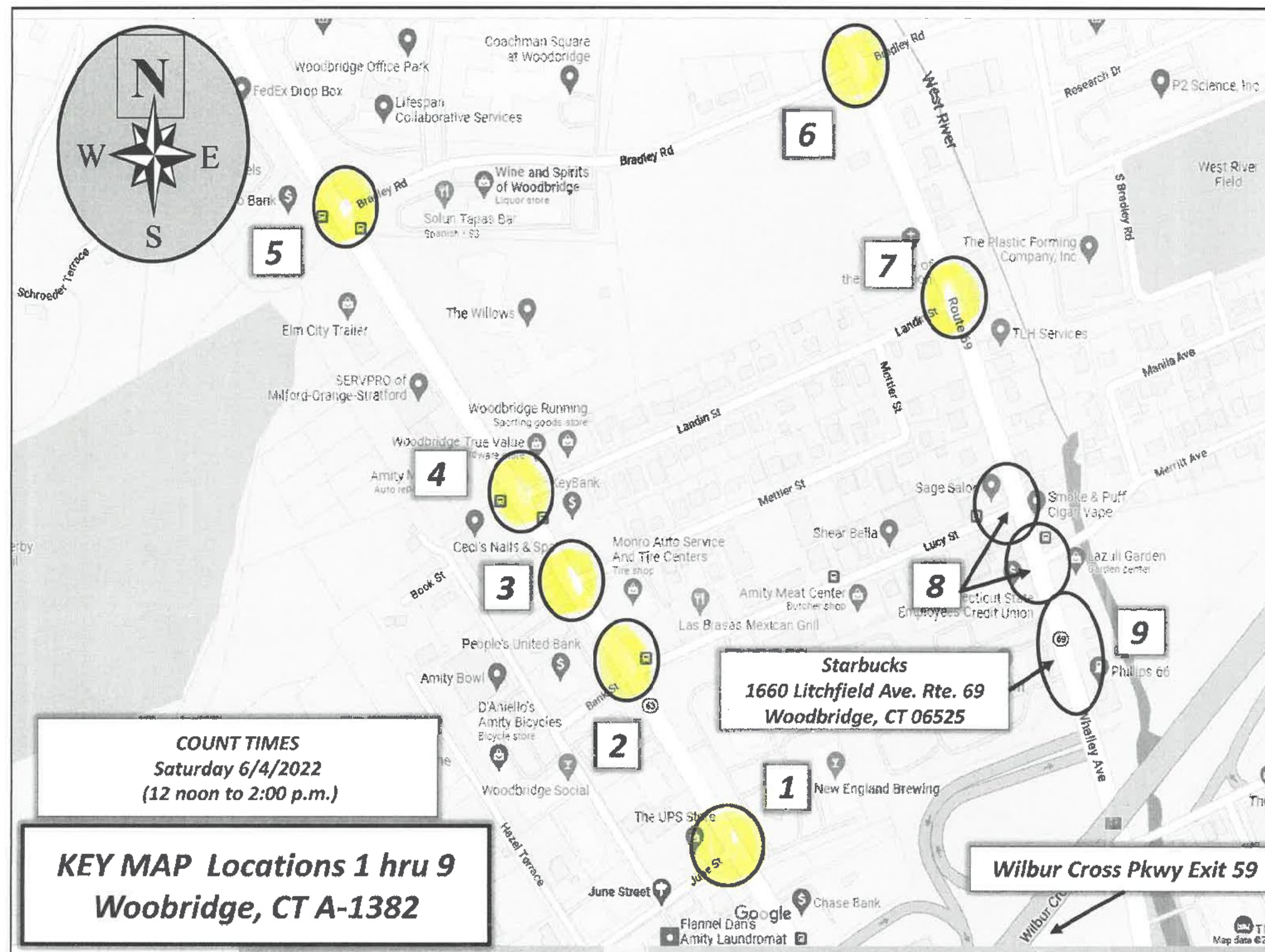
**Reliable Traffic Counts, LLC**  
**Vehicle/Data Collection Service**  
11 Branham Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-8215 rtc@rtcglobal.net

*Fiona: As per your request, attached please find the following:*

1. Site Location Maps Woodbridge, CT
2. Pedestrian and Bicycle Counts Locations 1,2,3,4,5,6 and 7
3. Counts conducted on Saturday June 4<sup>th</sup>, 2022
4. Counts on Windows software (email) sent on Monday ??

*Thank you for considering RTC the opportunity of working on this project,  
If you have any questions relative to the enclosed information please  
Do not hesitate to call...(203) 530-2042*







Amity Rd. (Rte.36) at June St./Shopping Plaza Drwy.  
P.M. TRAFFIC COUNTS (12:00 to 2:00 P.M.)  
Woodbridge, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

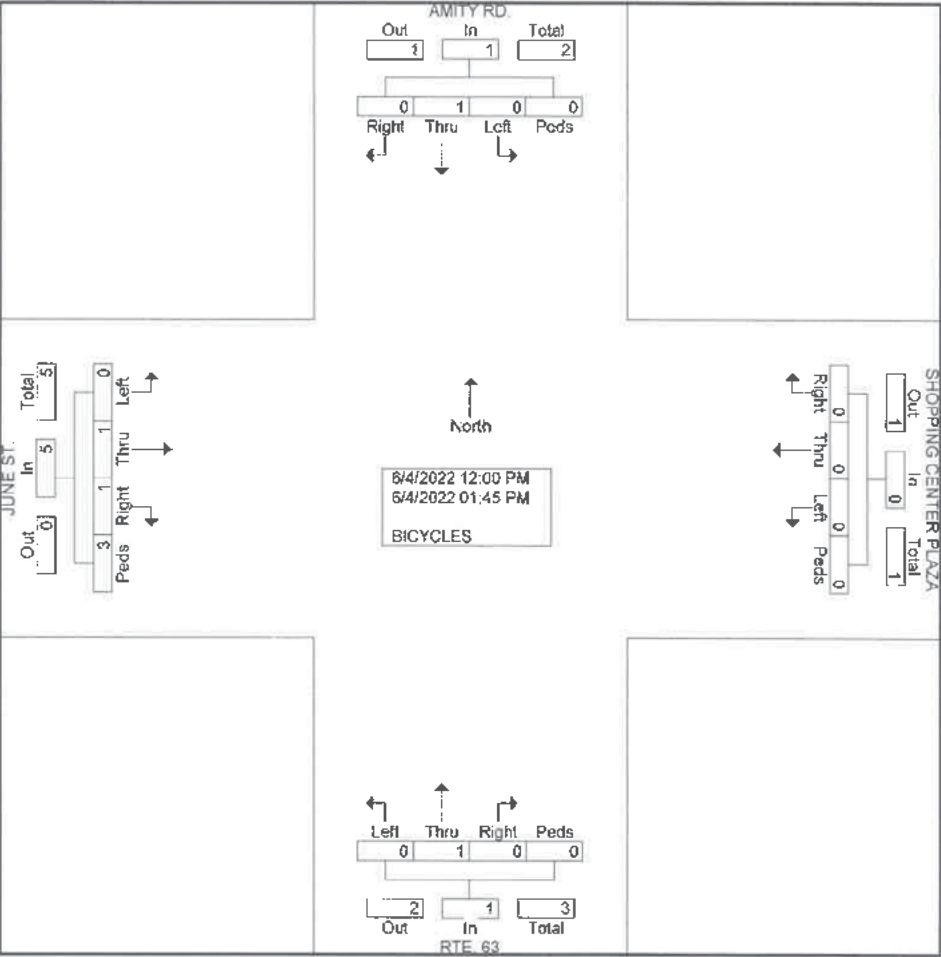
File Name : 1382-1s  
Site Code : 00000001  
Start Date : 6/4/2022  
Page No : 1

| Groups Printed- BICYCLES |                         |      |       |      |            |                                       |      |       |      |            |                       |      |       |      |            |                       |      |       |      |            |            |
|--------------------------|-------------------------|------|-------|------|------------|---------------------------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|------------|
|                          | AMITY RD.<br>SOUTHBOUND |      |       |      |            | SHOPPING CENTER<br>PLAZA<br>WESTBOUND |      |       |      |            | RTE. 63<br>NORTHBOUND |      |       |      |            | JUNE ST.<br>EASTBOUND |      |       |      |            |            |
| Start Time               | Left                    | Thru | Right | Peds | App. Total | Left                                  | Thru | Right | Peds | App. Total | Left                  | Thru | Right | Peds | App. Total | Left                  | Thru | Right | Peds | App. Total | Int. Total |
| 12:00 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0          |
| 12:15 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 1     | 0    | 1          | 1          |
| 12:30 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 1    | 1          | 1          |
| 12:45 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0          |
| Total                    | 0                       | 0    | 0     | 0    | 0          | 0                                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 1     | 1    | 2          | 2          |
| 01:00 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                                     | 0    | 0     | 0    | 0          | 0                     | 1    | 0     | 0    | 1          | 0                     | 0    | 0     | 1    | 1          | 2          |
| 01:15 PM                 | 0                       | 1    | 0     | 0    | 1          | 0                                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 1          |
| 01:30 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 1    | 0     | 0    | 1          | 1          |
| 01:45 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 1    | 1          | 1          |
| Total                    | 0                       | 1    | 0     | 0    | 1          | 0                                     | 0    | 0     | 0    | 0          | 0                     | 1    | 0     | 0    | 1          | 0                     | 1    | 0     | 2    | 3          | 5          |
| Grand Total              | 0                       | 1    | 0     | 0    | 1          | 0                                     | 0    | 0     | 0    | 0          | 0                     | 1    | 0     | 0    | 1          | 0                     | 1    | 1     | 3    | 5          | 7          |
| Approch %                | 0                       | 100  | 0     | 0    |            | 0                                     | 0    | 0     | 0    |            | 0                     | 100  | 0     | 0    |            | 0                     | 20   | 20    | 60   |            |            |
| Total %                  | 0                       | 14.3 | 0     | 0    | 14.3       | 0                                     | 0    | 0     | 0    | 0          | 0                     | 14.3 | 0     | 0    | 14.3       | 0                     | 14.3 | 14.3  | 42.9 | 71.4       |            |

Amity Rd. (Rte.36) at June St./Shopping Plaza Drwy.  
P.M. TRAFFIC COUNTS (12:00 to 2:00 P.M.)  
Woodbridge, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

File Name : 1382-1s  
Site Code : 00000001  
Start Date : 6/4/2022  
Page No : 2





Amity Rd. (Rte.36) at Bank St./Lucy St.  
P.M. TRAFFIC COUNTS (12:00 to 2:00 P.M.)  
Woodbridge, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

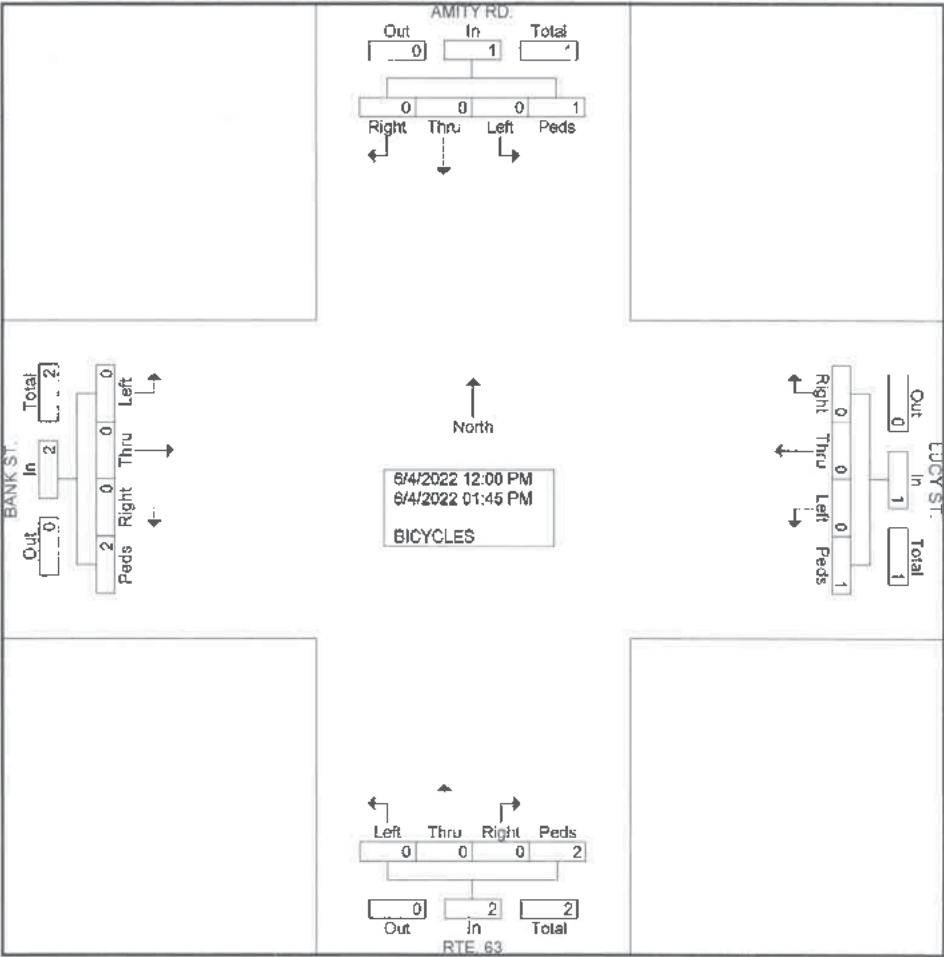
File Name : 1382-2s  
Site Code : 00000002  
Start Date : 6/4/2022  
Page No : 1

| Groups Printed- BICYCLES |                         |      |       |      |            |                       |      |       |      |            |                       |      |       |      |            |                       |      |       |      |            |            |
|--------------------------|-------------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|------------|
|                          | AMITY RD.<br>SOUTHBOUND |      |       |      |            | LUCY ST.<br>WESTBOUND |      |       |      |            | RTE. 63<br>NORTHBOUND |      |       |      |            | BANK ST.<br>EASTBOUND |      |       |      |            |            |
| Start Time               | Left                    | Thru | Right | Peds | App. Total | Left                  | Thru | Right | Peds | App. Total | Left                  | Thru | Right | Peds | App. Total | Left                  | Thru | Right | Peds | App. Total | Int. Total |
| 12:00 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0          |
| 12:15 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0          |
| 12:30 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0          |
| 12:45 PM                 | 0                       | 0    | 0     | 1    | 1          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 1    | 1          | 0                     | 0    | 0     | 0    | 0          | 2          |
| Total                    | 0                       | 0    | 0     | 1    | 1          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 1    | 1          | 0                     | 0    | 0     | 0    | 0          | 2          |
| 01:00 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0          |
| 01:15 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 1    | 1          | 0                     | 0    | 0     | 1    | 1          | 0                     | 0    | 0     | 1    | 1          | 3          |
| 01:30 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 1    | 1          | 1          |
| 01:45 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0          |
| Total                    | 0                       | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 1    | 1          | 0                     | 0    | 0     | 1    | 1          | 0                     | 0    | 0     | 2    | 2          | 4          |
| Grand Total              | 0                       | 0    | 0     | 1    | 1          | 0                     | 0    | 0     | 1    | 1          | 0                     | 0    | 0     | 2    | 2          | 0                     | 0    | 0     | 2    | 2          | 6          |
| Approch %                | 0                       | 0    | 0     | 100  |            | 0                     | 0    | 0     | 100  |            | 0                     | 0    | 0     | 100  |            | 0                     | 0    | 0     | 100  |            |            |
| Total %                  | 0                       | 0    | 0     | 16.7 | 16.7       | 0                     | 0    | 0     | 16.7 | 16.7       | 0                     | 0    | 0     | 33.3 | 33.3       | 0                     | 0    | 0     | 33.3 | 33.3       |            |

Amity Rd. (Rte.36) at Bank St./Lucy St.  
P.M. TRAFFIC COUNTS (12:00 to 2:00 P.M.)  
Woodbridge, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

File Name : 1382-2s  
Site Code : 00000002  
Start Date : 6/4/2022  
Page No : 2





Amity Rd. (Rte.36) at Mettler St./Parking Lot Drwy.  
P.M. TRAFFIC COUNTS (12:00 to 2:00 P.M.)  
Woodbridge, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

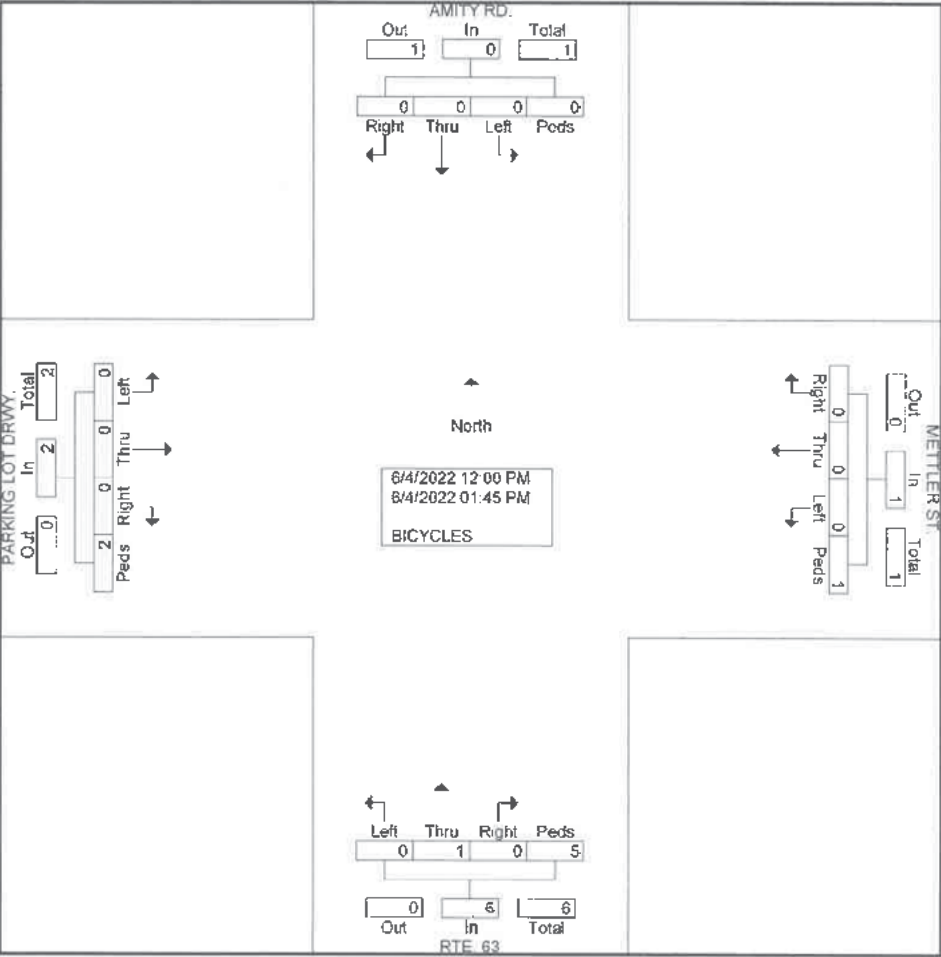
File Name : 1382-3S  
Site Code : 00000003  
Start Date : 6/4/2022  
Page No : 1

| Groups Printed- BICYCLES |                         |      |       |      |            |                          |      |       |      |            |                       |      |       |      |            |                                |      |       |      |            |            |
|--------------------------|-------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|--------------------------------|------|-------|------|------------|------------|
|                          | AMITY RD.<br>SOUTHBOUND |      |       |      |            | METTLER ST.<br>WESTBOUND |      |       |      |            | RTE. 63<br>NORTHBOUND |      |       |      |            | PARKING LOT DRWY.<br>EASTBOUND |      |       |      |            |            |
| Start Time               | Left                    | Thru | Right | Peds | App. Total | Left                     | Thru | Right | Peds | App. Total | Left                  | Thru | Right | Peds | App. Total | Left                           | Thru | Right | Peds | App. Total | Int. Total |
| 12:00 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 1    | 1          | 0                              | 0    | 0     | 0    | 0          | 1          |
| 12:15 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 1    | 1          | 0                     | 0    | 0     | 1    | 1          | 0                              | 0    | 0     | 0    | 0          | 2          |
| 12:30 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                              | 0    | 0     | 0    | 0          | 0          |
| 12:45 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                              | 0    | 0     | 0    | 0          | 0          |
| Total                    | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 1    | 1          | 0                     | 0    | 0     | 2    | 2          | 0                              | 0    | 0     | 0    | 0          | 3          |
|                          |                         |      |       |      |            |                          |      |       |      |            |                       |      |       |      |            |                                |      |       |      |            |            |
| 01:00 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 1    | 1          | 0                              | 0    | 0     | 1    | 1          | 2          |
| 01:15 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 1    | 1          | 0                              | 0    | 0     | 1    | 1          | 2          |
| 01:30 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 1    | 1          | 0                              | 0    | 0     | 0    | 0          | 1          |
| 01:45 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 1    | 0     | 0    | 1          | 0                              | 0    | 0     | 0    | 0          | 1          |
| Total                    | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 1    | 0     | 3    | 4          | 0                              | 0    | 0     | 2    | 2          | 6          |
|                          |                         |      |       |      |            |                          |      |       |      |            |                       |      |       |      |            |                                |      |       |      |            |            |
| Grand Total              | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 1    | 1          | 0                     | 1    | 0     | 5    | 6          | 0                              | 0    | 0     | 2    | 2          | 9          |
| Approch %                | 0                       | 0    | 0     | 0    |            | 0                        | 0    | 0     | 100  |            | 0                     | 16.7 | 0     | 83.3 |            | 0                              | 0    | 0     | 100  |            |            |
| Total %                  | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 11.1 | 11.1       | 0                     | 11.1 | 0     | 55.6 | 66.7       | 0                              | 0    | 0     | 22.2 | 22.2       |            |

Amity Rd. (Rte.36) at Mettler St./Parking Lot Drwy.  
P.M. TRAFFIC COUNTS (12:00 to 2:00 P.M.)  
Woodbridge, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

File Name : 1382-3S  
Site Code : 00000003  
Start Date : 6/4/2022  
Page No : 2





Amity Rd. (Rte.36) at Linden St.  
P.M. TRAFFIC COUNTS (12:00 to 2:00 P.M.)  
Woodbridge, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

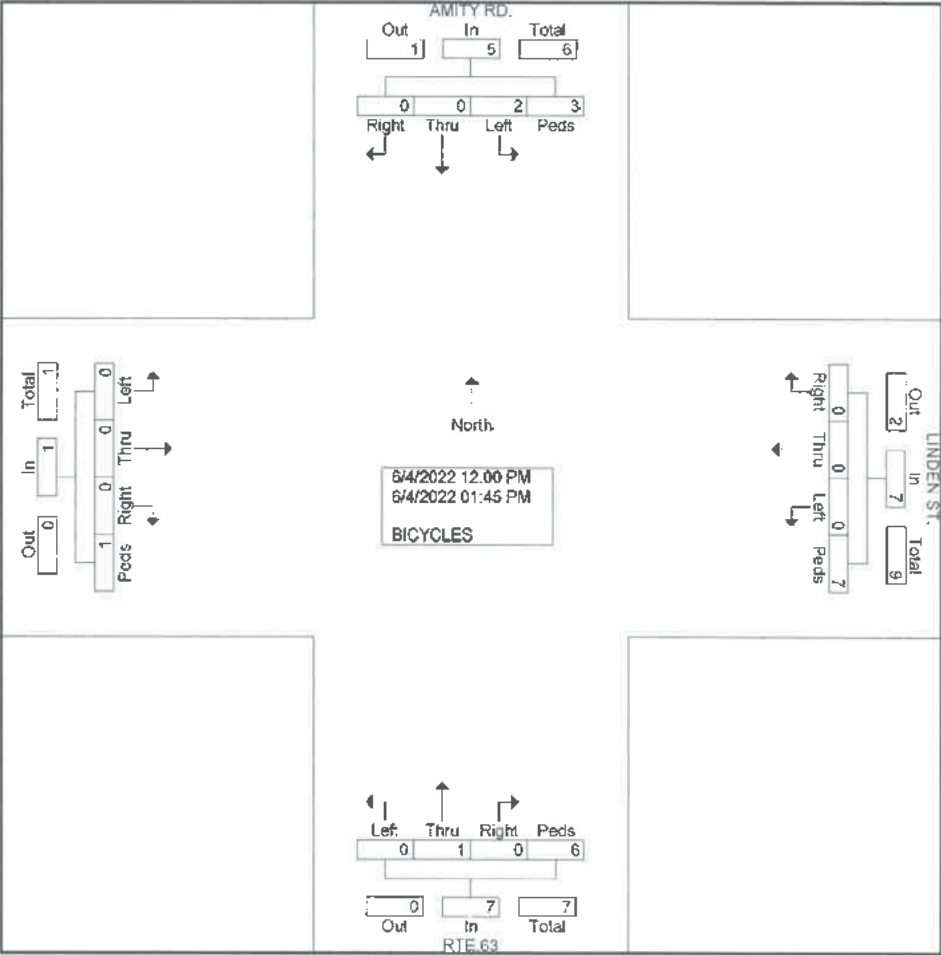
File Name : 1382-4S  
Site Code : 00000004  
Start Date : 6/4/2022  
Page No : 1

| Groups Printed- BICYCLES |                         |      |       |      |            |                         |      |       |      |            |                      |      |       |      |            |           |      |       |      |            |            |
|--------------------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|-----------|------|-------|------|------------|------------|
|                          | AMITY RD.<br>SOUTHBOUND |      |       |      |            | LINDEN ST.<br>WESTBOUND |      |       |      |            | RTE.63<br>NORTHBOUND |      |       |      |            | EASTBOUND |      |       |      |            |            |
| Start Time               | Left                    | Thru | Right | Peds | App. Total | Left                    | Thru | Right | Peds | App. Total | Left                 | Thru | Right | Peds | App. Total | Left      | Thru | Right | Peds | App. Total | Int. Total |
| 12:00 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 1    | 1          | 0                    | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 1          |
| 12:15 PM                 | 0                       | 0    | 0     | 2    | 2          | 0                       | 0    | 0     | 6    | 6          | 0                    | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 8          |
| 12:30 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 0                    | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 0          |
| 12:45 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 0                    | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 0          |
| Total                    | 0                       | 0    | 0     | 2    | 2          | 0                       | 0    | 0     | 7    | 7          | 0                    | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 9          |
| 01:00 PM                 | 2                       | 0    | 0     | 1    | 3          | 0                       | 0    | 0     | 0    | 0          | 0                    | 0    | 0     | 2    | 2          | 0         | 0    | 0     | 0    | 0          | 5          |
| 01:15 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 0                    | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 1    | 1          | 1          |
| 01:30 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 0                    | 0    | 0     | 2    | 2          | 0         | 0    | 0     | 0    | 0          | 2          |
| 01:45 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 0                    | 1    | 0     | 2    | 3          | 0         | 0    | 0     | 0    | 0          | 3          |
| Total                    | 2                       | 0    | 0     | 1    | 3          | 0                       | 0    | 0     | 0    | 0          | 0                    | 1    | 0     | 6    | 7          | 0         | 0    | 0     | 1    | 1          | 11         |
| Grand Total              | 2                       | 0    | 0     | 3    | 5          | 0                       | 0    | 0     | 7    | 7          | 0                    | 1    | 0     | 6    | 7          | 0         | 0    | 0     | 1    | 1          | 20         |
| Approch %                | 40                      | 0    | 0     | 60   |            | 0                       | 0    | 0     | 100  |            | 0                    | 14.3 | 0     | 85.7 |            | 0         | 0    | 0     | 100  |            |            |
| Total %                  | 10                      | 0    | 0     | 15   | 25         | 0                       | 0    | 0     | 35   | 35         | 0                    | 5    | 0     | 30   | 35         | 0         | 0    | 0     | 5    | 5          |            |

Amity Rd. (Rte.36) at Linden St.  
P.M. TRAFFIC COUNTS (12:00 to 2:00 P.M.)  
Woodbridge, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

File Name : 1382-4S  
Site Code : 00000004  
Start Date : 6/4/2022  
Page No : 2





Amity Rd. (Rte.36) at Bradley Rd.  
P.M. TRAFFIC COUNTS (12:00 to 2:00 P.M.)  
Woodbridge, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

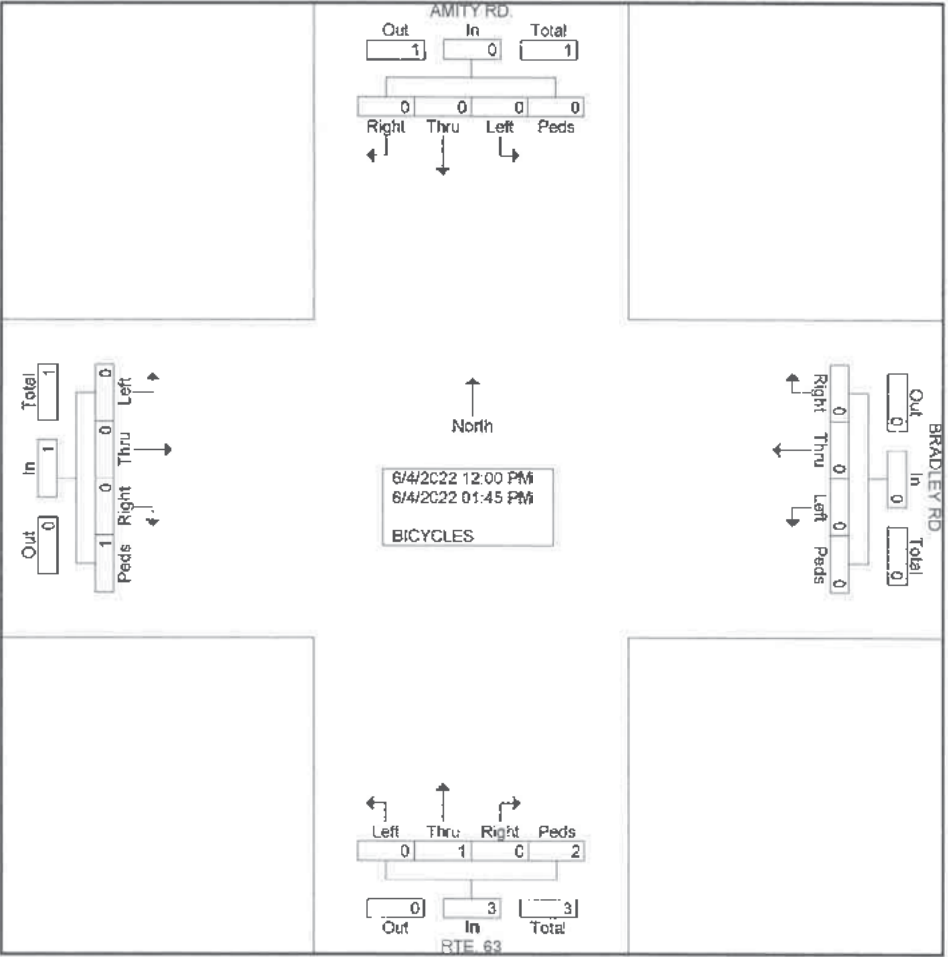
File Name : 1382-5S  
Site Code : 00000005  
Start Date : 6/4/2022  
Page No : 1

| Groups Printed- BICYCLES |                         |      |       |      |            |                          |      |       |      |            |                       |      |       |      |            |           |      |       |      |            |            |
|--------------------------|-------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|-----------|------|-------|------|------------|------------|
|                          | AMITY RD.<br>SOUTHBOUND |      |       |      |            | BRADLEY RD.<br>WESTBOUND |      |       |      |            | RTE. 63<br>NORTHBOUND |      |       |      |            | EASTBOUND |      |       |      |            |            |
| Start Time               | Left                    | Thru | Right | Peds | App. Total | Left                     | Thru | Right | Peds | App. Total | Left                  | Thru | Right | Peds | App. Total | Left      | Thru | Right | Peds | App. Total | Int. Total |
| 12:00 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 0          |
| 12:15 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 0          |
| 12:30 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 0          |
| 12:45 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 0          |
| Total                    | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 0          |
|                          |                         |      |       |      |            |                          |      |       |      |            |                       |      |       |      |            |           |      |       |      |            |            |
| 01:00 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 0          |
| 01:15 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 1    | 1          | 1          |
| 01:30 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 0          |
| 01:45 PM                 | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 1    | 0     | 2    | 3          | 0         | 0    | 0     | 0    | 0          | 3          |
| Total                    | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 1    | 0     | 2    | 3          | 0         | 0    | 0     | 1    | 1          | 4          |
|                          |                         |      |       |      |            |                          |      |       |      |            |                       |      |       |      |            |           |      |       |      |            |            |
| Grand Total              | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 1    | 0     | 2    | 3          | 0         | 0    | 0     | 1    | 1          | 4          |
| Approch %                | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 33.3 | 0     | 66.7 | 75         | 0         | 0    | 0     | 100  |            |            |
| Total %                  | 0                       | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 25   | 0     | 50   | 75         | 0         | 0    | 0     | 25   | 25         |            |

Amity Rd. (Rte.36) at Bradley Rd.  
P.M. TRAFFIC COUNTS (12:00 to 2:00 P.M.)  
Woodbridge, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

File Name : 1382-5S  
Site Code : 00000005  
Start Date : 6/4/2022  
Page No : 2





**Litchfield Tpke. at Bradley Rd.**  
P.M. TRAFFIC COUNTS (12:00 to 2:00 P.M.)  
Woodbridge, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

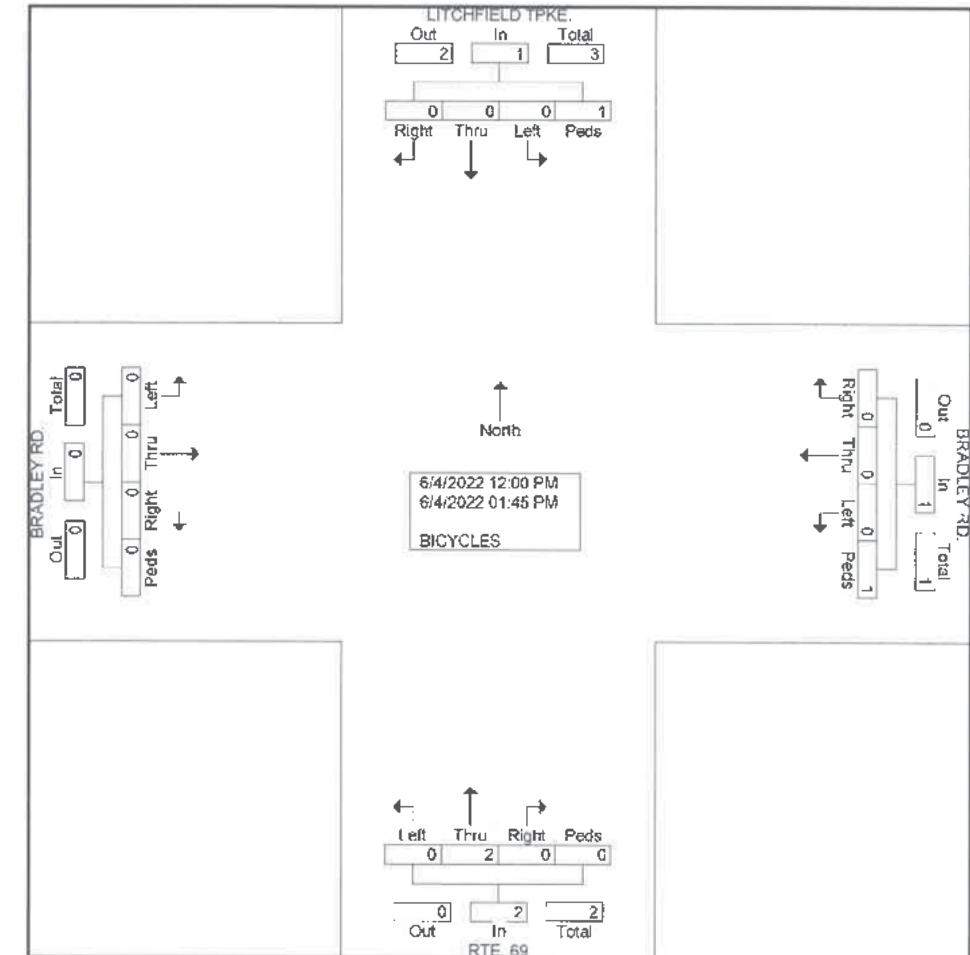
File Name : 1382-6S  
Site Code : 00000006  
Start Date : 6/4/2022  
Page No : 1

| Groups Printed- BICYCLES |                                |      |       |      |            |                          |      |       |      |            |                       |      |       |      |            |                          |      |       |      |            |            |
|--------------------------|--------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------|
|                          | LITCHFIELD TPKE.<br>SOUTHBOUND |      |       |      |            | BRADLEY RD.<br>WESTBOUND |      |       |      |            | RTE. 69<br>NORTHBOUND |      |       |      |            | BRADLEY RD.<br>EASTBOUND |      |       |      |            |            |
| Start Time               | Left                           | Thru | Right | Peds | App. Total | Left                     | Thru | Right | Peds | App. Total | Left                  | Thru | Right | Peds | App. Total | Left                     | Thru | Right | Peds | App. Total | Int. Total |
| 12:00 PM                 | 0                              | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0          |
| 12:15 PM                 | 0                              | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0          |
| 12:30 PM                 | 0                              | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 1          | 0                     | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 1          |
| 12:45 PM                 | 0                              | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0          |
| Total                    | 0                              | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 1    | 1          | 0                     | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 1          |
|                          |                                |      |       |      |            |                          |      |       |      |            |                       |      |       |      |            |                          |      |       |      |            |            |
| 01:00 PM                 | 0                              | 0    | 0     | 1    | 1          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 1          |
| 01:15 PM                 | 0                              | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0          |
| 01:30 PM                 | 0                              | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0          |
| 01:45 PM                 | 0                              | 0    | 0     | 0    | 0          | 0                        | 0    | 0     | 0    | 0          | 0                     | 2    | 0     | 0    | 2          | 0                        | 0    | 0     | 0    | 0          | 2          |
| Total                    | 0                              | 0    | 0     | 1    | 1          | 0                        | 0    | 0     | 0    | 0          | 0                     | 2    | 0     | 0    | 2          | 0                        | 0    | 0     | 0    | 0          | 3          |
|                          |                                |      |       |      |            |                          |      |       |      |            |                       |      |       |      |            |                          |      |       |      |            |            |
| Grand Total              | 0                              | 0    | 0     | 1    | 1          | 0                        | 0    | 0     | 1    | 1          | 0                     | 2    | 0     | 0    | 2          | 0                        | 0    | 0     | 0    | 0          | 4          |
| Approch %                | 0                              | 0    | 0     | 100  |            | 0                        | 0    | 0     | 100  |            | 0                     | 100  | 0     | 0    |            | 0                        | 0    | 0     | 0    |            |            |
| Total %                  | 0                              | 0    | 0     | 25   | 25         | 0                        | 0    | 0     | 25   | 25         | 0                     | 50   | 0     | 0    | 50         | 0                        | 0    | 0     | 0    | 0          |            |

**Litchfield Tpke. at Bradley Rd.**  
P.M. TRAFFIC COUNTS (12:00 to 2:00 P.M.)  
Woodbridge, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

File Name : 1382-6S  
Site Code : 00000006  
Start Date : 6/4/2022  
Page No : 2





**Litchfield Tpke. at Landin St.**  
P.M. TRAFFIC COUNTS (12:00 to 2:00 P.M.)  
Woodbridge, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

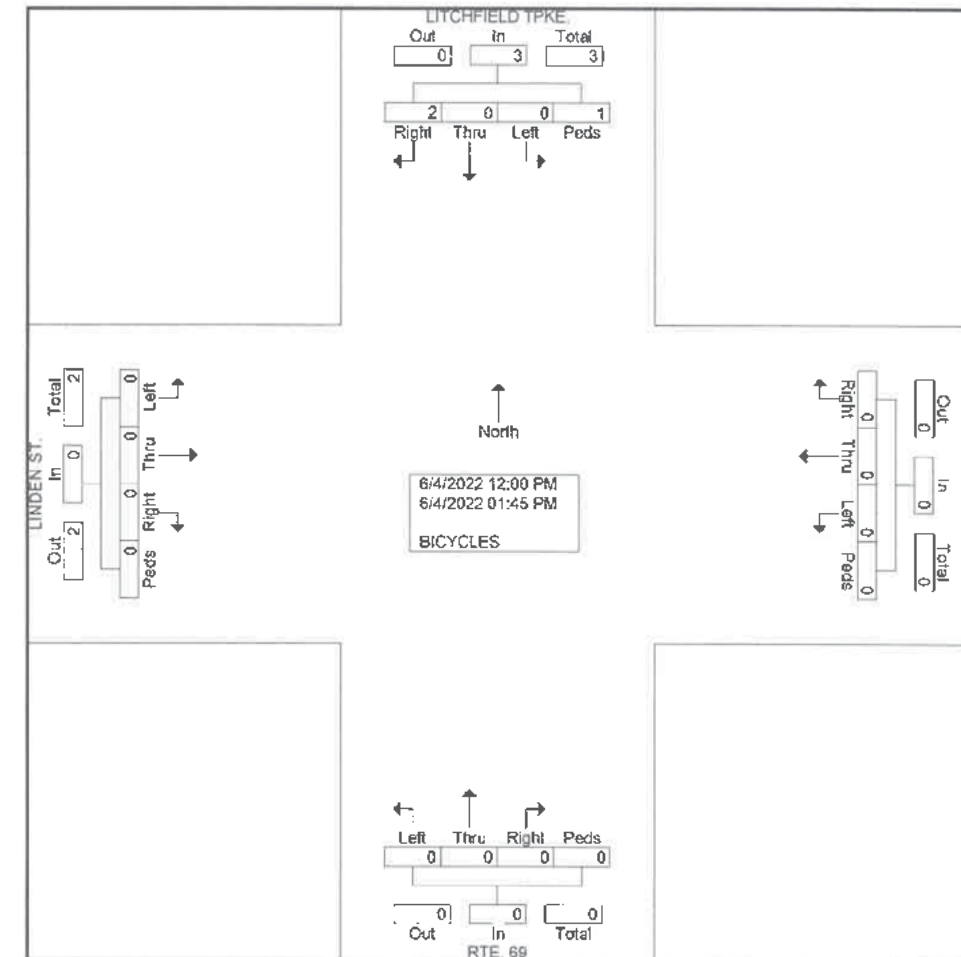
File Name : 1382-7S  
Site Code : 00000007  
Start Date : 6/4/2022  
Page No : 1

| Groups Printed- BICYCLES |                                |      |       |      |            |           |      |       |      |            |                       |      |       |      |            |                         |      |       |      |            |             |
|--------------------------|--------------------------------|------|-------|------|------------|-----------|------|-------|------|------------|-----------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------|
|                          | LITCHFIELD TPKE.<br>SOUTHBOUND |      |       |      |            | WESTBOUND |      |       |      |            | RTE. 69<br>NORTHBOUND |      |       |      |            | LINDEN ST.<br>EASTBOUND |      |       |      |            |             |
| Start Time               | Left                           | Thru | Right | Peds | App. Total | Left      | Thru | Right | Peds | App. Total | Left                  | Thru | Right | Peds | App. Total | Left                    | Thru | Right | Peds | App. Total | Incl. Total |
| 12:00 PM                 | 0                              | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 0           |
| 12:15 PM                 | 0                              | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 0           |
| 12:30 PM                 | 0                              | 0    | 0     | 1    | 1          | 0         | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 1           |
| 12:45 PM                 | 0                              | 0    | 1     | 0    | 1          | 0         | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 1           |
| Total                    | 0                              | 0    | 1     | 1    | 2          | 0         | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 2           |
|                          |                                |      |       |      |            |           |      |       |      |            |                       |      |       |      |            |                         |      |       |      |            |             |
| 01:00 PM                 | 0                              | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 0           |
| 01:15 PM                 | 0                              | 0    | 1     | 0    | 1          | 0         | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 1           |
| 01:30 PM                 | 0                              | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 0           |
| 01:45 PM                 | 0                              | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 0           |
| Total                    | 0                              | 0    | 1     | 0    | 1          | 0         | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 1           |
|                          |                                |      |       |      |            |           |      |       |      |            |                       |      |       |      |            |                         |      |       |      |            |             |
| Grand Total              | 0                              | 0    | 2     | 1    | 3          | 0         | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          | 3           |
| Apprch %                 | 0                              | 0    | 66.7  | 33.3 |            | 0         | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    |            |             |
| Total %                  | 0                              | 0    | 66.7  | 33.3 | 100        | 0         | 0    | 0     | 0    | 0          | 0                     | 0    | 0     | 0    | 0          | 0                       | 0    | 0     | 0    | 0          |             |

**Litchfield Tpke. at Landin St.**  
P.M. TRAFFIC COUNTS (12:00 to 2:00 P.M.)  
Woodbridge, CT  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

File Name : 1382-7S  
Site Code : 00000007  
Start Date : 6/4/2022  
Page No : 2

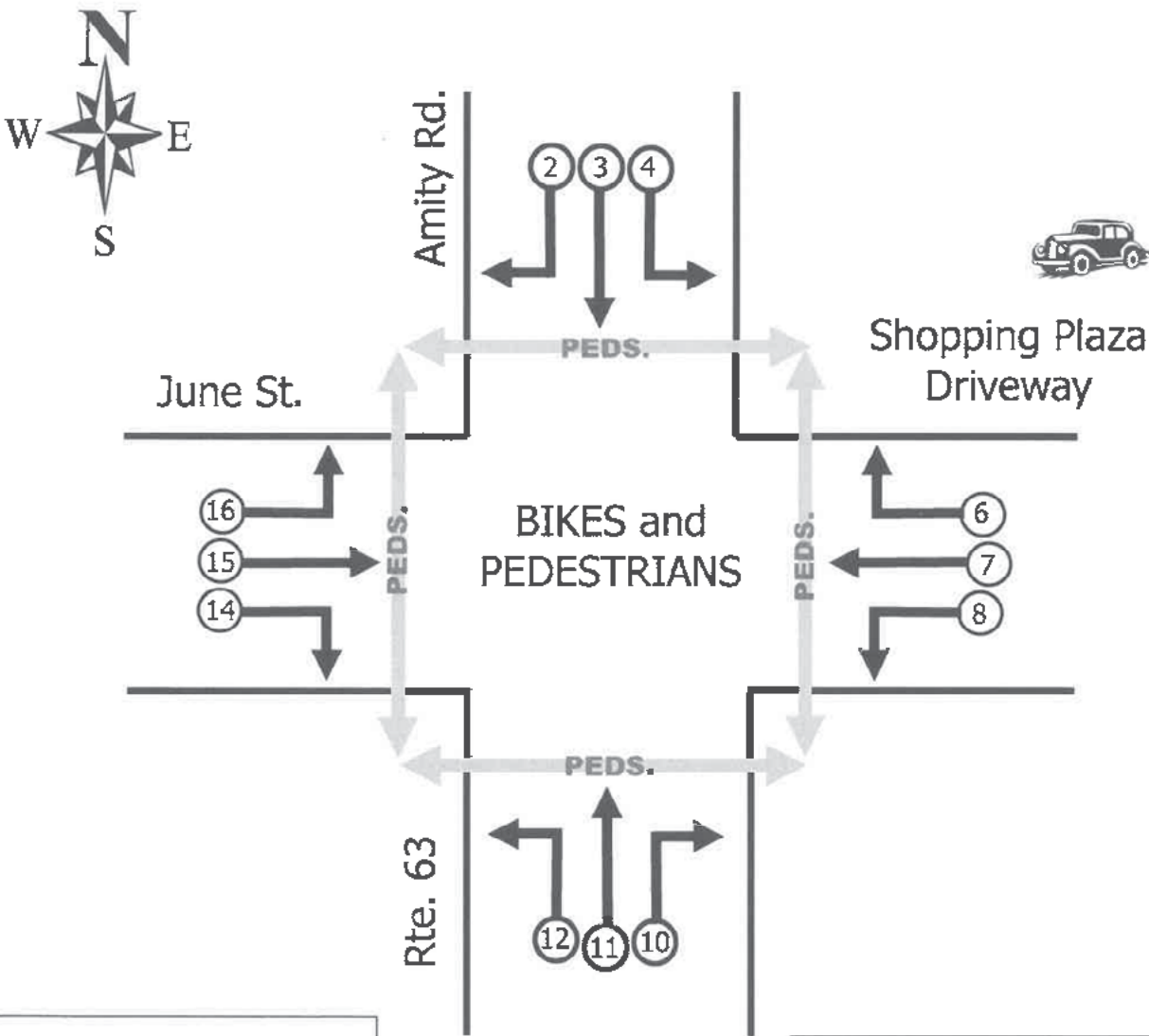




**Reliable Traffic Counts, LLC**  
**Intersection Schematic (Loc. 1) A-1382**  
**Woodbridge, CT**

Client: SLR International Corporation  
Ms Fiona Flynn tel. (203) 344-7887  
195 Church St. New Haven, CT 06510  
Cel. (413) 695-2985

count by \_\_\_\_\_  
  
Peak Hour \_\_\_\_\_



Count Times:  
Sat. 6/4/2022  
☒ 12:00 noon to 2:00 p.m.

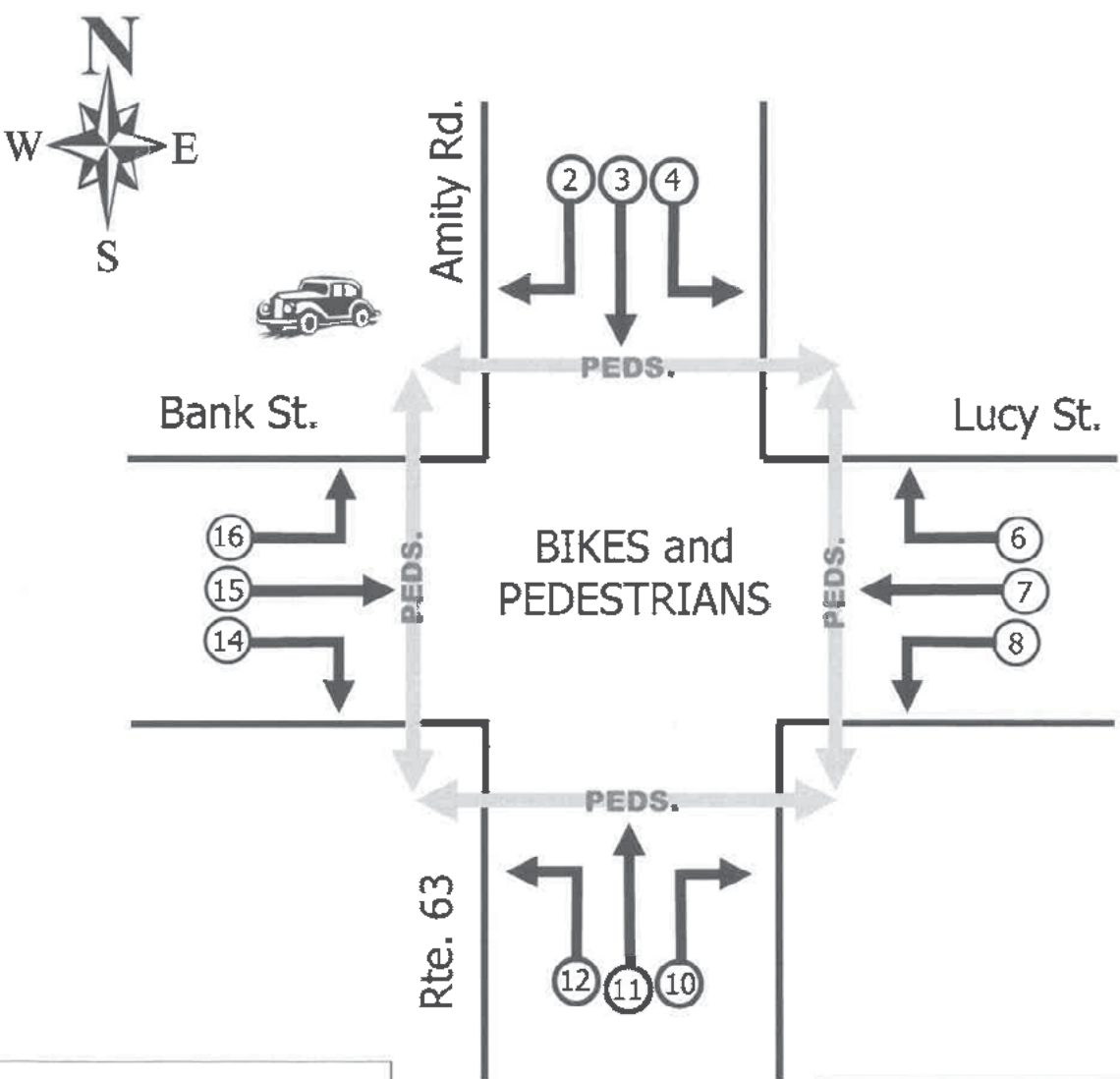
**COUNT THE FOLLOWING**  
☒ Bicycles  
☒ Pedestrians  
(crossing intersection)

**ANY PROBLEMS DURING THIS COUNT CALL ME (203) 530-2042**

**Reliable Traffic Counts, LLC**  
**Intersection Schematic (Loc. 2) A-1382**  
**Woodbridge, CT**

Client: SLR International Corporation  
Ms Fiona Flynn tel. (203) 344-7887  
195 Church St. New Haven, CT 06510  
Cel. (413) 695-2985

count by \_\_\_\_\_  
  
Peak Hour \_\_\_\_\_



Count Times:  
Sat. 6/4/2022  
☒ 12:00 noon to 2:00 p.m.

**COUNT THE FOLLOWING**  
☒ Bicycles  
☒ Pedestrians  
(crossing intersection)

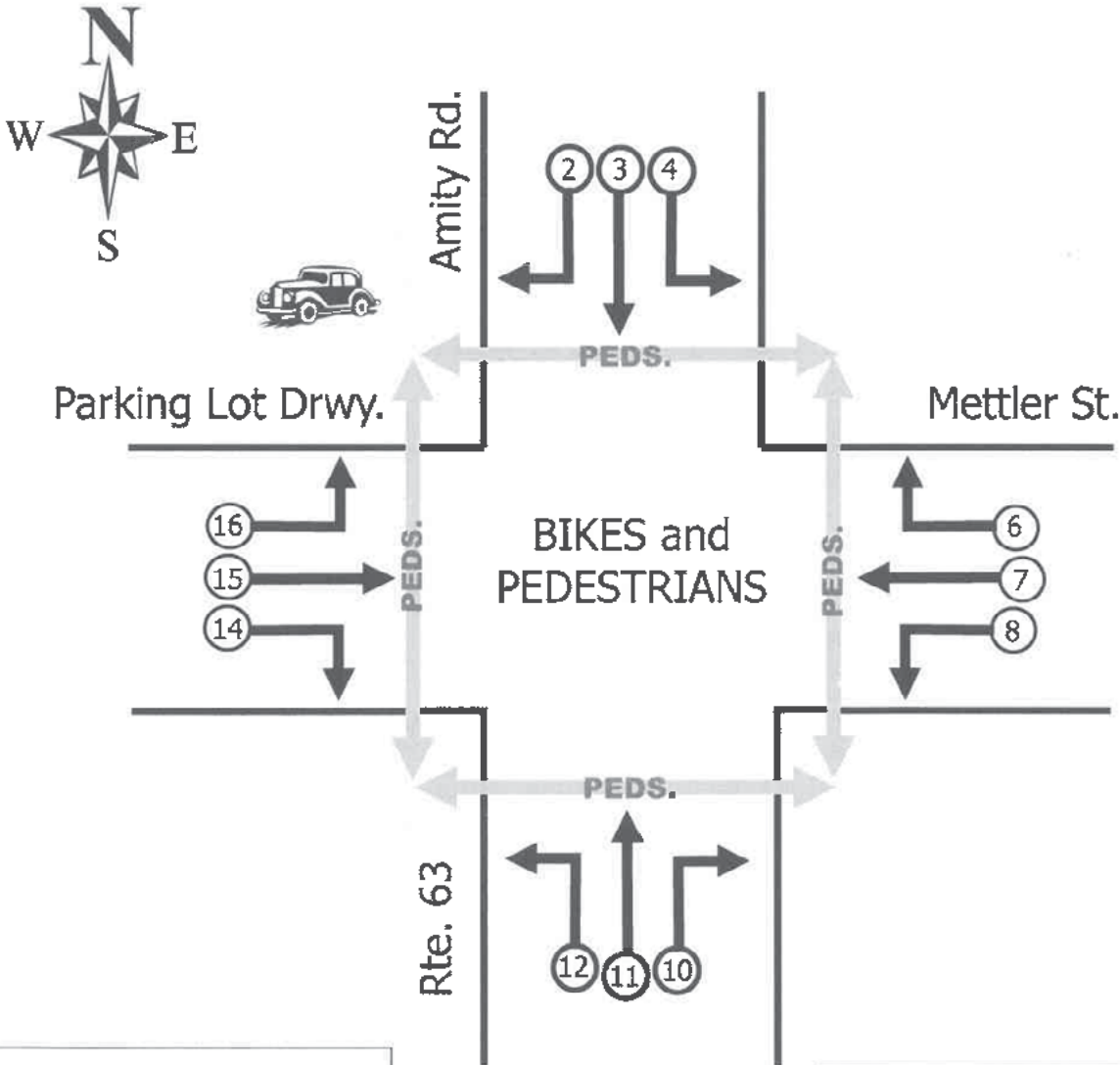
**ANY PROBLEMS DURING THIS COUNT CALL ME (203) 530-2042**



# **Reliable Traffic Counts, LLC** **Intersection Schematic (Loc. 3) A-1382** **Woodbridge, CT**

Client: SLR International Corporation  
 Ms Fiona Flynn tel. (203) 344-7887  
 195 Church St. New Haven, CT 06510  
 Cel. (413) 695-2985

count by \_\_\_\_\_  
 Peak Hour \_\_\_\_\_



Count Times:  
 Sat. 6/4/2022  
☒ 12:00 noon to 2:00 p.m.

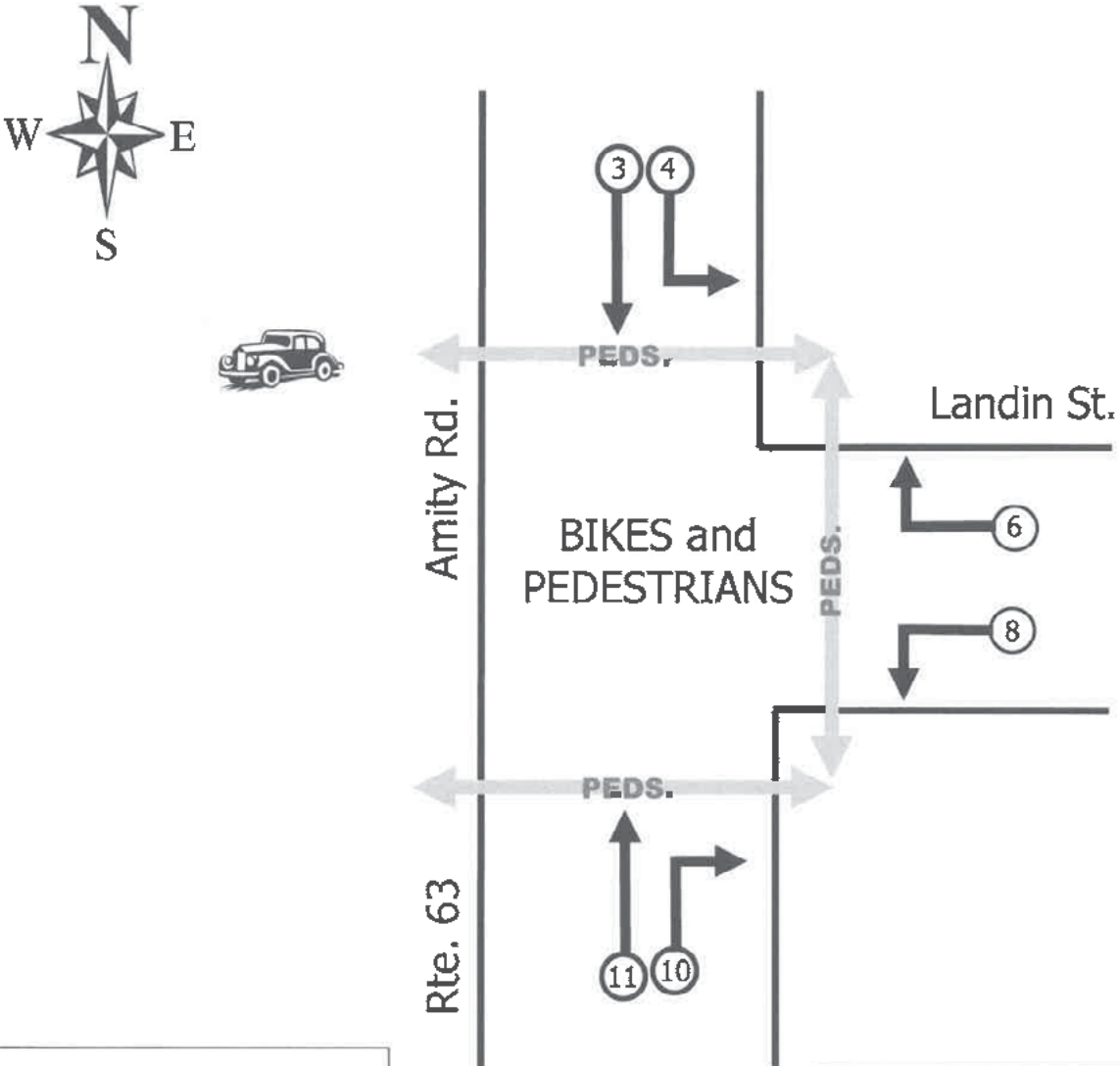
**COUNT THE FOLLOWING**  
☒ Bicycles  
☒ Pedestrians  
 (crossing intersection)

ANY PROBLEMS DURING THIS COUNT CALL ME (203) 530-2042

# **Reliable Traffic Counts, LLC** **Intersection Schematic (Loc. 4) A-1382** **Woodbridge, CT**

Client: SLR International Corporation  
 Ms Fiona Flynn tel. (203) 344-7887  
 195 Church St. New Haven, CT 06510  
 Cel. (413) 695-2985

count by \_\_\_\_\_  
 Peak Hour \_\_\_\_\_



Count Times:  
 Sat. 6/4/2022  
☒ 12:00 noon to 2:00 p.m.

**COUNT THE FOLLOWING**  
☒ Bicycles  
☒ Pedestrians  
 (crossing intersection)

ANY PROBLEMS DURING THIS COUNT CALL ME (203) 530-2042

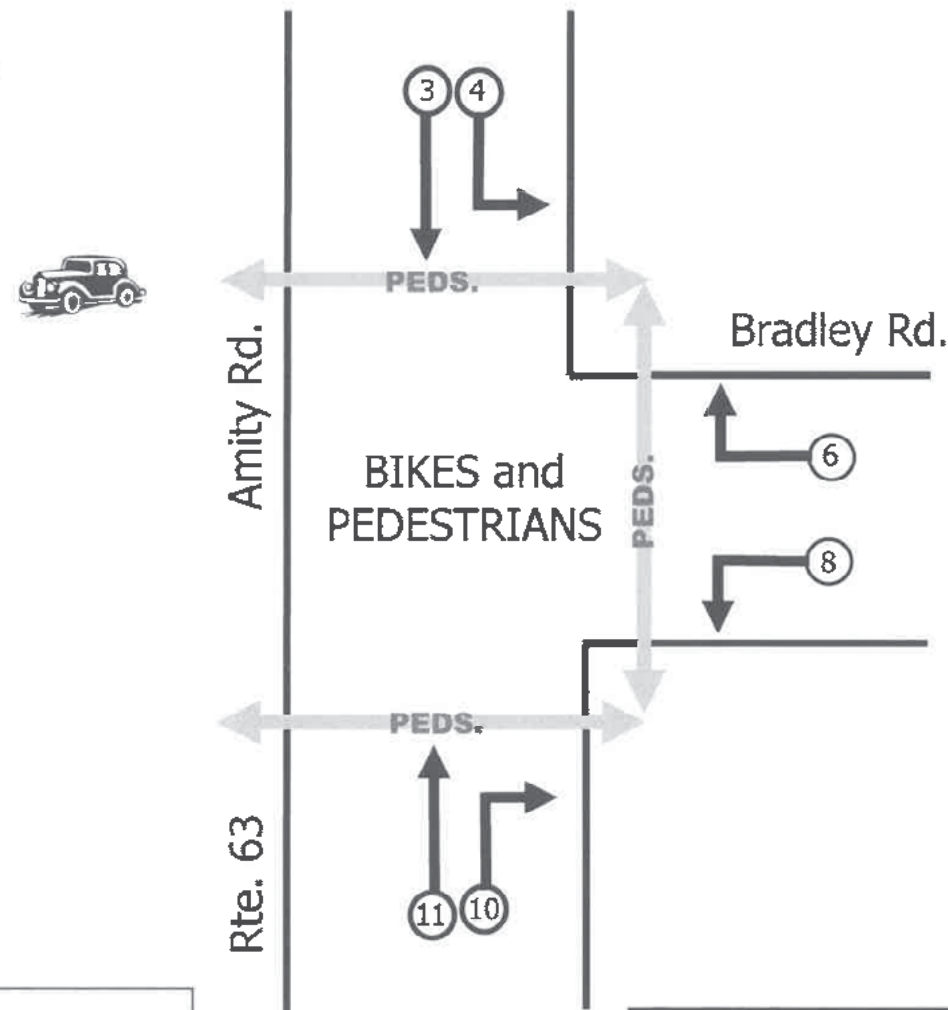


# **Reliable Traffic Counts, LLC** **Intersection Schematic (Loc. 5) A-1382** **Woodbridge, CT**

**Client: SLR International Corporation**  
**Ms Fiona Flynn tel. (203) 344-7887**  
**195 Church St. New Haven, CT 06510**  
**Cel. (413) 695-2985**

count by \_\_\_\_\_

Peak Hour \_\_\_\_\_



**Count Times:**  
**Sat. 6/4/2022**

☒ **12:00 noon to 2:00 p.m.**

## **COUNT THE FOLLOWING**

- ☒ **Bicycles**
- ☒ **Pedestrians**  
 (crossing intersection)

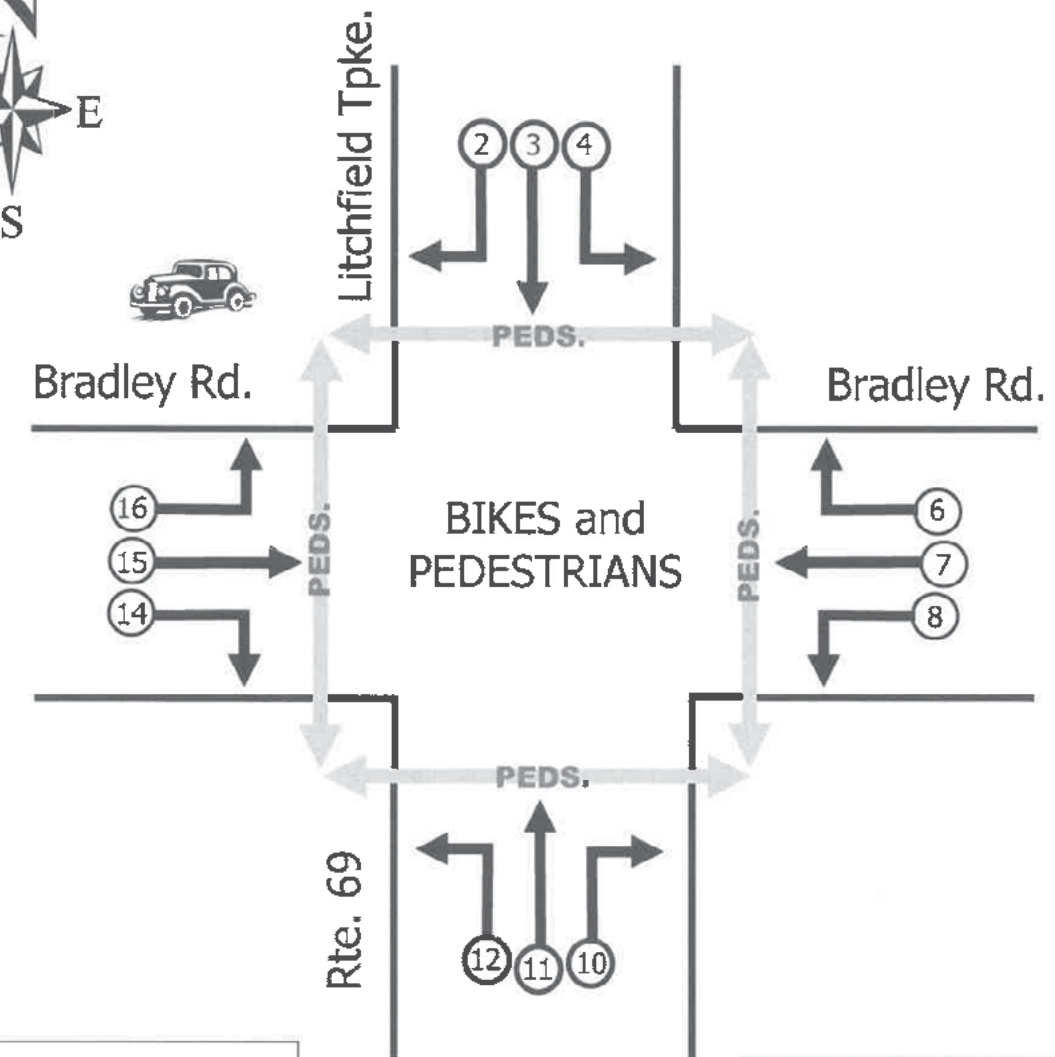
**ANY PROBLEMS DURING THIS COUNT CALL ME (203) 530-2042**

# **Reliable Traffic Counts, LLC** **Intersection Schematic (Loc. 6) A-1382** **Woodbridge, CT**

**Client: SLR International Corporation**  
**Ms Fiona Flynn tel. (203) 344-7887**  
**195 Church St. New Haven, CT 06510**  
**Cel. (413) 695-2985**

count by \_\_\_\_\_

Peak Hour \_\_\_\_\_



**Count Times:**  
**Sat. 6/4/2022**

☒ **12:00 noon to 2:00 p.m.**

## **COUNT THE FOLLOWING**

- ☒ **Bicycles**
- ☒ **Pedestrians**  
 (crossing intersection)

**ANY PROBLEMS DURING THIS COUNT CALL ME (203) 530-2042**

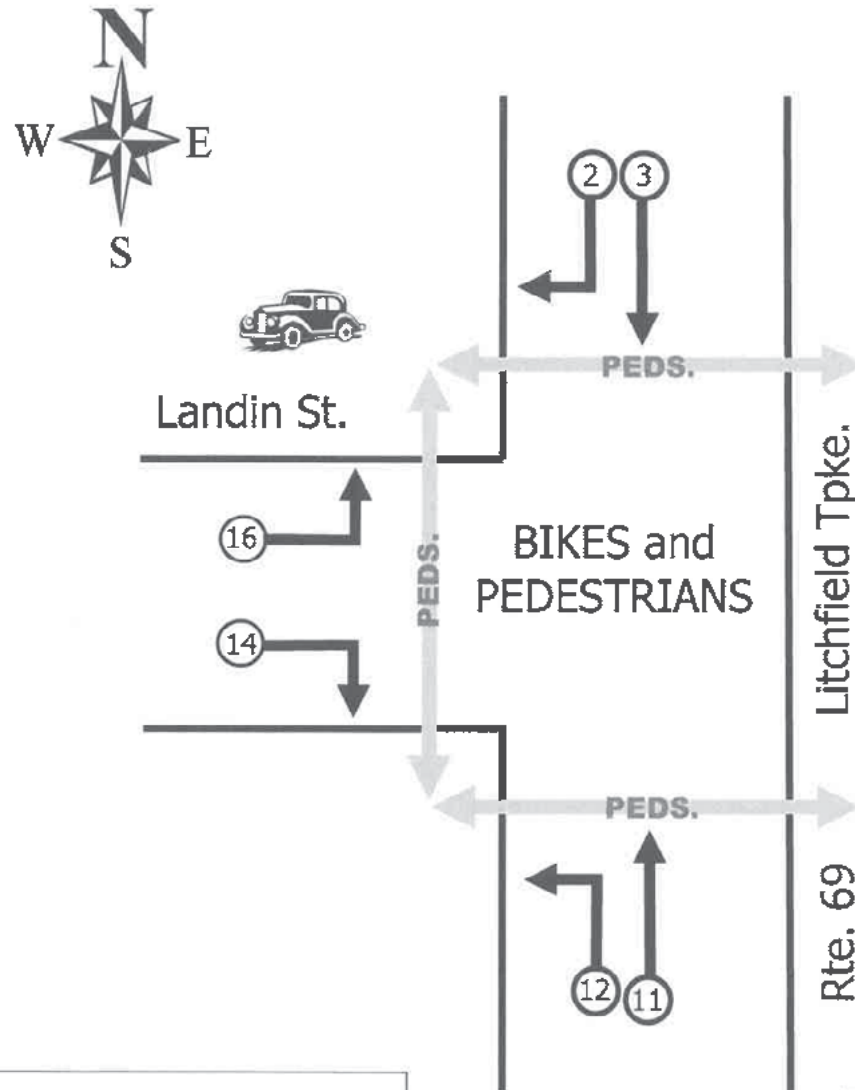


# **Reliable Traffic Counts, LLC** **Intersection Schematic (Loc. 7) A-1382** **Woodbridge, CT**

Client: SLR International Corporation  
 Ms Fiona Flynn tel. (203) 344-7887  
 195 Church St. New Haven, CT 06510  
 Cel. (413) 695-2985

count by \_\_\_\_\_

Peak Hour \_\_\_\_\_



Count Times:  
 Sat. 6/4/2022  
☒ 12:00 noon to 2:00 p.m.

- COUNT THE FOLLOWING**
- ☒ Bicycles
  - ☒ Pedestrians  
 (crossing intersection)

**ANY PROBLEMS DURING THIS COUNT CALL ME (203) 530-2042**



**P.M. Bicycle and Pedestrian Counts  
(12:00 to 2:00 p.m.)  
Locations 8 and 9  
Saturday June 11<sup>th</sup>, 2022  
Woodbridge, CT**



**Reliable Traffic Counts, LLC**  
**Vehicle/Data Collection Service**  
11 Branham Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 [rtcinfo@aol.com](mailto:rtcinfo@aol.com)



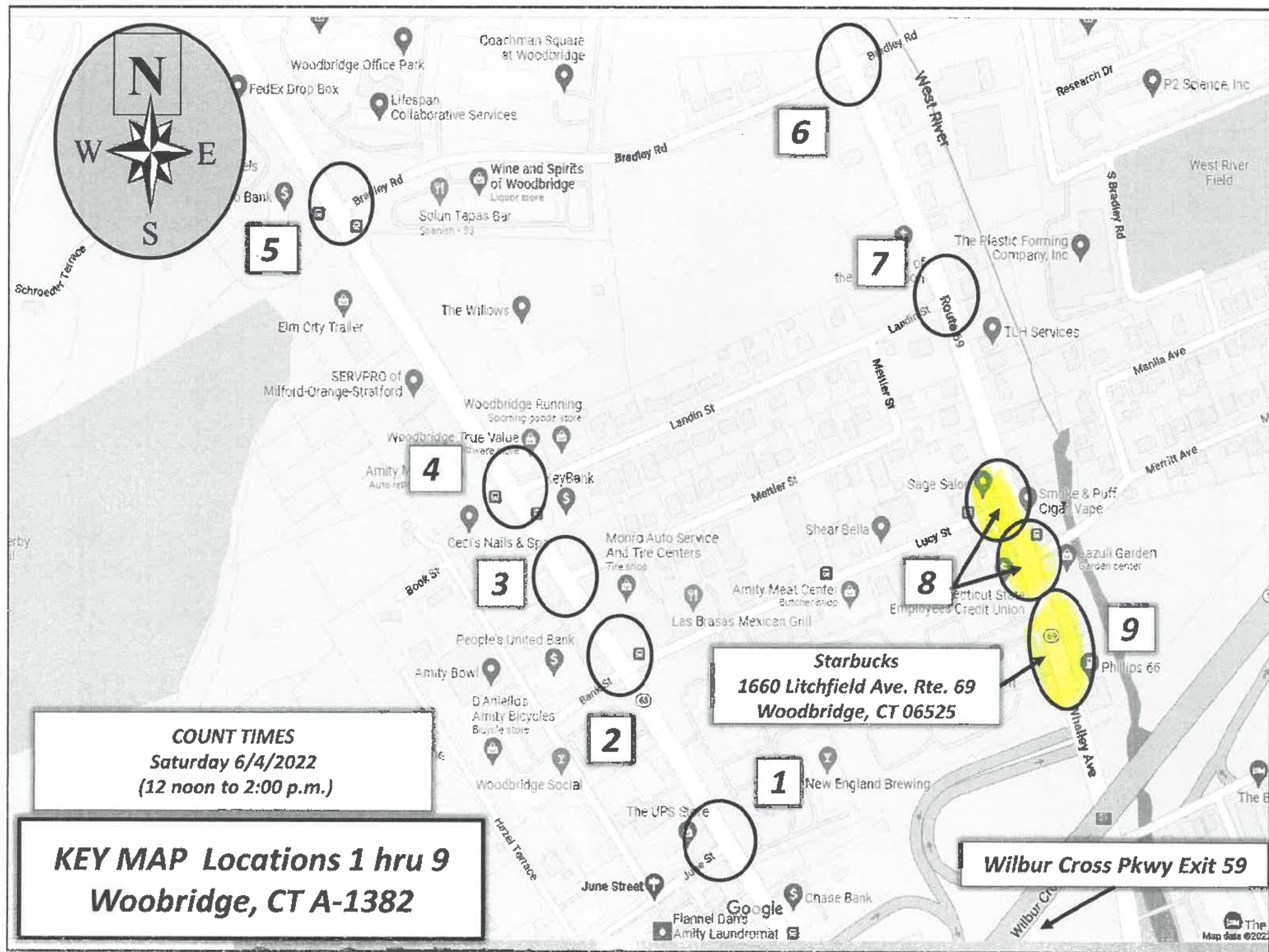
**Reliable Traffic Counts, LLC**  
**Vehicle/Data Collection Service**  
11 Branham Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 [rtcinfo@aol.com](mailto:rtcinfo@aol.com)

**Fiona: As per your request, attached please find the following:**

1. Site Location Maps Woodbridge, CT
2. Pedestrian and Bicycle Counts Locations 8 and 9
3. Counts conducted on Saturday June 11<sup>th</sup>, 2022
4. Counts on Windows software (email) sent on Monday ??

**Thank you for considering RTC the opportunity of working on this project,  
If you have any questions relative to the enclosed information please  
Do not hesitate to call...(203) 530-2042**





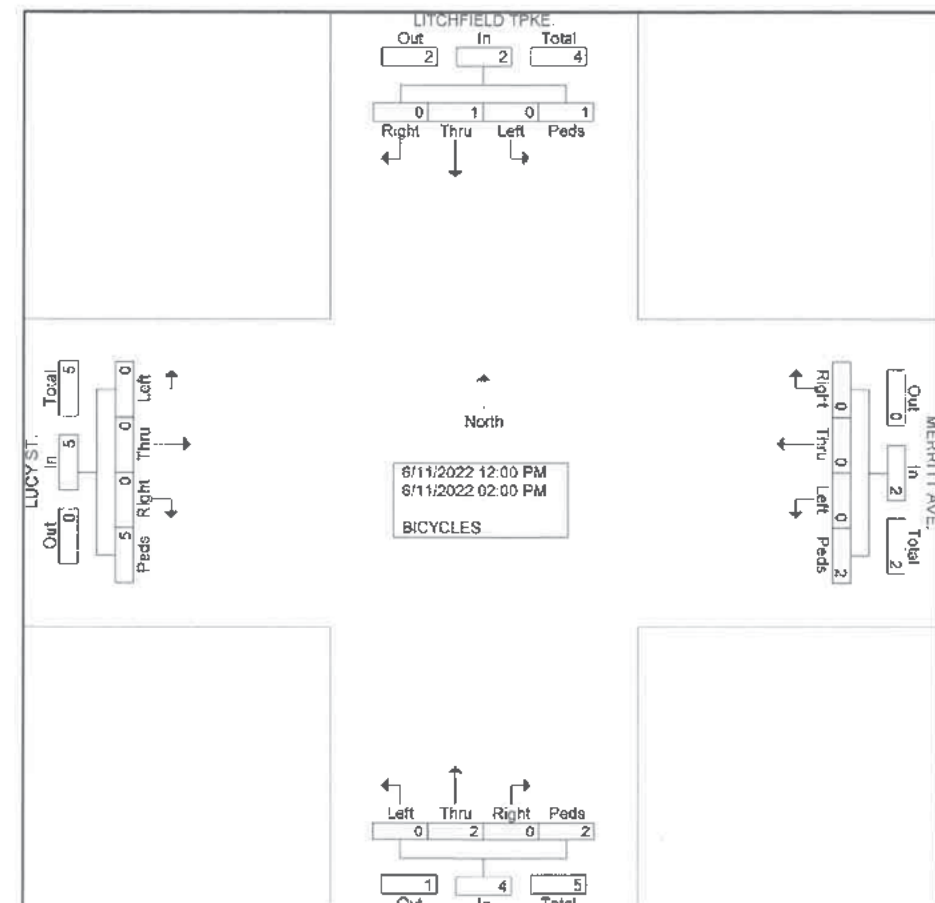


**Litchfield Tpke. at Lucy St./Merritt Ave.**  
P.M. TRAFFIC COUNTS (12:00 to 2:00 p.m.)  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

File Name : 1382-8S  
Site Code : 00000008  
Start Date : 6/11/2022  
Page No : 1

| Groups Printed- BICYCLES |                           |      |      |      |            |                               |      |      |      |            |                       |      |      |      |            |                       |      |      |      |            |
|--------------------------|---------------------------|------|------|------|------------|-------------------------------|------|------|------|------------|-----------------------|------|------|------|------------|-----------------------|------|------|------|------------|
|                          | MERRITT AVE.<br>WESTBOUND |      |      |      |            | LITCHFIELD TPKE.<br>SUTHBOUND |      |      |      |            | RTE. 69<br>NORTHBOUND |      |      |      |            | LUCY ST.<br>EASTBOUND |      |      |      |            |
| Start Time               | Right                     | Thru | Left | Peds | App. Total | Right                         | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total |
| 12:00 PM                 | 0                         | 0    | 0    | 1    | 1          | 0                             | 0    | 0    | 0    | 0          | 0                     | 2    | 0    | 1    | 3          | 0                     | 0    | 0    | 0    | 0          |
| 12:15 PM                 | 0                         | 0    | 0    | 0    | 0          | 0                             | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 0    | 0          |
| 12:30 PM                 | 0                         | 0    | 0    | 0    | 0          | 0                             | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 0    | 0          |
| 12:45 PM                 | 0                         | 0    | 0    | 1    | 1          | 0                             | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 1    | 1          | 0                     | 0    | 0    | 0    | 0          |
| Total                    | 0                         | 0    | 0    | 2    | 2          | 0                             | 0    | 0    | 0    | 0          | 0                     | 2    | 0    | 2    | 4          | 0                     | 0    | 0    | 0    | 0          |
| 01:00 PM                 | 0                         | 0    | 0    | 0    | 0          | 0                             | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 1    | 1          |
| 01:15 PM                 | 0                         | 0    | 0    | 0    | 0          | 0                             | 0    | 0    | 1    | 1          | 0                     | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 3    | 3          |
| 01:30 PM                 | 0                         | 0    | 0    | 0    | 0          | 0                             | 1    | 0    | 0    | 1          | 0                     | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 1    | 1          |
| 01:45 PM                 | 0                         | 0    | 0    | 0    | 0          | 0                             | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 0    | 0          |
| Total                    | 0                         | 0    | 0    | 0    | 0          | 0                             | 1    | 0    | 1    | 2          | 0                     | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 5    | 5          |
| 02:00 PM                 | 0                         | 0    | 0    | 0    | 0          | 0                             | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 0    | 0          |
| Grand Total              | 0                         | 0    | 0    | 2    | 2          | 0                             | 1    | 0    | 1    | 2          | 0                     | 2    | 0    | 2    | 4          | 0                     | 0    | 0    | 5    | 5          |
| Apprch %                 | 0                         | 0    | 0    | 100  |            | 0                             | 50   | 0    | 50   |            | 0                     | 50   | 0    | 50   |            | 0                     | 0    | 0    | 100  |            |
| Total %                  | 0                         | 0    | 0    | 15.4 | 15.4       | 0                             | 7.7  | 0    | 7.7  | 15.4       | 0                     | 15.4 | 0    | 15.4 | 30.8       | 0                     | 0    | 0    | 38.5 | 38.5       |



**Litchfield Tpke. at Starbucks Both Driveways**  
P.M. TRAFFIC COUNTS (12:00 to 2:00 p.m.)  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

TRAFFIC COUNTS  
PEAK HOUR

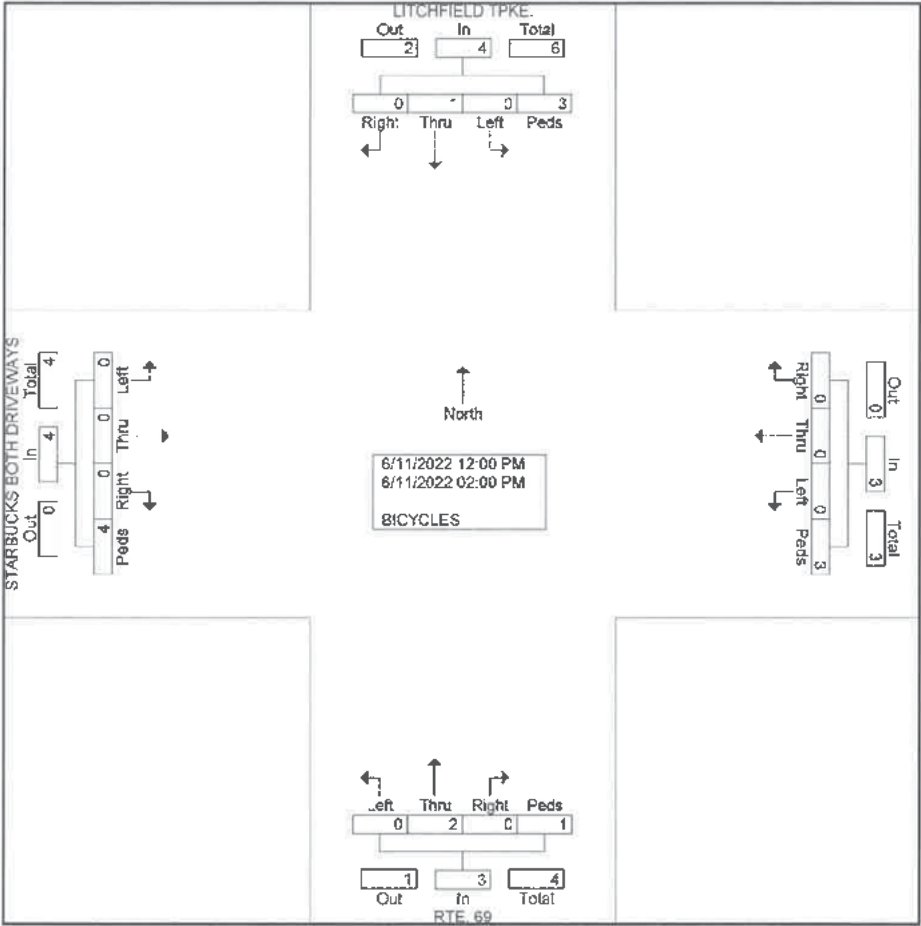
File Name : 1382-9s  
Site Code : 00000009  
Start Date : 6/11/2022  
Page No : 1

| Groups Printed- BICYCLES |                               |      |      |      |            |           |      |      |      |            |                       |      |      |      |            |  |      |      |      |            |
|--------------------------|-------------------------------|------|------|------|------------|-----------|------|------|------|------------|-----------------------|------|------|------|------------|--|------|------|------|------------|
|                          | LITCHFIELD TPKE.<br>SUTHBOUND |      |      |      |            | WESTBOUND |      |      |      |            | RTE. 69<br>NORTHBOUND |      |      |      |            | STARBUCKS BOTH<br>DRIVEWAYS<br>EASTBOUND |      |      |      |            |
| Start Time               | Right                         | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Right                 | Thru | Left | Peds | App. Total | Right                                    | Thru | Left | Peds | App. Total |
| 12:00 PM                 | 0                             | 0    | 0    | 0    | 0          | 0         | 0    | 0    | 0    | 0          | 0                     | 2    | 0    | 0    | 2          | 0  | 0    | 0    | 0    | 0          |
| 12:15 PM                 | 0                             | 0    | 0    | 0    | 0          | 0         | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 0    | 0          | 0  | 0    | 0    | 0    | 0          |
| 12:30 PM                 | 0                             | 0    | 0    | 0    | 0          | 0         | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 0    | 0          | 0  | 0    | 0    | 0    | 0          |
| 12:45 PM                 | 0                             | 0    | 0    | 2    | 2          | 0         | 0    | 0    | 2    | 2          | 0                     | 0    | 0    | 1    | 1          | 0  | 0    | 0    | 0    | 0          |
| Total                    | 0                             | 0    | 0    | 2    | 2          | 0         | 0    | 0    | 2    | 2          | 0                     | 2    | 0    | 1    | 3          | 0  | 0    | 0    | 0    | 0          |
| 01:00 PM                 | 0                             | 0    | 0    | 1    | 1          | 0         | 0    | 0    | 1    | 1          | 0                     | 0    | 0    | 0    | 0          | 0  | 0    | 0    | 0    | 0          |
| 01:15 PM                 | 0                             | 0    | 0    | 0    | 0          | 0         | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 0    | 0          | 0  | 0    | 3    | 3    | 3          |
| 01:30 PM                 | 0                             | 1    | 0    | 0    | 1          | 0         | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 0    | 0          | 0  | 0    | 1    | 1    | 2          |
| 01:45 PM                 | 0                             | 0    | 0    | 0    | 0          | 0         | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 0    | 0          | 0  | 0    | 0    | 0    | 0          |
| Total                    | 0                             | 1    | 0    | 1    | 2          | 0         | 0    | 0    | 1    | 1          | 0                     | 0    | 0    | 0    | 0          | 0  | 0    | 4    | 4    | 7          |
| 02:00 PM                 | 0                             | 0    | 0    | 0    | 0          | 0         | 0    | 0    | 0    | 0          | 0                     | 0    | 0    | 0    | 0          | 0  | 0    | 0    | 0    | 0          |
| Grand Total              | 0                             | 1    | 0    | 3    | 4          | 0         | 0    | 0    | 3    | 3          | 0                     | 2    | 0    | 1    | 3          | 0  | 0    | 4    | 4    | 14         |
| Apprch %                 | 0                             | 25   | 0    | 75   |            | 0         | 0    | 0    | 100  |            | 0                     | 66.7 | 0    | 33.3 |            | 0  | 0    | 100  |      |            |
| Total %                  | 0                             | 7.1  | 0    | 21.4 | 28.6       | 0         | 0    | 0    | 21.4 | 21.4       | 0                     | 14.3 | 0    | 7.1  | 21.4       | 0  | 0    | 28.6 | 28.6 |            |



**Litchfield Tpke. at Starbucks Both Driveways**  
P.M. TRAFFIC COUNTS (12:00 to 2:00 p.m.)  
prepared by Reliable Traffic Counts, LLC  
Weather Clear

File Name : 1382-9s  
Site Code : 00000009  
Start Date : 6/11/2022  
Page No : 2

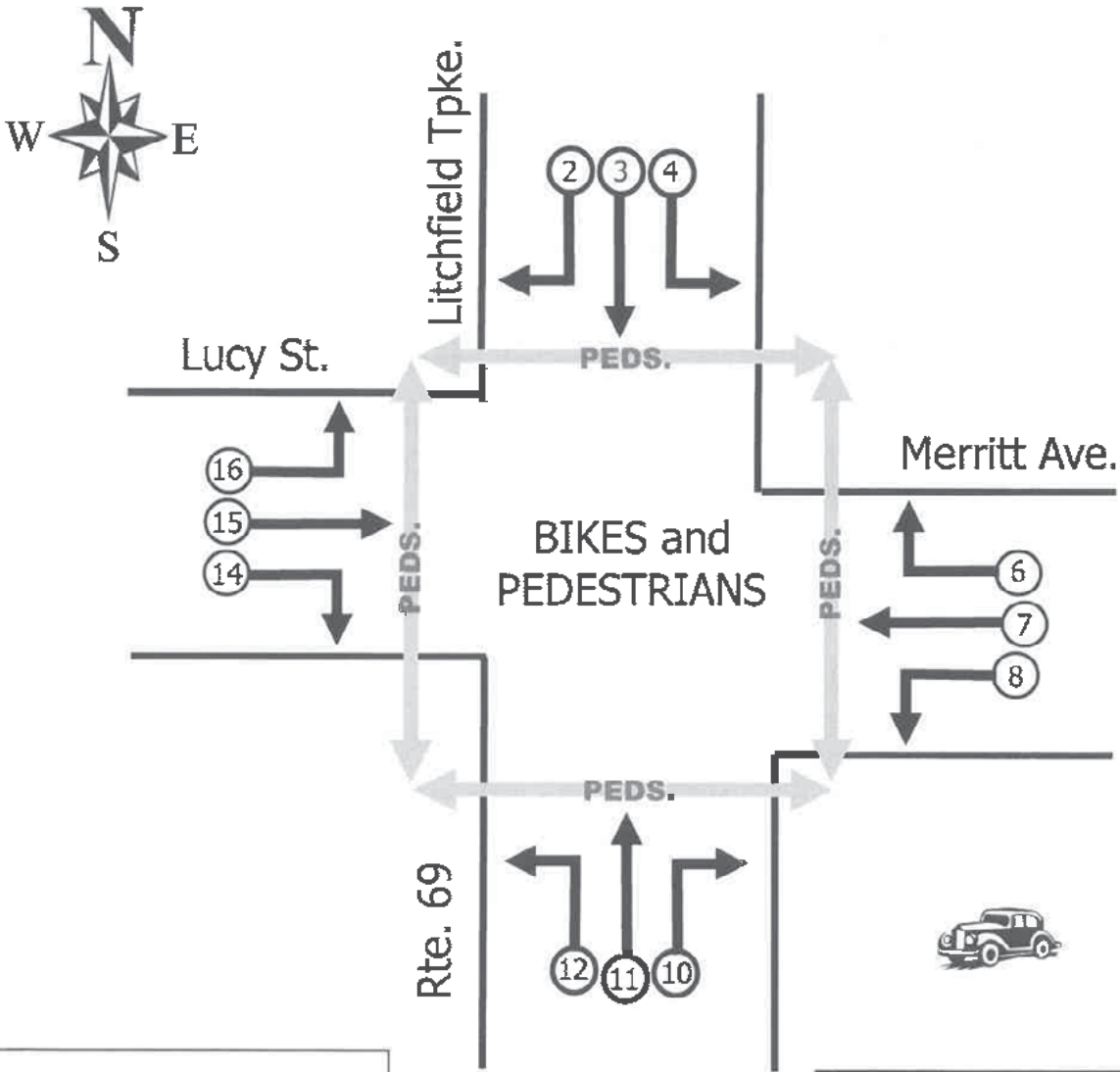


**Reliable Traffic Counts, LLC**  
**Intersection Schematic (Loc. 8) A-1382**  
**Woodbridge, CT**

**Client: SLR International Corporation**  
**Ms Fiona Flynn tel. (203) 344-7887**  
**195 Church St. New Haven, CT 06510**  
**Cel. (413) 695-2985**

count by \_\_\_\_\_

Peak Hour \_\_\_\_\_



**Count Times:**  
**Sat. 6/11/2022**  
☒ **12:00 noon to 2:00 p.m.**

**COUNT THE FOLLOWING**

☒ **Bicycles**  
☒ **Pedestrians**  
*(crossing intersection)*

**ANY PROBLEMS DURING THIS COUNT CALL ME (203) 530-2042**



# Reliable Traffic Counts, LLC

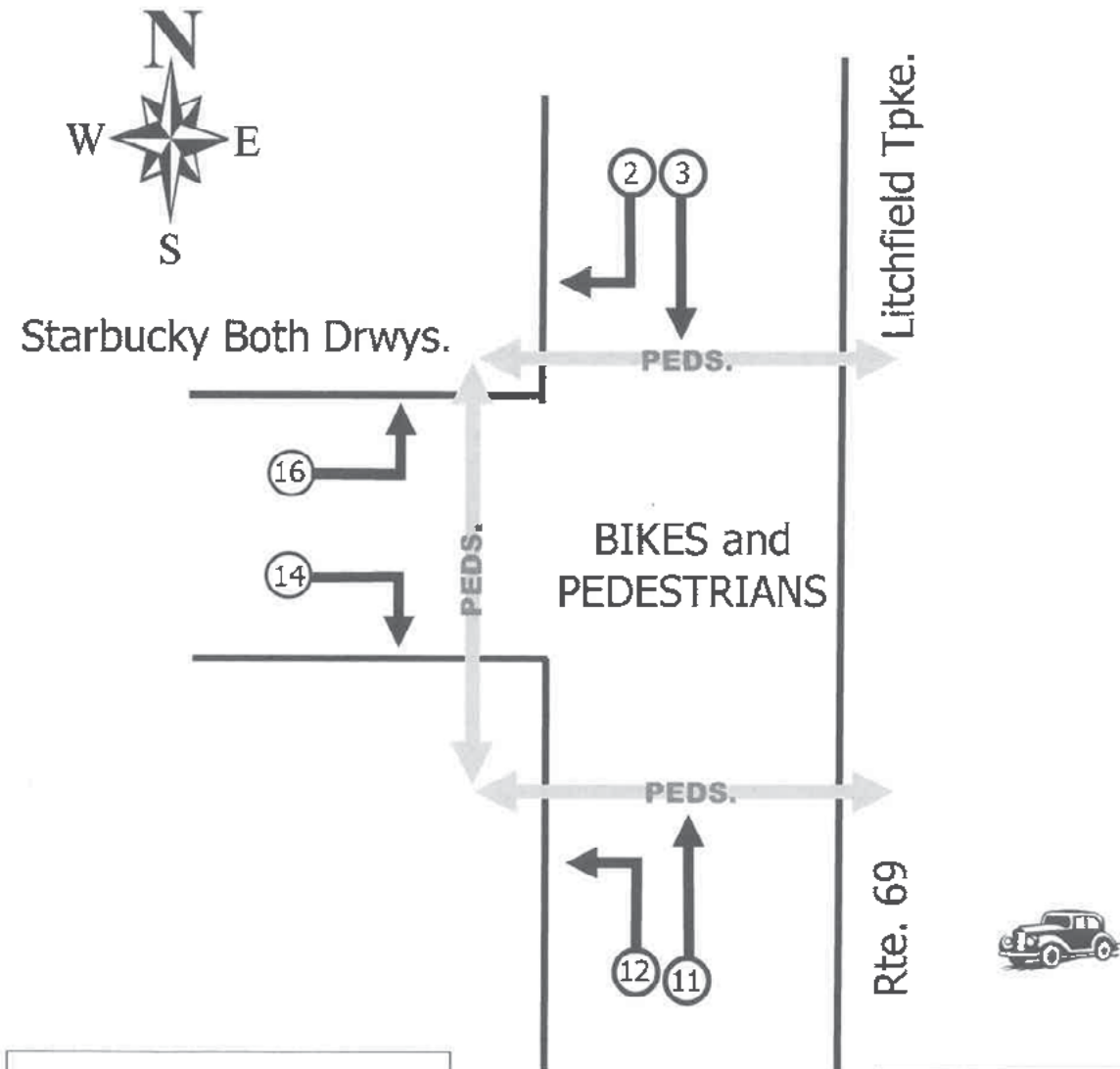
## Intersection Schematic (Loc. 9) A-1382

### Woodbridge, CT

Client: SLR International Corporation  
 Ms Fiona Flynn tel. (203) 344-7887  
 195 Church St. New Haven, CT 06510  
 Cel. (413) 695-2985

count by \_\_\_\_\_

Peak Hour \_\_\_\_\_

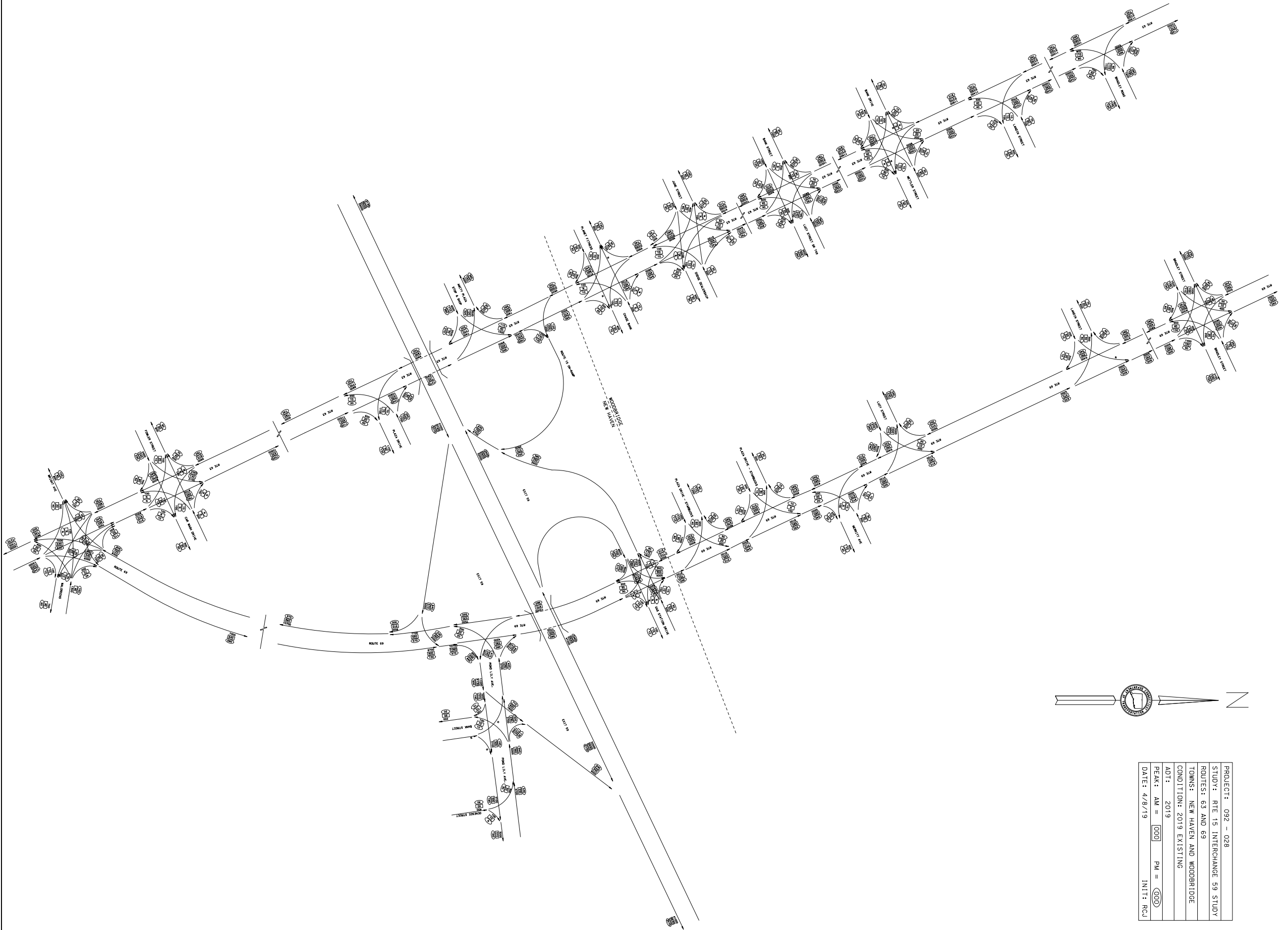


Count Times:  
 Sat. 6/11/2022  
☒ 12:00 noon to 2:00 p.m.

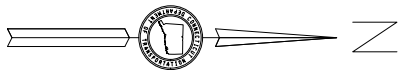
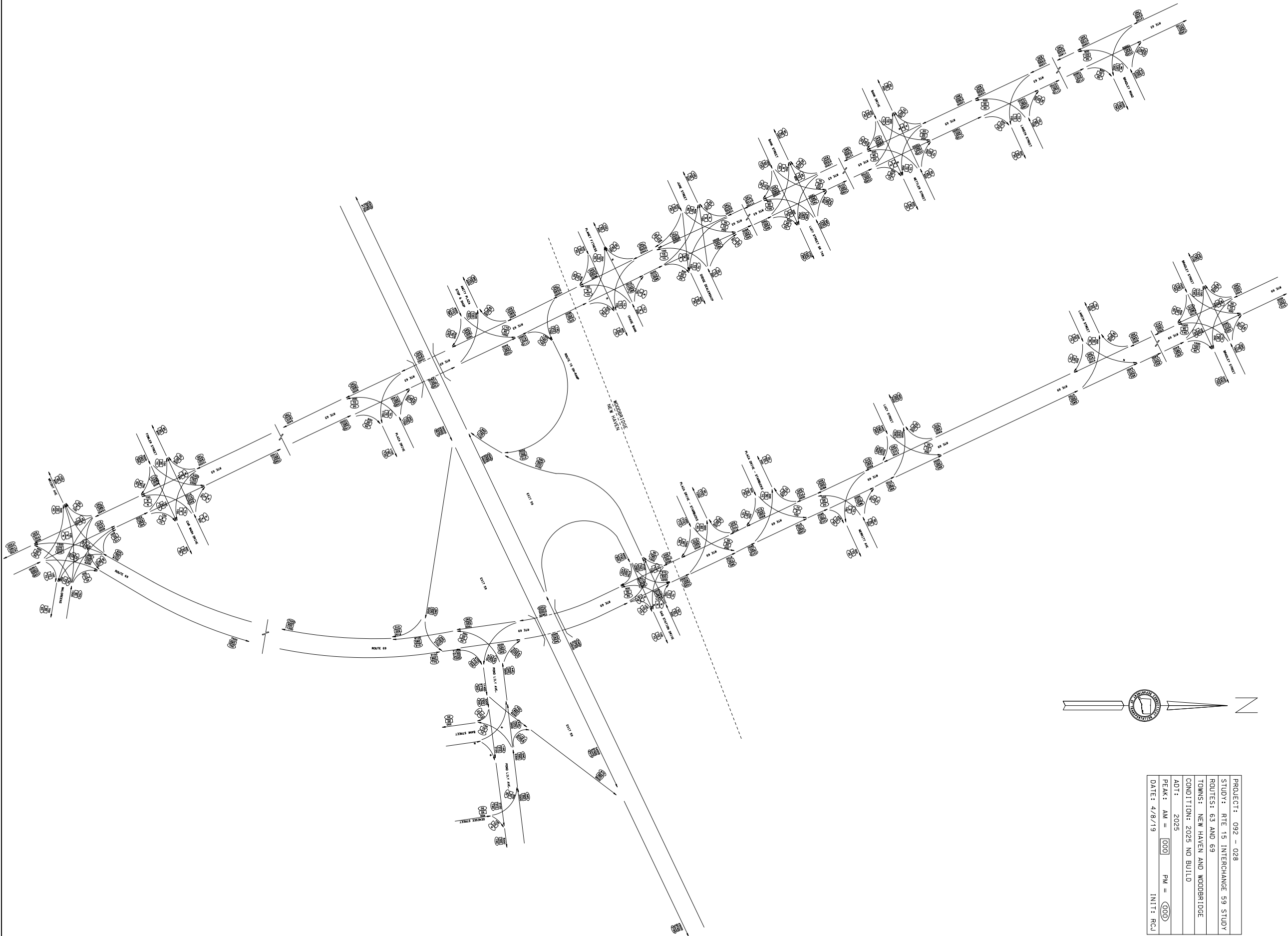
- COUNT THE FOLLOWING**
- ☒ Bicycles
  - ☒ Pedestrians  
(crossing intersection)

**ANY PROBLEMS DURING THIS COUNT CALL ME (203) 530-2042**



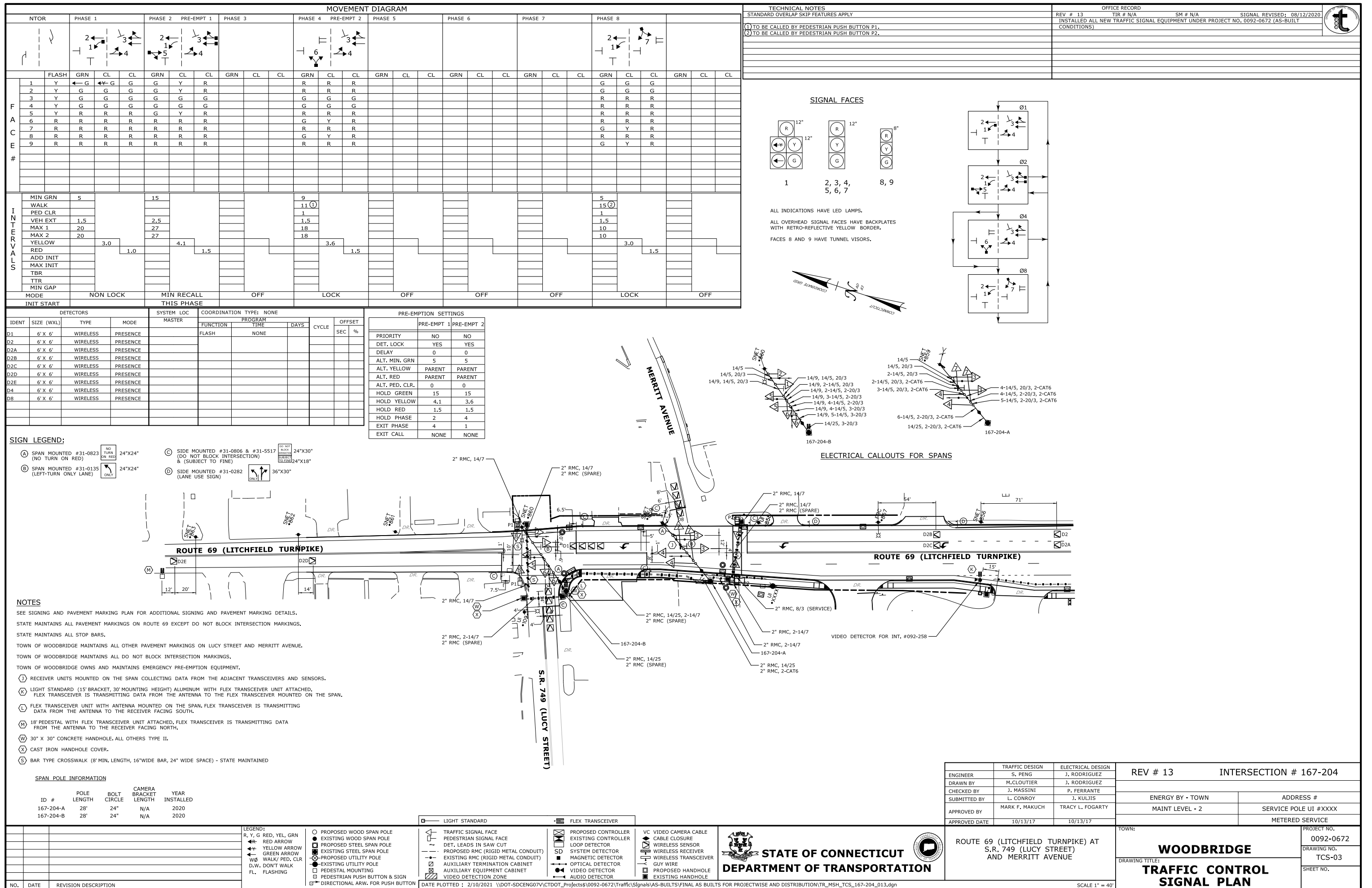






|            |                             |
|------------|-----------------------------|
| PROJECT:   | 092 - 028                   |
| STUDY:     | RTE 15 INTERCHANGE 59 STUDY |
| ROUTES:    | 63 AND 69                   |
| TOWNS:     | NEW HAVEN AND WOODBRIDGE    |
| CONDITION: | 2025 NO BUILD               |
| ADT:       | 2025                        |
| PEAK:      | AM = 000 PM = 000           |
| DATE:      | 4/8/19                      |
| INIT:      | RCJ                         |

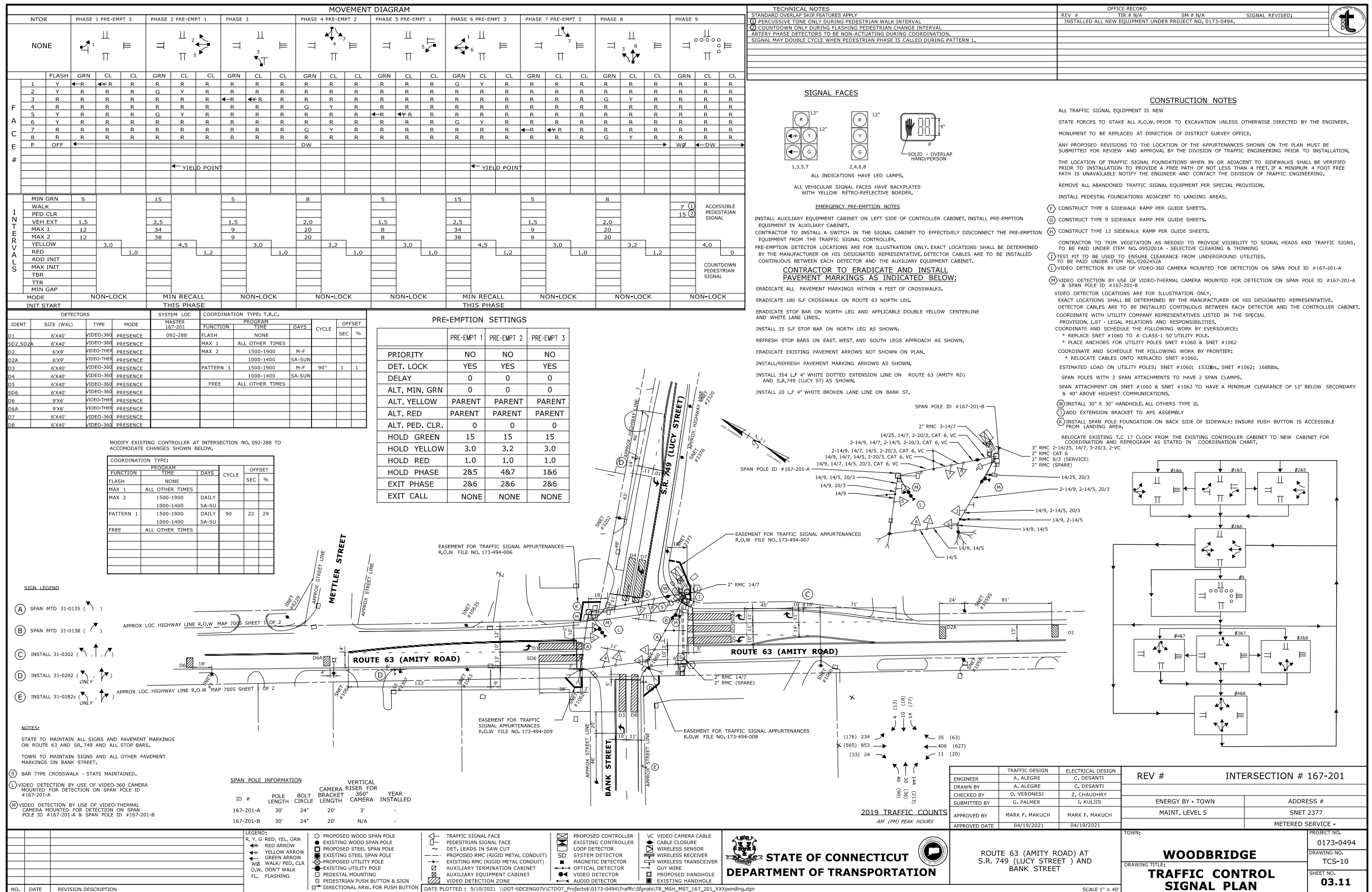




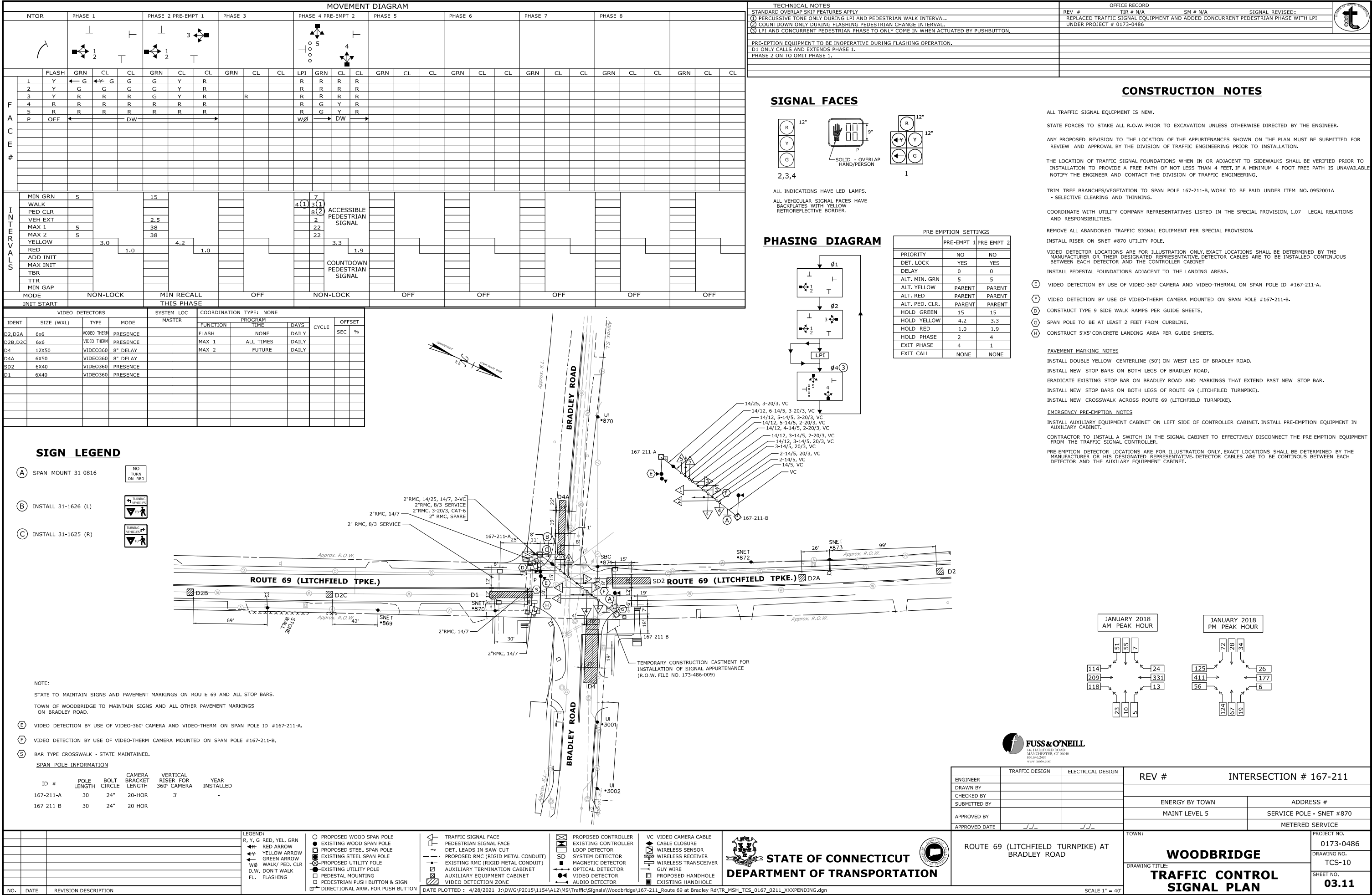




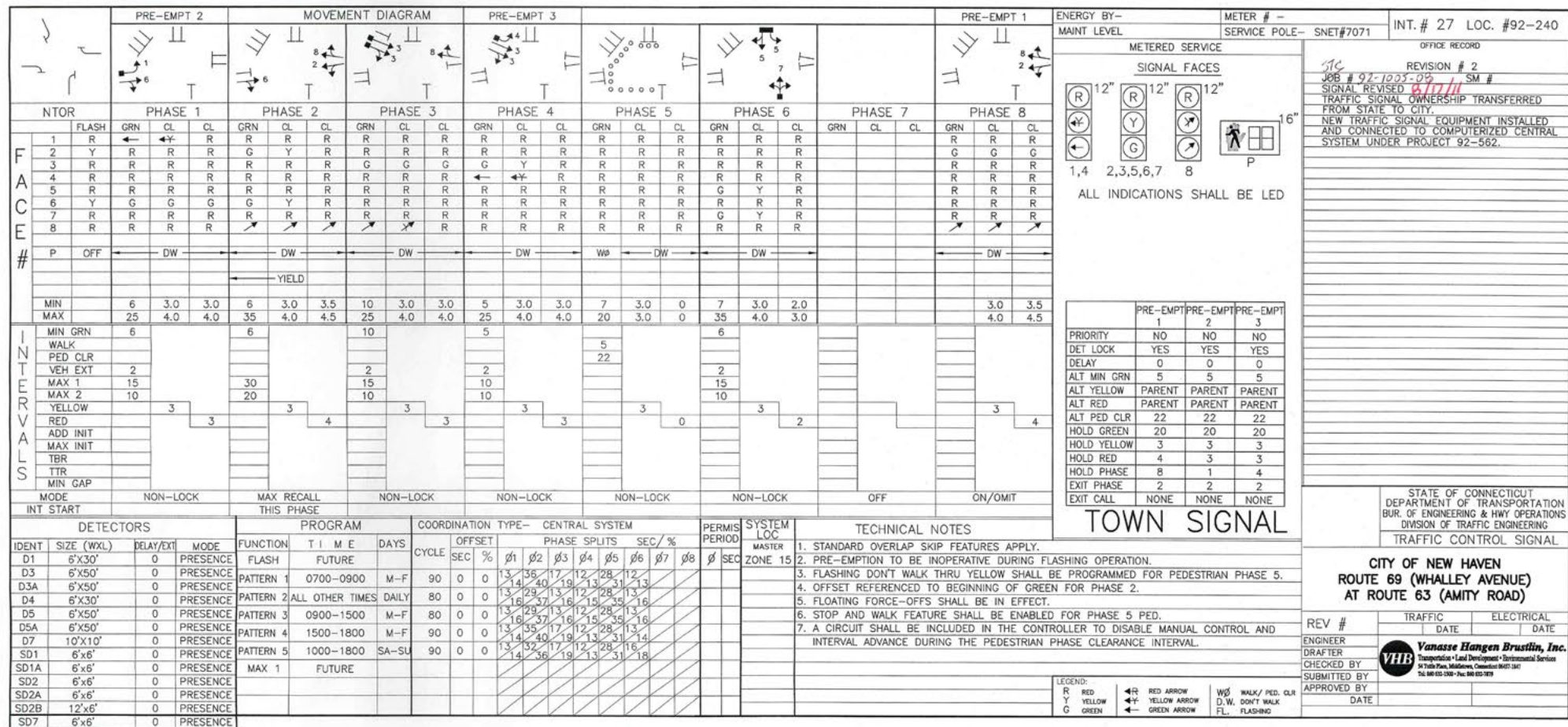












CONSTRUCTION NOTES

ALL TRAFFIC SIGNAL EQUIPMENT IS NEW.

ALL REMOVED TRAFFIC SIGNAL EQUIPMENT (POLES, CONTROLLER/CABINET, AND SIGNAL HEADS) AND SIGNS (STOP SIGNS, POST MOUNTED "NO TURN ON RED" SIGNS, AND REDUNDANT SIGNING) REMAIN STATE PROPERTY AND SHALL BE DELIVERED TO DEPARTMENT OF TRANSPORTATION SALVAGE STORE # 134 LOCATED AT BROOK STREET, ROCKY HILL, CONNECTICUT.

INSTALL EIGHT-PHASE 2070 CONTROLLER IN A CITY OF NEW HAVEN CABINET ON A 38" x 32" CONTROLLER FOUNDATION AS SHOWN ON THE PLAN. CABINET DOOR ACCESSING THE FRONT PANEL OF THE CONTROLLER TO OPEN AWAY FROM THE ROADWAY.

WHERE APPLICABLE, INSTALL CONCRETE SIDEWALK ON CABINET DOOR SIDE OF CONTROLLER FOUNDATION AS SHOWN ON THE TYPICAL INSTALLATION DETAIL SHEET.

SIGNAL APPURTENANCES (MAST ARMS, SPAN POLES, AND PEDESTALS) WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE FIELD LOCATED BY THE CONTRACTOR TO PROVIDE A FREE PATH OF NOT LESS THAN 3 FEET. ANY PROPOSED REVISIONS TO THE LOCATIONS OF THE APPURTENANCES SHOWN ON THE PLANS MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE CITY OF NEW HAVEN DEPARTMENT OF TRAFFIC AND PARKING PRIOR TO INSTALLATION.

THE CONTRACTOR SHALL REPLACE ALL PAVEMENT MARKINGS 200 FEET ALONG ALL APPROACHES, AS SHOWN ON PLANS. NEW STOP BARS, CROSSWALKS, AND LEGENDS SHALL ALSO BE INSTALLED AS SHOWN ON PLANS.

SHOP DRAWINGS REQUIRED FOR ALL SIGNS PRIOR TO MANUFACTURE.

ALL SIGNS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT HIS EXPENSE.

THE CONTRACTOR SHALL STAKE OUT ALL R.O.W. PRIOR TO EXCAVATION. ALL WORK, INCLUDING ALL FOUNDATIONS ARE TO BE WITHIN THE EXISTING R.O.W. EXCEPT AS NOTED.

THE CONTRACTOR SHALL REPLACE THE ENTIRE SECTION OF SIDEWALK DAMAGED DUE TO INSTALLATION OF CONDUIT, HANDHOLE, OR FOUNDATION. THE SIDEWALK SHALL BE RESTORED WITHIN 48 HOURS OF DISTURBANCE.

THE CONTRACTOR WILL BE REQUIRED TO TRIM TREE BRANCHES AT EACH APPROACH TO OBTAIN CLEAR SIGHTLINE TO THE SIGNAL HEADS. BRANCHES SHALL BE TRIMMED BACK TO THE CURB LINE FOR A MINIMUM OF 800 FT BACK FROM EACH STOP BAR.

ALL HANDHOLES ARE TO BE INSTALLED APPROXIMATELY 1 FOOT BEHIND THE BACK OF CURB UNLESS OTHERWISE NOTED.

THE TOP OF MAST ARM AND PEDESTAL FOUNDATIONS WITHIN SIDEWALK AREAS ARE TO BE LEVEL WITH AND ADJACENT TO THE SIDEWALK. IN EARTH AREAS, MAST ARM AND PEDESTAL FOUNDATIONS TO HAVE A 3" REVEAL.

THE OPTICAL DETECTOR AND VIDEO DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR HIS/HER DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH OPTICAL DETECTOR/VIDEO DETECTOR AND THE CONTROLLER CABINET.

THE CONTRACTOR SHALL REMOVE EXISTING PAVEMENT MARKINGS WHERE DIRECTED BY THE CITY IN ORDER TO INSTALL NEW PAVEMENT MARKINGS AS SHOWN ON THE PLANS, UTILIZING NON-DESTRUCTIVE METHODS ACCEPTED BY THE CITY AND ConnDOT.

THE CONTRACTOR SHALL TELEPHONE "CALL BEFORE YOU DIG" AT 1-800-922-4455 48 HOURS PRIOR TO ANY EXCAVATION. THE CONTRACTOR SHALL CONTACT UTILITY REPRESENTATIVES AND TOWN AGENCIES TWO WEEKS PRIOR TO INSTALLATION.

THE CONTRACTOR SHALL NOTIFY CITY OF NEW HAVEN TRAFFIC & PARKING 48 HOURS PRIOR TO START OF WORK. CONTACT MR. BUAN NOTGHI AT (203)-946-8069.

THE CONTRACTOR SHALL OBTAIN ALL NECESSARY STATE AND TOWN PERMITS, INCLUDING BUT NOT LIMITED TO: SIDEWALK, CURB AND ROAD OPENING.

THE CONTRACTOR SHALL REPLACE IN KIND ALL DISTURBED AREAS (CURBING, SIDEWALK, BRICK PAVERS ETC.) ASSOCIATED WITH THE CONSTRUCTION OF SIGNAL EQUIPMENT. THE LIMIT OF WORK ASSOCIATED WITH THE CONSTRUCTION OF SIGNAL EQUIPMENT SHALL BE A MINIMUM OF TEN (10) FEET BEYOND DISTURBED AREAS IN ALL DIRECTIONS UNLESS OTHERWISE SPECIFIED.

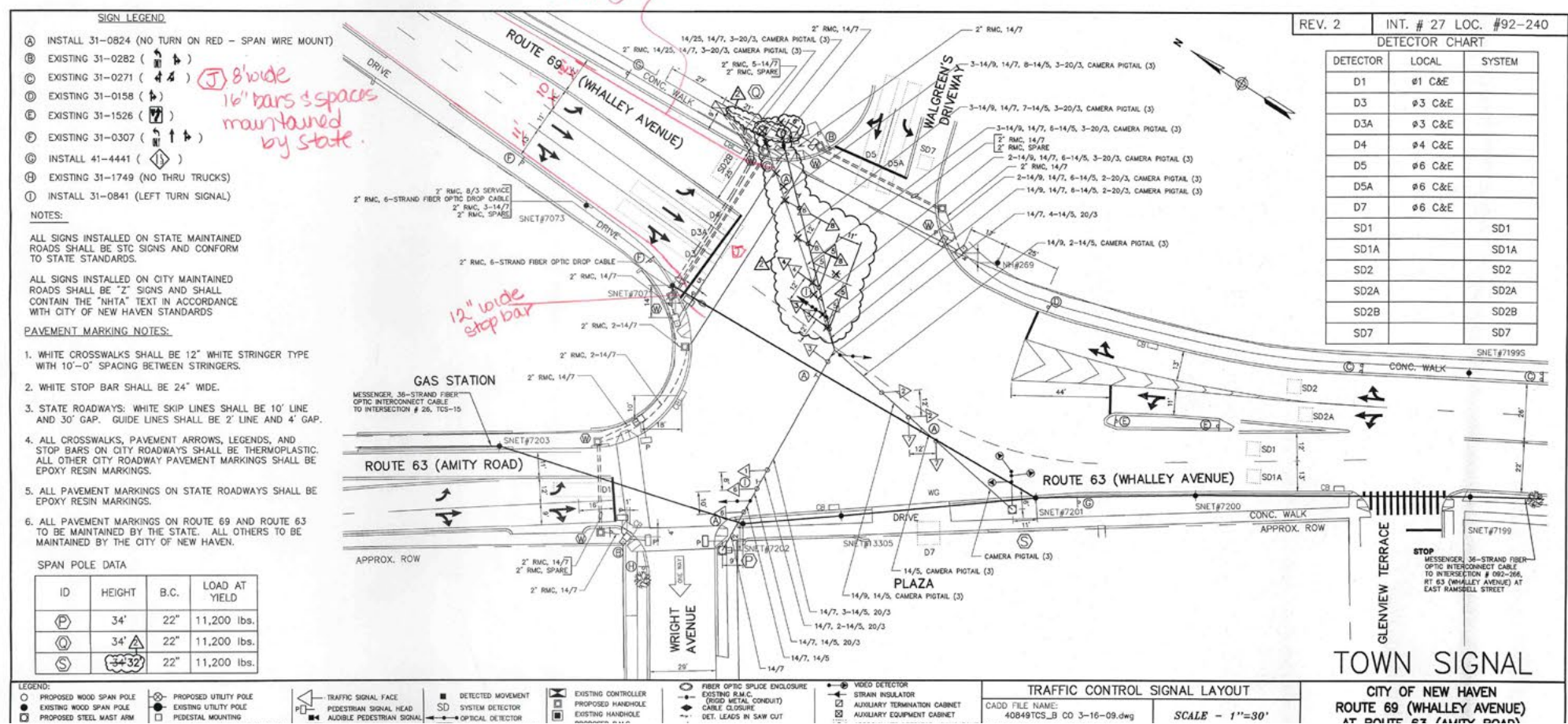
ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE CITY OF NEW HAVEN STANDARDS, INCLUDING, BUT NOT LIMITED TO, SIDEWALKS, HANDICAPPED RAMPS, AND CONTROLLERS.

CONTRACTOR SHALL INSTALL 2" RISERS EXTENDING TO THE APPLICABLE CABLE LOCATIONS ON THE SERVICE POLE INDICATED ON THE PLAN FOR ELECTRICAL SERVICE AND FIBER OPTIC COMMUNICATION.


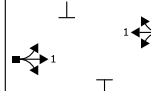
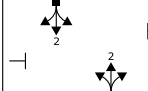
THE CONTRACTOR SHALL PROVIDE 25 FEET OF FIBER OPTIC SLACK IN THE HANDHOLE ADJACENT TO UTILITY POLE SNET 7071.

30" x 30" HANDHOLE. ALL OTHERS TYPE II.

CONTRACTOR SHALL ADJUST TRAFFIC SIGNAL EQUIPMENT AND SIGNS ALONG SPAN WIRE.





| MOVEMENT DIAGRAM                          |  |           |  |  |  |    |    |         |  |  |  |        |                          |            |  |        |                         |     |  |         |    |    |          | TECHNICAL NOTES |  | OFFICE RECORD                        |    |   |        |                            |    |  |  |  |  |  |  |
|---|--|-----------|--|--|--|----|----|---------|--|--|--|--------|--------------------------|------------|--|--------|-------------------------|-----|--|---------|----|----|----------|-----------------|--|--------------------------------------|----|---|--------|----------------------------|----|--|--|--|--|--|--|
| NTOR                                      |  | PHASE 1   |  |  | PHASE 2  |    |    | PHASE 3 |  |  | PHASE 4  |        |                          | PHASE 5    |  |        | PHASE 6                 |     |  | PHASE 7 |    |    | PHASE 8  |                 |  | STANDARD OVERLAP SKIP FEATURES APPLY |    | REV # 6<br>TIR # N/A<br>SM # 101238<br>REVISED TIMINGS UNDER PROJECT #173-454 |        | SIGNAL REVISED: 05/29/2018 |    |  |  |  |  |  |  |
|   |  |           |  |  |  |    |    |         |  |  |  |        |                          |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
|   |  | FLASH     |  |  | GRN  | CL | CL | GRN     |  |  | CL   | CL     | GRN                      |            |  | CL     | CL                      | GRN |  |         | CL | CL | GRN      |                 |  | CL                                   | CL | GRN   |        |                            | CL | CL   |  |  |  |  |  |
|   |  | 1<br>2    |  |  | Y<br>R   |    |    | G<br>R  |  |  | Y<br>R   | R<br>R | R<br>G                   |            |  | R<br>Y | R<br>R                  |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
| F<br>A<br>C<br>E<br>#                     |  |           |  |  |  |    |    |         |  |  |  |        |                          |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
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| I<br>N<br>T<br>E<br>R<br>V<br>A<br>L<br>S |  | MIN GRN   |  |  |  |    |    | 16      |  |  |  |        | 6                        |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
|   |  | WALK      |  |  |  |    |    |         |  |  |  |        | 8                        |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
|   |  | PED CLR   |  |  |  |    |    |         |  |  |  |        | 1                        |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
|   |  | VEH EXT   |  |  |  |    |    | 2.5     |  |  |  |        | 2                        |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
|   |  | MAX 1     |  |  |  |    |    | 38      |  |  |  |        | 22                       |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
|   |  | MAX 2     |  |  |  |    |    | 38      |  |  |  |        | 22                       |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
|   |  | YELLOW    |  |  |  |    |    |         |  |  |  |        |                          |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
|   |  | RED       |  |  |  |    |    | 4.1     |  |  |  |        | 3.3                      |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
|   |  | ADD INIT  |  |  |  |    |    |         |  |  |  |        | 1.9                      |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
|   |  | MAX INIT  |  |  |  |    |    |         |  |  |  |        |                          |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
| M<br>O<br>D<br>E                          |  | TBR       |  |  |  |    |    |         |  |  |  |        |                          |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
|   |  | TTR       |  |  |  |    |    |         |  |  |  |        |                          |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
|   |  | MIN GAP   |  |  |  |    |    |         |  |  |  |        |                          |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
|   |  | MODE      |  |  |  |    |    | OFF     |  |  |  |        | MIN RECALL<br>THIS PHASE |            |  |        |                         | OFF |  |         |    |    | NON-LOCK |                 |  |                                      |    | OFF   |        |                            |    |  |  |  |  |  |  |
|   |  | INT START |  |  |  |    |    |         |  |  |  |        |                          |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
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| D<br>E<br>T<br>E<br>C<br>T<br>O<br>R<br>S |  | IDENT     |  |  | SIZE (WXL)   |    |    | TURNS   |  |  | MODE   |        |                          | SYSTEM LOC |  |        | COORDINATION TYPE: NONE |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
|   |  |           |  |  |  |    |    |         |  |  |  |        |                          | MASTER     |  |        | FUNCTION                |     |  | PROGRAM |    |    | DAYS     |                 |  | CYCLE                                |    |   | OFFSET |                            |    |  |  |  |  |  |  |
|   |  |           |  |  |  |    |    |         |  |  |  |        |                          |            |  |        |                         |     |  |         |    |    |          |                 |  |                                      |    |   |        |                            |    |  |  |  |  |  |  |
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SIGNAL FACES

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12"

1,2

ALL INDICATIONS HAVE LED LAMPS

| DETECTORS |            | SYSTEM LOC |          | COORDINATION TYPE: NONE |           |
|-----------|------------|------------|----------|-------------------------|-----------|
| IDENT     | SIZE (WXL) | TURN       | MODE     | FUNCTION                | PROGRAM   |
| D2        | 10' x 6'   | 4          | PRESENCE | FLASH                   | NONE      |
| D2A       | 9' x 6'    | 4          | PRESENCE | MAX 1                   | ALL TIMES |
| D4        | 6' x 6'    | 3          | PRESENCE | MAX 2                   | FUTURE    |
| D4A       | 7' x 6'    | 3          | PRESENCE |                         |           |
| D2B       | 11' x 6'   | 4          | PRESENCE |                         |           |
| D2C       | 9' x 6'    | 4          | PRESENCE |                         |           |
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Fiona Flynn

**From:** Lockaby, John W. <John.Lockaby@ct.gov>  
**Sent:** May 18, 2022 1:17 PM  
**To:** Palmer, Gregory; Fiona Flynn  
**Subject:** RE: Signal Plans in Woodbridge  
**Attachments:** Int. No. 167-201 pending revision.pdf; Int. No. 167-211 pending revision.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

You don't often get email from john.lockaby@ct.gov. [Learn why this is important](#)

Hi Fiona,

See attached project plans. The only thing I'll add is that for 173-494, the contractor has begun drilling foundations for the mast arms and span poles. The contractor for 173-486 is scheduled to start breaking ground next month.

-Jay

Jay Lockaby, PE, PTOE  
Transportation Engineer III  
Division of Traffic Engineering  
Connecticut Department of Transportation  
Phone: 860-594-2719  
Email: John.Lockaby@ct.gov

**From:** Palmer, Gregory <Gregory.Palmer@ct.gov>  
**Sent:** Tuesday, May 17, 2022 2:55 PM  
**To:** Lockaby, John W. <John.Lockaby@ct.gov>; Fiona Flynn <fflynn@slrconsulting.com>  
**Subject:** FW: Signal Plans in Woodbridge

Jay – please provide Fiona with the project signal plans for these intersections. Also, please feel free to correct anything below about what I said regarding their construction schedules.

- 167-201 is in Project 0173-0494
- 167-211 is in Project 0173-0486/0487

Fiona – both of these projects are currently in the construction phase. My recollection is that 0173-0494 is a bit ahead of 0173-0486/0487 at this time but both projects are just about to begin their first season of active construction. Both projects are anticipated to continue into the 2023 construction season.

Thanks.

Greg Palmer, P.E.  
Transportation Supervising Engineer  
Connecticut Department of Transportation  
Division of Traffic Engineering

(860) 594-2748  
[Gregory.Palmer@ct.gov](mailto:Gregory.Palmer@ct.gov)

**From:** Fiona Flynn <[fflynn@slrconsulting.com](mailto:fflynn@slrconsulting.com)>  
**Sent:** Tuesday, May 17, 2022 2:35 PM  
**To:** Palmer, Gregory <[Gregory.Palmer@ct.gov](mailto:Gregory.Palmer@ct.gov)>  
**Subject:** FW: Signal Plans in Woodbridge

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Greg,

I received the attached signal plans for intersections #167-201 and #167-211 in Woodbridge. I was told to reach out to you for more details on the improvement projects at the intersections. Are there more updated signal timings at either intersection due to the replacement of the signals, or are these the most up-to-date versions? Also, do you have a more specific timeline for either project?

Thank you,  
Fiona



Fiona Flynn  
Transportation Engineer

D 203-344-7078  
O 203-344-7887  
C 281-997-3692  
E [fflynn@slrconsulting.com](mailto:fflynn@slrconsulting.com)

SLR International Corporation  
195 Church Street, 7th Floor, New Haven, CT 06510



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Fiona Flynn  
Transportation Engineer

D 203-344-7078  
O 203-344-7887  
C 281-997-3692  
E [fflynn@slrconsulting.com](mailto:fflynn@slrconsulting.com)

SLR International Corporation  
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From: Servidone, Anthony <Anthony.Servidone@ct.gov>

Sent: May 16, 2022 2:23 PM

To: Fiona Flynn <fflynn@slrconsulting.com>

Cc: DOT.SignalPlanMgmt <DOT.SignalPlanMgmt@ct.gov>

Subject: RE: Signal Plans in Woodbridge

Fiona, yes, looks like

167-201 there is a project 173-494 which is replacement of the traffic control signal. Construction scheduled to be complete by the end of this year.

167-211 there is a project 173-486 which looks is replacement of the traffic control signal. Construction scheduled to be in 2023.

For any additional requests, please send requests to DOT.TrafficEngineering@ct.gov.

Hope they get the GIS map back up.

Tony S.

From: Fiona Flynn <fflynn@slrconsulting.com>

Sent: Monday, May 16, 2022 9:58 AM

To: Servidone, Anthony <Anthony.Servidone@ct.gov>

Cc: DOT.SignalPlanMgmt <DOT.SignalPlanMgmt@ct.gov>

Subject: RE: Signal Plans in Woodbridge

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Hi Tony,

Are there any State projects along either Route 63 or 69 near those intersections? Usually I would check the DOT’s online GIS map, which shows the improvement projects that are underway, but that website isn’t functioning

Thanks

Fiona

SLR

Fiona Flynn

Transportation Engineer

D 203-344-7078

O 203-344-7887

C 281-997-3692

E fflynn@slrconsulting.com

SLR International Corporation

195 Church Street, 7th Floor, New Haven, CT 06510

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From: Servidone, Anthony <Anthony.Servidone@ct.gov>

Sent: May 13, 2022 3:40 PM

To: Fiona Flynn <fflynn@slrconsulting.com>

Cc: DOT.SignalPlanMgmt <DOT.SignalPlanMgmt@ct.gov>

Subject: RE: Signal Plans in Woodbridge

Hi Fiona,

Attached are PDF files of the current plans of record for the below requested plans in the Towns of Woodbridge on Routes 63 &69. Please note the following:

The locations of underground conduit for the traffic signals are approximate. The locations of other utilities shown on the plans (water lines, utility poles, etc.) should be confirmed with the appropriate owners.

Please contact Matt Blume Matthew.Blume@ct.gov should there be any questions on the attached traffic signal plan.

The traffic signal at the intersection of Amity Road (Route 63) at Sunset Drive (Amity shopping center driveway) (Int. No. 092-228) is owned and maintained by the Town of New Haven. Please contact the Town’s Local Traffic Authority or Engineering department for the latest plans of record. The contact information for the LTA is:

Mr. Sandeep Aysola, Director

Transportation, Traffic and Parking

City of New Haven

200 Orange Street

New Haven CT, 06511

Tel: (203) 946-8067

Saysola@NewHavenCT.gov

Regards,

Tony Servidone

CTDOT

Traffic Signals Asset Management

860-594-3478office

Call on Teams

From: Fiona Flynn <fflynn@slrconsulting.com>

Sent: Wednesday, May 11, 2022 4:36 PM

To: DOT.TrafficEngineering <DOT.TrafficEngineering@ct.gov>

Subject: Signal Plans in Woodbridge

EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Good afternoon,

Can someone please send me the signal plans for the following intersections in Woodbridge:

Amity Road (Route 63) at Sunset Drive (Amity shopping center driveway) 092-228

Amity Road (Route 63) at Bank St/Lucy St 167-201

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- Litchfield Turnpike (Route 69) at Bradley Rd **167-211**
- Litchfield Turnpike (Route 69) at Lucy St **167-204**
- Litchfield Turnpike (Route 69) at Merritt Ave **167-204**

Thank you!

Fiona



**Fiona Flynn**  
Transportation Engineer

**D** 203-344-7078  
**O** 203-344-7887  
**C** 281-997-3692  
**E** [fflynn@slrconsulting.com](mailto:fflynn@slrconsulting.com)

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