Connecticut Department of Transportation

Local Transportation Capital Improvement Program Application

Municipality:	Colchester	COG: SCCOG
Route/Road:	State Route 616 (Norwich Avenue)	
Project Title:	Colchester Community and Schools Sidewalk Enhancements	
Roadway Functional Classification (if applicable):	Major Collector	
COG Contact Information:	Amanda Kennedy	Executive Director
	Name	Title
	860-889-2324	akennedy@secogct.gov
	Phone Number	Email
Municipal Contact Information:	Bernard Dennler	First Selectman
	Name	Title
	860-537-7220	bdennler@colchesterct.gov
	Phone Number	Email

The applicant must answer the questions below which are intended to address basic issues about existing conditions, project management, project costs, impacts on private property, utilities, wetlands, etc. You may provide your answer in the space provided below or submit separate answer sheets. **It is important that the application be as thorough as possible, as missing information will delay the review process. All project- related sections must be completely filled out or the application will be returned and will require resubmittal.**

The intent of the application is to establish eligibility, service life, and to ensure the Municipality is considering all pertinent aspects associated with major infrastructure improvements consistent with the purpose and need of the project.

(A) Project Information

1. Select the type of proposed improvement (select all that apply):

Please note: The entire application must be completed for all projects in addition to any necessary supplemental sections (K through P) as determined by the type of project.

- ☐ Roadway Geometric Improvement
- ☑ Stand-Alone Sidewalk Construction
- ☐ Bicycle/Pedestrian Improvement, including Multi-Use Trail Facilities
- ☐ Intersection Improvement

  Provide additional information as required in section L

- ☐ Bridge Rehabilitation/Replacement

  Provide additional information as required in section M

- ☐ Major Drainage Improvement

  Provide additional information as required in section N

- ☐ Pavement Structure Improvement

  Provide additional information as required in section O

- ☐ Traffic Signal Replacement/Upgrade/New Installation/Coordination

  Provide additional information as required in section P

- ☐ Other (please specify): _____

  Provide additional information as required in section Q

2. Describe the purpose and need of the project (i.e., what are the problems to be corrected?). Please provide adequate detail to clearly convey the nature of the problem(s) to be corrected. Provide photographs to document the existing conditions and support the purpose and need. (Attachments acceptable)

   See attached

3. Provide a project description, including project limits and length, that specifically describe how the proposed improvements will correct the problem(s) identified in the purpose and need. Describe what alternative(s) were considered. (Attachments acceptable)

   See attached

A-2: Purpose and Need

The Town of Colchester has for many years expanded the level of activity in the Colchester Center area. This increased activity includes residential development, school activity, cultural activities on the Colchester Green, and civic resources being expanded. The relatively compact nature of this area naturally lends to the inclination of residents, business owners, visitors, students, and employees to wish to walk between destinations. While the Town has built and maintained a partial sidewalk network, this increased activity has revealed important gaps in the pedestrian network. Over the last few years, the Town has been more proactive in investing (both through municipal funds and grant funds) to create a safe, convenient, and welcoming pedestrian environment.

This project seeks to enhance the pedestrian network in the core of Colchester by closing gaps in the sidewalk network, repairing and replacing existing crumbling and insufficient sidewalks and adding new sidewalks along two critical stretches of road. This phase consists of three critical gaps in the existing system and is fully aligned with the Town's sidewalk and pedestrian improvement plan.

The first section is an approximately 1200 linear foot stretch of Norwich Avenue (State Route 616) between Pleasant Street and the driveway of the William J. Johnston Middle School that has a combination of inadequately narrow (less than 4' in width), damaged, and missing sidewalk. The sidewalk in this portion also includes a small wooden pedestrian bridge over Judd Brook. The bridge is in poor condition and in need of replacement. CTDOT closed the bridge in August 2025, and Public Works made repairs in September 2025, but a more permanent solution is necessary in the future.

The second section is approximately 500 linear feet also along the south side of Norwich Avenue (State Route 616) between Main Street (State Route 85) and Hayward Road, which provides access to the Colchester Youth Center. The portion of existing sidewalk is damaged and in poor condition, while other portions are missing completely.

The third component is a redesign of an existing diagonal crosswalk at Main Street (Route 85) and Norwich Avenue (Route 616) that provides access to the western side of Route 85. The existing crossing is unnecessarily long and does not connect to the existing pedestrian network. Changing the crosswalk alignment will improve safety by reducing pedestrian exposure during a crossing.

A-3: Project Description

This project seeks to improve the pedestrian network in the core of Colchester by closing gaps in the sidewalk network, repair and replace existing sidewalks, and adding new sidewalks along two critical stretches of road. A 5’ sidewalk will be provided in accordance with PROWAG for all three sections of the project.

The first section is an approximately 1200 linear foot stretch of Norwich Avenue (State Route 616) between Pleasant Street and the driveway of the William J. Johnston Middle School that has a combination of inadequately narrow, damaged, and missing sidewalk. This will also include the removal and replacement of a small, insufficient pedestrian bridge spanning a stream culvert.

The second section is approximately 500 linear feet also along the south side of Norwich Avenue (State Route 616) between Main Street (State Route 85) and Hayward Road, which will allow for repairs, replacement, and filling of gaps in the sidewalk network that accesses the Colchester Youth Center, an important historic community resource. The curb in front of the Youth Center would be restored to include two parallel parking spaces.

The third section is a crosswalk adjustment at Routes 85 and 616 which will improve pedestrian safety and convenience. The crosswalk would be straightened, and a new sidewalk would connect the crosswalk to the existing sidewalk along the western side of Route 85. The existing pedestrian signal would be replaced to ensure that it is ADA compliant.

Finally, spot repairs will be made as needed between Pleasant Street and Main Street (State Route 85).

The Town is seeking to improve and complete the sidewalk and pedestrian network in and around the Town Center area. These are either existing deteriorated sidewalks or missing segments of the linear sidewalk network. There are no available alternative pathways - these are the only reasonable places for a sidewalk network along Route 616.

4. Provide concept plans of the proposed improvement. The plans must be sufficiently developed and provide enough detail on a scaled drawing (including aerial photography base mapping if possible) to identify the following:

Inc.	N/A	
☑		Project location
☑		Limits of project
☐	☑	Approximate limits and extent of any pavement widening or realignment
☐	☑	Proposed number of lanes, widths, and arrangements
☐	☑	Approximate limits and extent of any anticipated ROW acquisitions (based on available ROW information from Assessors maps, GIS data, etc.)
☐	☑	Structures (e.g., Retaining walls, bridges)
☑	☐	Watercourses
☐	☑	Typical Cross Section including lane and shoulder widths, pavement structure, etc.

5. Have the improvements at this location been previously submitted to the Department for funding? ☐ No ☑ Yes

   If yes, when and under what program?

   2025 Community Connectivity Grant Program (project was not awarded)

6. Have any other Federal or State funding sources been applied for or awarded for the improvements at this location?

   If yes, please list source, amount, and when awarded in detail below:

   None

7. Does the project impact any State-owned Facilities (e.g., roads, bridges, etc.)?
☐ No ☑ Yes

If yes, describe the impacts:

The entirety of the project will take place within the Right-of-way of State Route 616 (Norwich Avenue), alongside the south side of the road, as well as across Route 85 (Main Street) at the intersection with Route 616.

8. In the area of the project, are there any known proposed developments?

☑ No ☐ Yes

If yes, describe the proposed developments:

9. Design Standards to be used:

☑ Established municipal standards

☑ AASHTO Policy on Geometric Design of Highways and Streets

☐ Connecticut Department of Transportation Highway Design Manual

☐ AASHTO LRFD Bridge Design Specifications and Connecticut Department of Transportation Bridge Design Manual

☐ Other, please specify: _____

(B) Rights of Way

1. Are any Right of Way (ROW) impacts anticipated? ☑ No ☐ Yes

If yes, describe the nature, extent, and type of impacts:

The project seeks to improve the pedestrian environment alongside Route 616 (Norwich Avenue) by replacing deteriorating or inadequate sidewalk and adding new sidewalk to close gaps in the pedestrian network along this stretch of road as well as improving a crosswalk. The "impacts" will be positive. No land or ROW acquisition is anticipated - all activity is proposed

2. If ROW acquisitions will be required, who does the Municipality plan to have perform acquisition activities?

   ☐ Municipal staff ☐ Consultant hired by Municipality ☐ State

3. If ROW acquisitions are to be performed by the Municipality's staff or their consultant, will the Municipality be seeking reimbursement for ROW costs?

   ☑ No ☐ Yes

(C) Utilities

1. List all utilities within the project area, including their owners.

Overhead	Underground
Eversource	State of Connecticut DOT stormwater drainage
Frontier	
Cable/Data provider	

2. Are any utility impacts anticipated? ☑ No ☐ Yes

   If yes, explain the nature and extent of the impacts:

   Note: Costs associated with utility betterments/upgrades that are not required to accommodate the proposed transportation improvement are not eligible project costs.

3. Have the utility companies been contacted to identify any plans to expand or improve existing utilities that would compromise the service life of the proposed improvements?

   ☑ No ☐ Yes

   If yes, describe any proposed improvements and their schedule:

   Project is not anticipated to affect overhead utility services.

(D) Storm water drainage system and under drains

1. Do any existing storm water drainage problems exist? ☑ No ☐ Yes

   If yes, describe the problem(s):

2. Is any storm water drainage system work anticipated, including any new or modified drainage outlets? ☑ No ☐ Yes

   If yes, explain the nature and extent of the improvements:

3. Are there any existing watercourse crossings that are proposed to be modified, rehabilitated, or replaced as part of the project? ☐ No ☑ Yes

   If yes, indicate the type of improvement needed and the reason for it. Please also indicate if any existing watercourse crossings have inadequate hydraulic capacity:

   A small pedestrian bridge will be replaced along Route 616. The bridge deck is aging and in need of replacement. The abutments will also be repaired but not replaced. No changes to the watercourse itself are proposed. All work will take place outside the watercourse.

(E) Rail Crossings

1. Are there any railroad crossings that are likely to be impacted as part of the project?

   ☑ No ☐ Yes
   ☐ At-grade
   ☐ Grade separated

   If yes, describe impacts and any necessary modifications:

(F) Pedestrian/Bicycle Safety and Mobility

1. Complete and attach the Department's Bicycle and Pedestrian Needs Assessment Form to this application (a copy of this form is included in Appendix D). In accordance with Connecticut General Statutes, Section 13a-153f, and the Department's focus on accommodating non-motorized travel modes, accommodation of all users shall be a routine part of the planning, design, construction, and operating activities of all highways. The need for inclusion of accommodations for bicyclists and pedestrians, including those with disabilities, must be reviewed for every project, regardless of funding source.

(G) Traffic

The information below needs to be provided or reviewed (as specified) by the designer for all project types except for stand-alone sidewalk projects and bicycle/pedestrian improvements, and multi-use trail facilities that do not involve pedestrian crossings

1. Volumes

   Provide existing and 20-year Projected ADTs and Turning Volumes. Refer to the Preliminary Engineering/Preliminary Design section for guidance on traffic volumes.

2. Crash Experience

   Provide a summary of crash experience using the most current three-year data, including a crash summary diagram, and analysis noting any discernable crash patterns.

3. Traffic Signals

   Review the existing traffic signal plans for projects involving signalized intersections

4. Speed Data

   Provide 85th percentile speeds in the project area

   Provide all posted speed limits in the project area

(H) Environmental Resource Involvement

Refer to Application Process/Preliminary Project Submittals - Information provided by the Department for more information.

1. Parks, Cemeteries, Historic Structures

   a. Are there any parks, cemeteries, or historic structures that are likely to be affected by the project? ☑ No ☐ Yes

If yes, describe the type and extent of the anticipated impact.

2. Wetlands

    a. Are there any wetlands that are likely to be affected by the project?

    ☐ No ☑ Yes

    If yes, describe the type and extent of the anticipated impact.

    A wetlands permit will be required for the replacement of the pedestrian bridge, but the project will stay out of the water itself.

3. Hazardous or Contaminated Sites

    a. Has the potential for hazardous or contaminated sites and materials in the project area been investigated? ☑ No ☐ Yes

    If yes, describe the type and extent of the anticipated impact.

(I) Public Involvement

Refer to Preliminary Engineering/Project Design - Public Involvement section for more information.

1. Has public involvement been conducted? ☐ No ☑ Yes

    If yes, describe the public involvement effort, when it was conducted, and any public support or opposition to the project:

    The Town of Colchester has been actively working with key stakeholders on this project, including outreach and conversation with the School District, Youth and Social Services, the Council of Governments, Senior Services, residential groups, and business owners. These stakeholders, along with the community at large, helped to assemble improvement priorities for the Sidewalk Improvement Plan, and these groups will be the core of public engagement and outreach efforts as plans for this improvement phase moves forward.

If no, describe the planned public involvement effort should the project move forward:

NA

(J) Cost Estimate

1. Attach a preliminary cost estimate identifying:
    a. Approximate quantities and assumed unit prices of the major contract items
    b. An allowance for minor items (percentage of a)
    c. Standard lump sum items (e.g., clearing and grubbing, mobilization, construction staking, maintenance and protection of traffic), as applicable (percentages of a + b)
    d. Total contract items (a + b + c)
    e. Contingencies (10% of d)
    f. Incidentals to construction, (e.g., construction inspection, materials testing) (10% of d)
    g. Rights of Way costs
    h. Eligible utility relocation costs (in accordance with CGS 13a-98f)
    Note: Costs associated with utility betterments/upgrades that are not required to accommodate the proposed transportation improvement are not eligible project costs
    i. Total project costs (d + e + f + g + h)

Sample cost estimate form provided in Appendix C and the Excel spreadsheet is available for download from the Department's LOTCIP webpage:

https://portal.ct.gov/DOT/Office-of-Engineering/Highway-Design---Local-Roads---LOTCIP

Refer to the Department's most current Cost Estimating Guidelines for cost estimate guidance or use town-generated unit prices. The anticipated costs for each phase of the project shall be well documented and based on reasonable anticipated costs.

The guidelines are located at:

https://portal.ct.gov/DOT/Engineering-Applications/Submissions---Cost-Estimating

Construction Cost Estimate | LOTCIP Application

Rev. 3/22/23

Colchester Norwich Avenue Sidewalk Improvements, Colchester CT

Major and Minor Contract Items

	Item No.	Item	Unit	Quantity	Unit $	Total Cost (LOTCIP)	Total Cost (Non-Participating)
	1	Saw cut pavement	LF	500	$ 2.00	$ 1,000.00	
	2	Remove existing pavement	SF	1000	$ 2.50	$ 2,500.00	
	3	Remove existing concrete walk	SF	420	$ 3.00	$ 1,260.00	
	4	5" thick concrete sidewalk	SF	5680	$ 25.00	$ 142,000.00	
	5	8" thick concrete sidewalk	SF	2320	$ 30.00	$ 69,600.00	
	6	Paved driveway	EA	14	$ 5,000.00	$ 70,000.00	
	7	Traffic control	LS	1	$ 23,000.00	$ 23,000.00	
						$ -	
						$ -	
	8	Sedimentation control	LS	1	$ 3,000.00	$ 3,000.00	
						$ -	
						$ -	
						$ -	
	9	Repair/New 6" bituminus curb	LF	400	$ 10.00	$ 4,000.00	
	10	Reset existing signage	EA	11	$ 300.00	$ 3,300.00	
	11	Loam, seed, fertilize	SF	8000	$ 1.25	$ 10,000.00	
						$ -	
	12	Removal of existing pedestrian bridge	LS	1	$ 5,000.00	$ 5,000.00	
	13	Pedestrian bridge abutment repair	LS	1	$ 10,000.00	$ 10,000.00	
	14	New prefabricated pedestrian bridge	LS	1	$ 50,000.00	$ 50,000.00	
	15	Revised crosswalk at 85/616 corner	EA	1	$ 50,000.00	$ 50,000.00	
	16	Spot repairs to concrete sidewalk between Pleasant	LS	1	$ 10,000.00	$ 10,000.00	
					$ 1.00	$ -	$ -
					$ 1.00	$ -	$ -
					$ 1.00	$ -	$ -
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					$ 1.00	$ -	$ -
					$ 1.00	$ -	$ -
A	**Major Items Subtotal**					**$ 454,660**	**$ -**
B	**Minor Items Subtotal**		25	% of Line "A"		**$ 113,665**	**$ -**
C	**Major and Minor Contract Items Subtotal (A + B)**					**$ 568,325**	**$ -**

Other Item Allowances

	Clearing and Grubbing	2	% of Line "C"	$ 11,367	
	M & P of Traffic	3	% of Line "C"	$ 17,050	
	Mobilization	6.5	% of Line "C"	$ 36,941	
	Construction Staking	1	% of Line "C"	$ 5,683	
D	**Other Items Subtotal**			**$ 71,041**	
E	**CONTRACT SUBTOTAL (C + D)**			**$ 639,366**	

Inflation Costs (Simple Method)

	Date of Estimate	Dec-25	
	Anticipated Bid Date	Jun-27	
	Annual Inflation	5.0%	*0% if bid date is < 1yr in the future, per DOT estimating guidelines
F	**Inflation Subtotal**	7.0%	of Line "E" **$ 44,756** **$ -**
G	**TOTAL CONTRACT COST ESTIMATE (E + F)** (Rounded to nearest $1000)		**$ 684,000** **$ -**

LOTCIP Project Costs Summary			
Contract Cost Estimate (Line "G")		$ 684,000	$ -
Contingencies (10% per LOTCIP Guidelines)	10%	$ 68,400	$ -
Incidentals (10% per LOTCIP Guidelines)	10%	$ 68,400	$ -
ROW	LS	N/A	N/A
Relocations conducted by Utility forces (non-contract items)	LS	N/A	N/A
TOTAL PROJECT COST		**$ 820,800**	**$ -**

CTDOT FUNDING COMMITMENT (DATE)	**$ -**
DIFFERENCE	**#DIV/0!**

ADDITIONAL INFORMATION TO BE PROVIDED BASED ON IMPROVEMENT TYPE SELECTED IN SECTION (A)1:

(K) Roadway Geometric Improvements

Proposed Design Speed

(L) Intersection Improvements

Capacity Analyses (For build and no-build conditions using existing and projected traffic volumes).*

(M) Bridge Rehabilitation/Replacement

Latest Condition Report

(N) Major Drainage Improvement

Material, Age, Hydraulic adequacy assessment of existing drainage system (Condition Report, post-cleaning is preferred)

(O) Pavement Structure Improvement

The level of investigation will be dependent upon the proposed improvements. **Cores or test pits must be performed** such that a representative sample of the existing roadway condition is obtained. If varying pavement conditions exist along the roadway indicating the possibility of different pavement conditions, a test pit should be performed in each roadway section. **Pavement thickness and type, sub-base thickness and type**, and the presence of fines and/or groundwater must be noted. Attach the data obtained. If full depth reconstruction is proposed, cores or test pits may be required to justify the scope of the proposed improvements.

Approximate percentage of heavy vehicles: _____

What is the existing pavement type, condition, and thickness?

What is the anticipated pavement design? Describe the type and depth of each course including the base that is suitable for the ADT and percentage of heavy vehicles. Does it meet current design standards? Describe the cross-section (e.g., lanes and shoulder widths, etc.).

Describe how the service life requirement for the proposed pavement design was determined:

(P) Traffic Signal Replacement/Upgrade/New Installation/Coordination

Who is/will be responsible for ownership, maintenance, and electrical costs

Age of existing signals

Capacity Analyses (For build and no-build conditions using existing and projected traffic volumes)*

Warrant Analysis for new signals

Systems Engineering Analysis Form (SEAFORM) for Intelligent Transportation Systems (ITS) projects

(Q) Other

To be determined based on type of improvement proposed.

***Capacity Analysis:** For the purposes of this application, a simplified analysis may be performed for signalized intersections that do not require detailed assumptions, proprietary software or specialized traffic engineering skills. The "Quick Estimation Method" is described in detail in the 2010 Highway Capacity Manual, with accompanying worksheets that can be completed by hand. A brief description of the method is also described in Section 3.3.6 of the FHWA Signal Timing Manual, where it is referred to as a "Critical Movement Analysis." The relevant section of the FHWA publication can be accessed at: http://ops.fhwa.dot.gov/publications/fhwahop08024/chapter3.htm

This simplified analysis will yield an approximate critical volume/capacity ratio that can be used to assess overall operation of the intersection. The build and no-build conditions should be analyzed for the existing and projected traffic volumes.

APPLICATION SUBMISSION

This application and supporting documents must be submitted by the Municipality to their COG. At such time when the application is to be forwarded to the Department of Transportation by the COG, it must be forwarded electronically to:

DOTLOTCIPapp@ct.gov

Prepared by: Sal Tassone, PE Date: 11/20/25

Name, Title, and stamp of Responsible P.E. (Municipal or Consultant)

Signature

(*Stamp*)

Reviewed/Recommended by: Bernard Dennler Date: 12/29/25

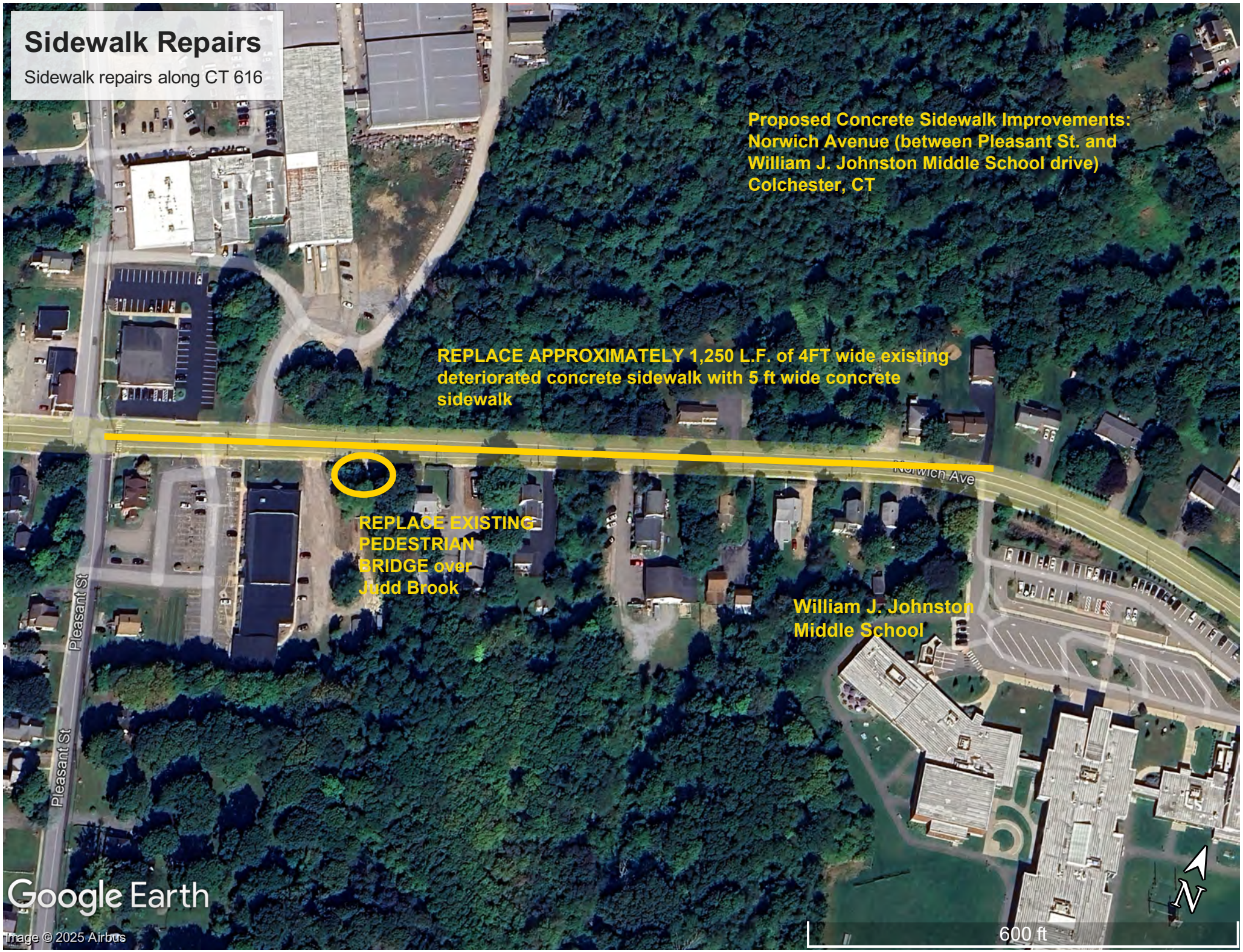
Name and Title of Municipal Chief Administrative Officer

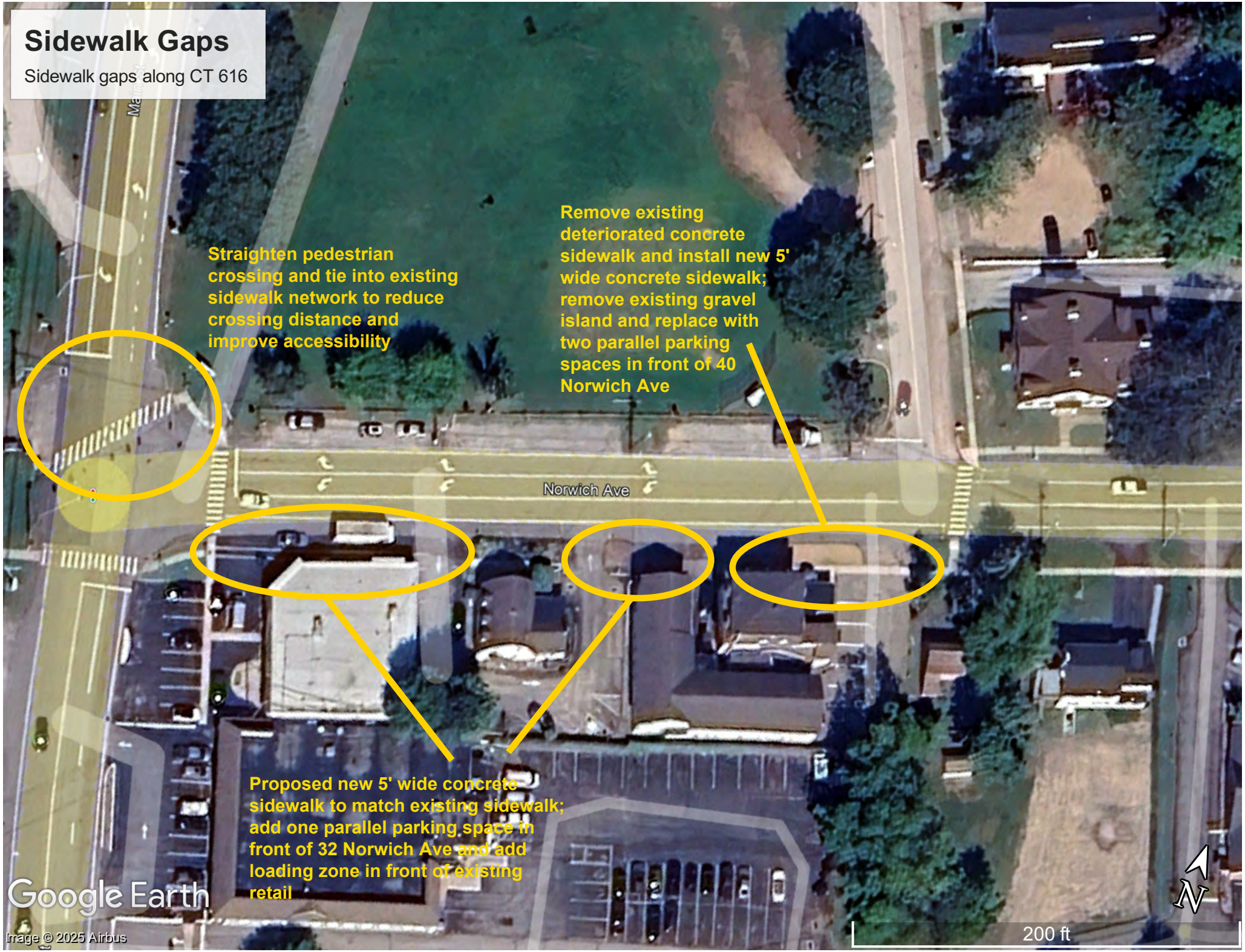
Signature

Endorsed/Recommended by: Amanda Kennedy Date: _____

Name and Title of COG Executive Director

Signature


Sidewalk Repairs
Sidewalk repairs along CT 616
Proposed Concrete Sidewalk Improvements:
Norwich Avenue (between Pleasant St. and
William J. Johnston Middle School drive)
Colchester, CT
REPLACE APPROXIMATELY 1,250 L.F. of 4FT wide existing deteriorated concrete sidewalk with 5 ft wide concrete sidewalk
REPLACE EXISTING PEDESTRIAN BRIDGE over Judd Brook
Norwich Ave
Pleasant St
Pleasant St
William J. Johnston Middle School
Google Earth
Image © 2025 Airbus
600 ft
N


Sidewalk Gaps
Sidewalk gaps along CT 616
Straighten pedestrian crossing and tie into existing sidewalk network to reduce crossing distance and improve accessibility
Remove existing deteriorated concrete sidewalk and install new 5' wide concrete sidewalk; remove existing gravel island and replace with two parallel parking spaces in front of 40 Norwich Ave
Norwich Ave
Proposed new 5' wide concrete sidewalk to match existing sidewalk; add one parallel parking space in front of 32 Norwich Ave and add loading zone in front of existing retail
Google Earth
Image © 2025 Airbus
200 ft
N



Sidewalk failure along Route 616/Norwich Ave - Summer



Sidewalk failure along Route 616/Norwich Ave - Winter



Sidewalk failure and gaps along Route 616/Norwich Ave – From Youth Center to Route 85



Diagonal crosswalk across RT 85 at RT616 with no connection to sidewalk network





Pedestrian Bridge on RT 616 Norwich Ave between Pleasant Street and William J Johnston Middle School – CT DOT closed in August 2025 and PW made repairs in September 2025 – more permanent solution is necessary in the future



Town of Colchester

Geographic Information System (GIS)

Approx. ROW limits R between Pleasant Street and WJJMS

Date Printed: 12/30/2025



MAP DISCLAIMER - NOTICE OF LIABILITY

This map is for assessment purposes only. It is not for legal description or conveyances. All information is subject to verification by any user. The Town of Colchester and its mapping contractors assume no legal responsibility for the information contained herein.

Approximate Scale: 1 inch = 200 feet

0 200 Feet

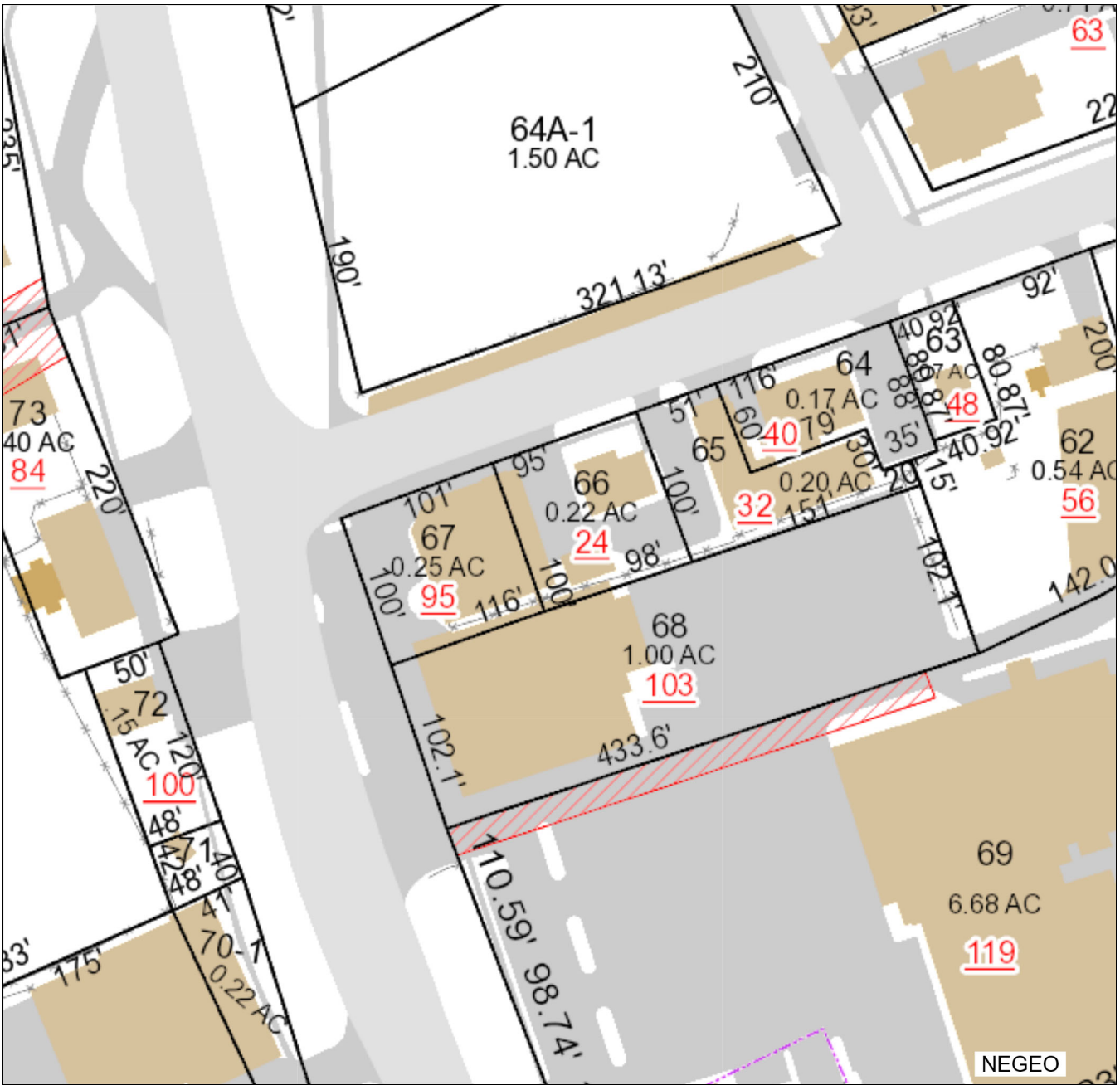
N W E S

Town of Colchester

Geographic Information System (GIS)

Approx. ROW limits R and R

Date Printed: 12/30/2025



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Approximate Scale: 1 inch = 100 feet

0 100 Feet

N W E S

Flood Zone Information for Judd Brook at RT 616



CONNECTICUT DEPARTMENT OF TRANSPORTATION

BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM (BPTNA)



In accordance with Connecticut General Statutes, Section 13a-153f, Accommodations and Provisions of Facilities for All Users and the Department's Policy Statement No. EX.0-31, It is the policy of the Department to consider the needs of all users of all abilities and ages (specifically including pedestrians, bicyclists, transit users, and vehicle operators) in the planning, programming, design, construction, retrofit and maintenance activities related to all roads and streets as a means of providing a "safe, efficient transportation network which enhances quality of life and economic vitality." Therefore, the need for inclusion of accommodations specifically for bicyclists and pedestrians, including those with disabilities, must be reviewed for **every** project.

This form shall apply to all Department projects, mainline utility projects within the state right-of-way, the Office of the State Traffic Administration (OSTA) certificate applications receiving state or federal funding, and municipal transportation projects that receive state or federal funding. This form provides designers the documentation and information needed to make decisions on the need and extent of bicycle and pedestrian features that should be included in a project. This form is not intended to dictate what features should be included in a project design, as guidance on those questions can be found in numerous other reference documents. This form should be completed to the extent practical (at least Sections 1 & 2) during the project scoping phase and finalized by the completion of the Preliminary Design. Once signed, this form should be retained with the project documents.

Project Number(s):	N/A	Route(s):	State Route 616 (Norwich Avenue)
Project Name:	Colchester Community and Schools Sidewalk Enhancements		
Municipality(s):	Colchester	Planning Region(s):	Southeastern Connecticut

SECTION 1: APPLICABILITY

Although bicycle and pedestrian accommodations should be considered for all projects, certain types of projects (e.g. bridge deck patching, culvert re-lining, projects on expressway mainlines) do not typically provide reasonable opportunity to provide improvements for these travel modes. Considering the project type answer the question below. If the question below is answered **no**, please explain why, then skip to the last page, sign the form, and file this form with the project documents. If the answer is **yes**, go to Section 2 and complete the rest of the form.

Does this project type provide reasonable opportunity to provide improvements for non-motorized access?	Yes ☑ No ☐
If no, why?	

SECTION 2: ASSESSMENT OF STUDY AREA

2.1 Study Area Map

Identify any non-motorized and/or transit generators located within the Study Area (Study Area is generally defined as approximately ½ mile radius from the project limits). Using the letters in the code column below, create a map from a location plan or aerial photograph indicating the location of existing or planned non-motorized or transit user generators identified below (for planned facilities, precede the letter with a P-).

Non-Motorized/Transit User Generators	Code
Residential Areas: Indicate any general areas of dense residential housing	**R**
Parks: Include areas that would attract people, whether officially designated as a park or not	**P**
Recreational Areas: Examples include athletic fields, dog parks	**RA**
Religious Facilities	**C**
Schools (including public and private schools, colleges, universities, daycare or other educational institution)	**S**
Health / Medical Facilities	**H**
Town Centers: typically would include areas where Town Halls, Libraries and other public facilities exist	**TC**
Shopping Centers: especially centers with businesses where non-motorized customers might be expected (restaurants, bookstores, drug stores, etc.)	**M**
Large Employment Businesses: Factories, large office buildings, hospitals, government offices	**E**
Bus Stops	**B**
Public Transit Facilities: train/bus stations, airports	**T**
Shared-use trail access / parking	**TA**
Other: other known facilities expected to generate or attract non-motorized users _____	**O**

2.2 Analysis of Study Area		
Using the map prepared in Section 2.1, and the resources suggested below, answer the following questions about the study area. **[For State/District-wide or Division of Traffic Engineering projects with many locations use the "Multi-location BPTNA Table" at: https://portal.ct.gov/DOT/PP_Policy/Documents/BikePed_Dashboard to answer questions marked with an (*)]**		Explain as needed (attach additional sheet(s) if needed)
a. * Referencing the CTDOT Interactive Bike Map located at: http://www.ctbikepedplan.org/interactivemap.html is this project located on the Connecticut Statewide On-Road or Off-Road Bicycle Planning Network?	Yes ☑ No ☐	Route 616 On-Road Network
b. * Have all existing bicycle, pedestrian and transit features within and just beyond the project limits (such as: features and ADA accessibility of existing bus stops, sidewalks, shoulder widths, bicycle markings/signs, shared-use paths, etc.) been identified and assessed for condition and need? (If assistance is needed identifying Transit requirements a request can be sent to: DOT.PTransBikePed@ct.gov)	Yes ☑ No ☐	
c. * Are there any areas of concern where physical impediments to non-motorized travel through the study area exist? Physical impediments can be excessive grade, limited width of roads/bridges, gaps or need for sidewalks (indicated by worn foot paths), utility poles or other appurtenances restricting access, etc.	Yes ☑ No ☐	gaps or need for sidewalks
d. * Is there any reason to anticipate an increase in travel by non-motorized and /or transit users through the project limits in the future?	Yes ☑ No ☐	
e. * Based on the U.S. Access Board's Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), are there barriers to mobility inhibiting continuous access between schools, hospitals, senior care, or community centers, etc. for persons with disabilities that **cannot** be addressed in this project?	Yes ☐ No ☑	
f. * Is there a pattern of bicycle or pedestrian crashes within the project area? Crash information can be found by accessing the UCONN Crash Repository at (https://www.ctcrash.uconn.edu/).	Yes ☐ No ☑	

g. Does the project provide <u>unique or primary access</u> (defined as access which is not otherwise available within approximately one-half mile of the project) : • across a river, highway corridor or other natural and/or man-made barrier? • into or out of any of the bicycle and pedestrian generators listed above? • between communities?	Yes ☐ No ☑ Yes ☐ No ☑ Yes ☐ No ☑	
h. Is the project located near or provide new access or connectivity to state parks, forests or CT Designated Greenways? Information on State Parks, Forests and Greenways can be found at: http://www.ct.gov/deep/cwp/view.asp?a=2707&q=323852 and http://www.ct.gov/deep/parkmaps If yes, please notify the Trails and Greenways Program Coordinator at the Department of Energy & Environmental Protection, State Parks Division, by sending a location and description of the project to: deep.stateparks@ct.gov. This is for notification and not intended to be a formal review and /or concurrence.	Yes ☑ No ☐	Project located approximately 1/2 mile from the Colchester Spur of the Airline Trail
i. In accordance to the Complete Streets Policy, the Department will include non-motorized users in traffic counts to the extent possible. Has the existing pedestrian and/or bicyclist usage patterns within the project limits, particularly at intersection and midblock crossings, been observed / collected?	Yes ☐ No ☑	
j. Has there been any documented public concern or comments about non-motorized and/or transit needs in the area?	Yes ☑ No ☐	Residents frequently complain to the First Selectman, Public Works, and Planning departments about the condition of sidewalks on Norwich Ave.
k. Are there any comprehensive regional or local planning documents (such as Complete Streets Plan, Sidewalk Plan, Plan of Conservation & Development, etc.) that address bicyclists, pedestrian or transit user conditions within or proximate to the project limits? (Can usually be found on applicable website) Contact the RPO Coordination or Intermodal Planning units in the Bureau of Policy and Planning if assistance is needed.	Yes ☑ No ☐	Colchester Sidewalk Improvement Plan (2010) and SECOG Regional Bike and Pedestrian Plan.

SECTION 3: NON-MOTORIZED AND TRANSIT ACCOMMODATIONS

Identify any non-motorized and/or transit user accommodations/improvements that may be considered as part of this project. This section is provided as a list of countermeasures that may be appropriate and is not intended to dictate what features should be included in the project design. **[For State/District-wide or Division of Traffic Engineering projects with many locations answer this section by considering all sites as if they were one location]**

3.1 Pedestrian Facilities and Crossing Treatments		*3.2 Bike Facilities (Cont.)*	
a. New sidewalks	Yes ☑ N/A ☐	e. Signage and/or pavement markings	Yes ☐ N/A ☑
b. Pedestrian median crossing island	Yes ☐ N/A ☑	f. Bicycle parking, bike racks/lockers	Yes ☐ N/A ☑
c. Curb extension/bulb-outs	Yes ☐ N/A ☑	g. Trail Improvements, including parking	Yes ☐ N/A ☐
d. Reduced Corner Radius	Yes ☐ N/A ☑	h. Special height railings	Yes ☐ N/A ☑
e. Pedestrian bridge/tunnel	Yes ☑ N/A ☐	*3.3 Bike & Pedestrian Treatments*	
f. New or relocated unsignalized or mid-block crossing	Yes ☐ N/A ☑	a. Road diet	Yes ☐ N/A ☑
g. Enhanced illumination at pedestrian crossings	Yes ☐ N/A ☑	b. Narrowing travel lane width	Yes ☐ N/A ☑
h. Pedestrian signing and yield lines	Yes ☐ N/A ☑	c. Corridor-wide speed calming	Yes ☐ N/A ☑
i. Parking restrictions near crossings	Yes ☐ N/A ☑	***3.4 Transit Facilities***	
j. Pedestrian hybrid beacon [PHB; also known as the High intensity Activated crossWalK (HAWK)]	Yes ☐ N/A ☑	a. New or revised bus stops	Yes ☐ N/A ☑
		b. Bus shelters	Yes ☐ N/A ☑
k. Rectangular rapid flashing beacon (RRFB)	Yes ☐ N/A ☑	c. Standing pads	Yes ☐ N/A ☑
l. Pedestrian fencing on bridges	Yes ☐ N/A ☑	d. New or revised crossing for bus stop	Yes ☐ N/A ☑
		3.5 Streetscape Elements	
3.2 Bike Facilities		a. Landscaping, street trees, planters, buffer strips, etc.	Yes ☐ N/A ☑
a. Dedicated bike lane or cycle track	Yes ☐ N/A ☑	b. Decorative lighting	Yes ☐ N/A ☑
b. Shared-used lanes	Yes ☐ N/A ☑	c. Public seating or benches	Yes ☐ N/A ☑
c. Shared-used path	Yes ☐ N/A ☑	***3.6 Other (please specify):***	
d. Wider shoulders	Yes ☐ N/A ☑		

Once completed this form should be signed, attached to the Preliminary Design Statement, and filed with the project documents in ProjectWise. If the answer to the question under Section 1 "Applicability" is "Yes", please email the link to the completed form in ProjectWise (or a PDF copy) to: CTDOT.BikePedReviews@ct.gov. Comments will be provided if necessary however, designers are not required to obtain concurrence to move forward with design. This form will be maintained and periodically updated by the Office of Strategic Planning & Projects in the Bureau of Policy & Planning.

Prepared By: Sal Tassone, PE

Project Engineer - Print Name



Signature

Date: 12/30/25

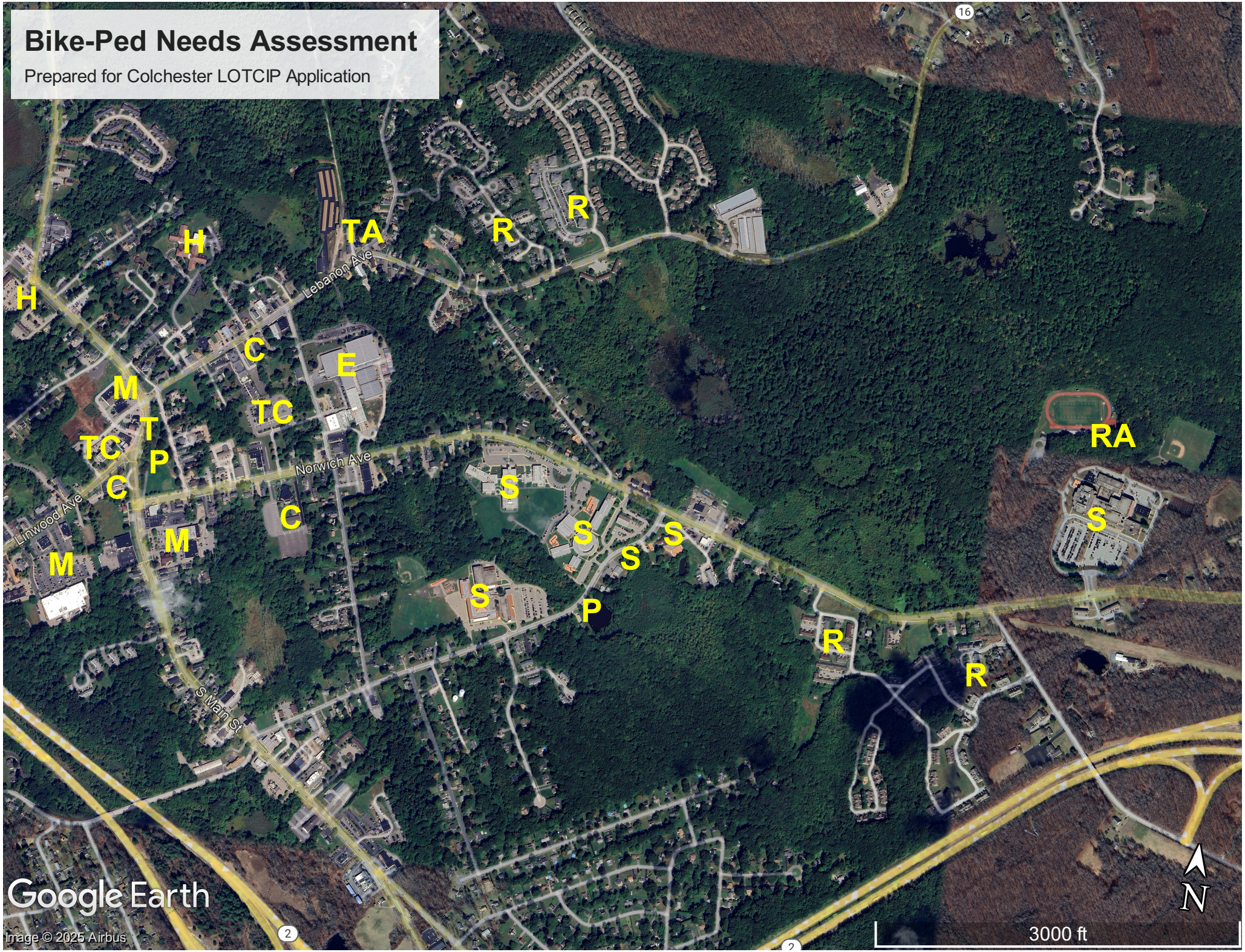
Approved By: _____

Project Manager - Print Name

_____

Signature

Date _____


Bike-Ped Needs Assessment
Prepared for Colchester LOTCIP Application
Lebanon Ave
Norwich Ave
Linwood Ave
S Main St
16
2
2
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C
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Google Earth
Image © 2025 Airbus
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SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

LOTCIP Application Resource – Plan and Study Checklist

Use this checklist to identify where the proposed project area has been previously identified as a project. The list was pre-populated with the major regional plans. Please review them to see if the proposed road or area was listed as a priority project area.

State, region, or local plans or studies that list project	Is the project listed as a goal or objective or shown on the area map?	Where is the project listed in the plan or study?
SECOG Metropolitan Transportation Plan	No	N/A
SECOG Regional Bike and Pedestrian Plan	Adjacent to Norwich - Colchester Signed Bike Route	Page 112
SECOG Transportation Safety Action Plan	No	N/A
SECOG Congestion Management Process	Yes	Figure 3 Page 14
SECOG Hazard Mitigation and Climate Adaptation Plan	No	N/A
SECOG Regional Plan of Conservation and Development	No	N/A
Colchester Plan of Conservation and Development (2025)	Yes	Pages 41, 54,63
Colchester Sidewalk Improvement Plan (2010)	Yes	Pages 1, 7

Sidewalk Improvement Plan (August 3, 2010)

Policy

Providing pedestrian access is a primary goal of the Colchester Plan of Conservation and Development. Colchester remains a primarily rural community whose character is represented by significant environmental assets and large expanses of open space. Placing sidewalks along open areas and rural subdivisions is not efficient as they do not connect to other sidewalks and diminish the natural landscape.

The Town Center has historically been the main commercial and service focal point of Colchester. While areas outside the center experienced suburban scale residential growth, all of the nonresidential growth was concentrated in the RT 85/Lebanon Ave/Old Hartford Road/RT 16 corridor. It is important to provide pedestrian opportunities to service these areas.

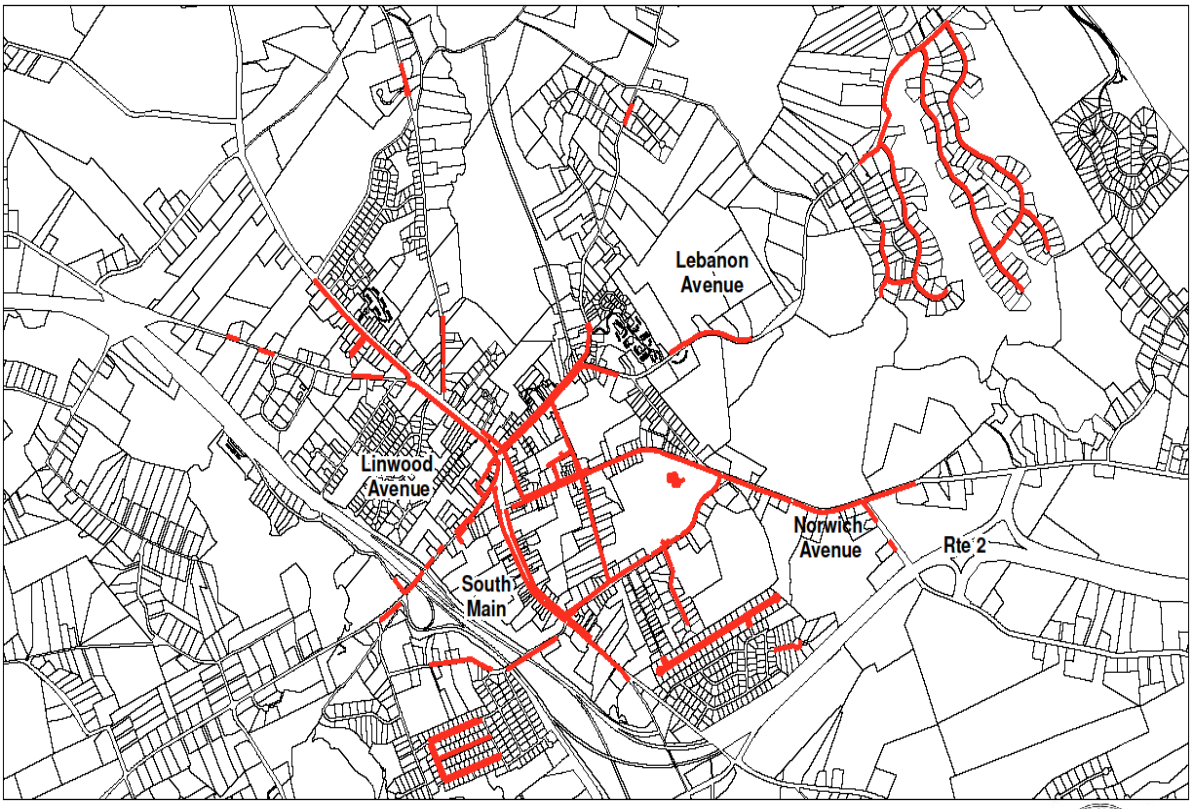
It is also important to offer "safe routes to school" Public schools in Colchester are concentrated along Norwich Avenue so sidewalk routing can be done efficiently.

Specific Plan of Conservation and Development goals relating to pedestrian and bicycle access are identified below:

- Tie both existing and new open space and recreation areas together into an integrated greenbelt or buffer system
- Establish a series of trails as a key element in connecting open space and recreation areas into an integrated system
- Expand and maintain sidewalks in the town center and adjacent areas
- Establish pedestrian trails and bicycle trails in open space areas of Colchester and on open space greenways
- As such the consideration of publicly utilized open space areas is always important.

Inventory of Existing Sidewalks





Existing or Damaged

Existing Sidewalk Location Map

Prepared by the Town of Colchester
Planning and Zoning Department

Recently Upgraded Sidewalks

(2008) Broadway Ave/Old Hartford Road – approximately 500 LF extension of sidewalk

(2008) Oak Farm Drive east side associated with White Oak Farm Subdivision

(2007-2008) sidewalks along south side of Route 16 (Lebanon Avenue between Goldberg Road and Lebanon Town Line) associated with the White Oak Farms Subdivision

(2007) sidewalks along east side of Route 85 (Amston Road north of Stollman Road) associated with Amston Village elderly housing project

(2006-2007) sidewalks along north side of Route 16 (Lebanon Avenue east of Elm Street) associated with Northwoods and Autumn Ridge Multi-family developments

(2006) Chestnut Hill Road between Multi-family housing and Norwich Ave. – approximately 360 LF extension of sidewalk

(2006) Windham Avenue south side (adjacent to Cousins Road) associated with Czarkowski's Cousins Road Subdivision

(2004/1993) Christy Lane east side associated with Fedus Subdivision

(2003-2004) sidewalks along north side of Route 16 (Lebanon Avenue east of Elm Street) associated with Goldi-locks mini storage facility

(2000-2002) Route 16 (Linwood Avenue)/Route 85/Cragin Court associated with town center intersection reconstruction and Cragin library reconstruction

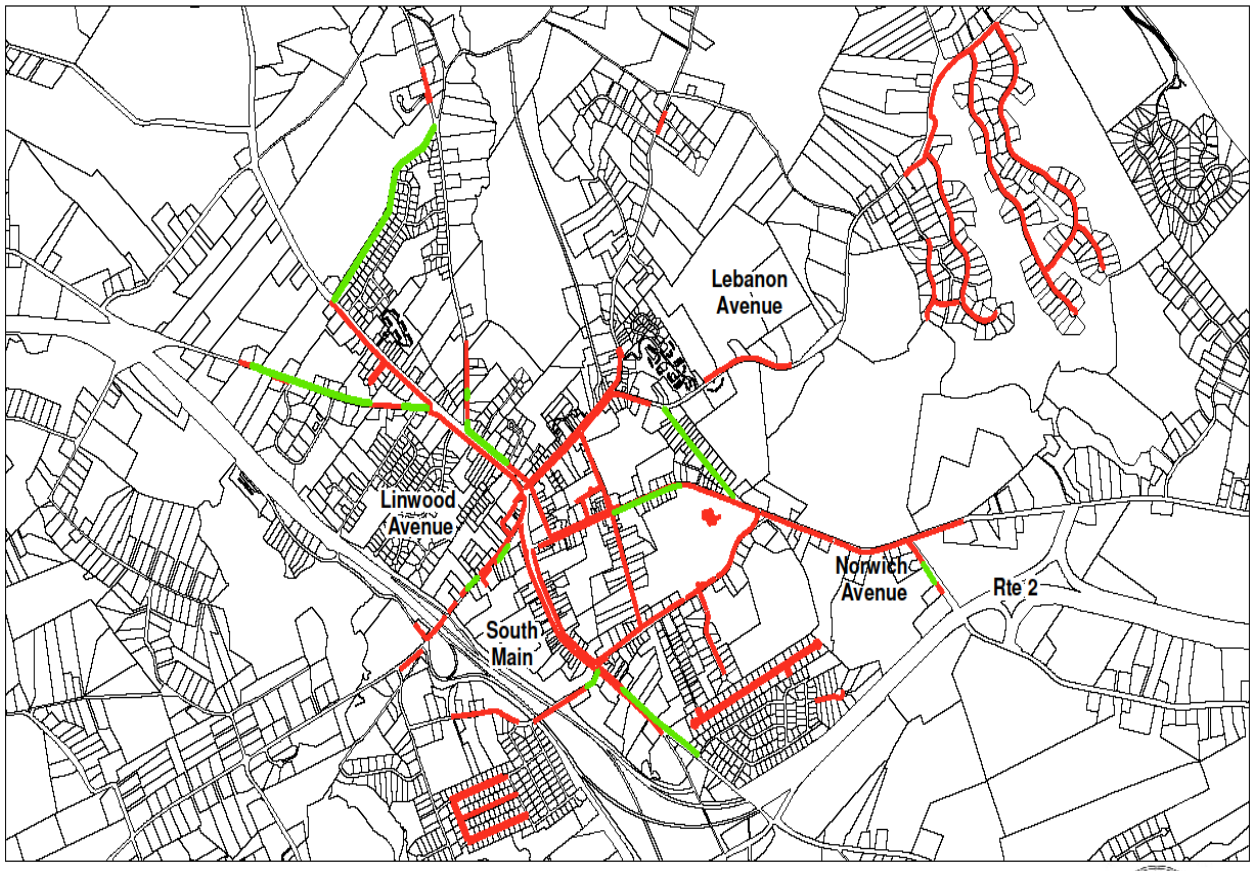
(1999-2000) Route 16 (Lebanon Avenue), Windham Avenue, Mill Street and Pleasant Street sidewalks

(2000) Norwich Avenue/Broadway Ave sidewalks

Sidewalk Goals

- Provide safe access to schools
    - Access to bus stops
    - Pathways to school
- Provide safe pedestrian movement in central areas
- Provide safe efficient routes for elderly residents

Future Sidewalk Improvements



New or Repair

Existing or Damaged

Sidewalk Improvement Location Map

Prepared by the Town of Colchester
Planning and Zoning Department

<u>Sidewalk improvements Listing – including cost at 5’ sections – priority improvements in bold</u>

- **Amston Road (SE side) from Village of Colchester to intersection of Broadway – linking several elderly developments to town center sidewalk network. Includes crosswalk improvements**





- **Broadway (east side) from Amston Road intersection to Fernwood Drive – link to town central sidewalks**



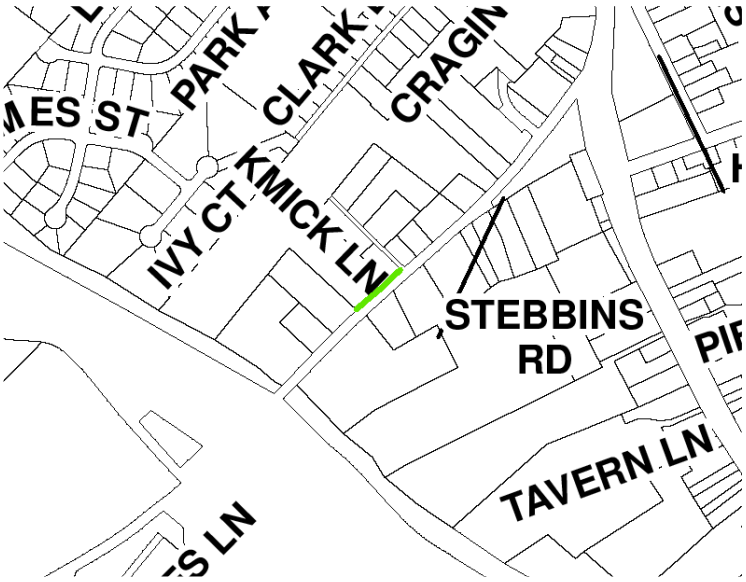


- **Norwich Avenue repairs (South Side) – Repair aging sidewalk from Pleasant Street to William Johnston School – heavily travelled routes to school**





- **Linwood Avenue (north side) - Mackey's and Gano frontage – complete route from RT 2 interchange into town center**





- **Linwood Avenue (South Side) – former Stebbins Road to Church entrance driveway**



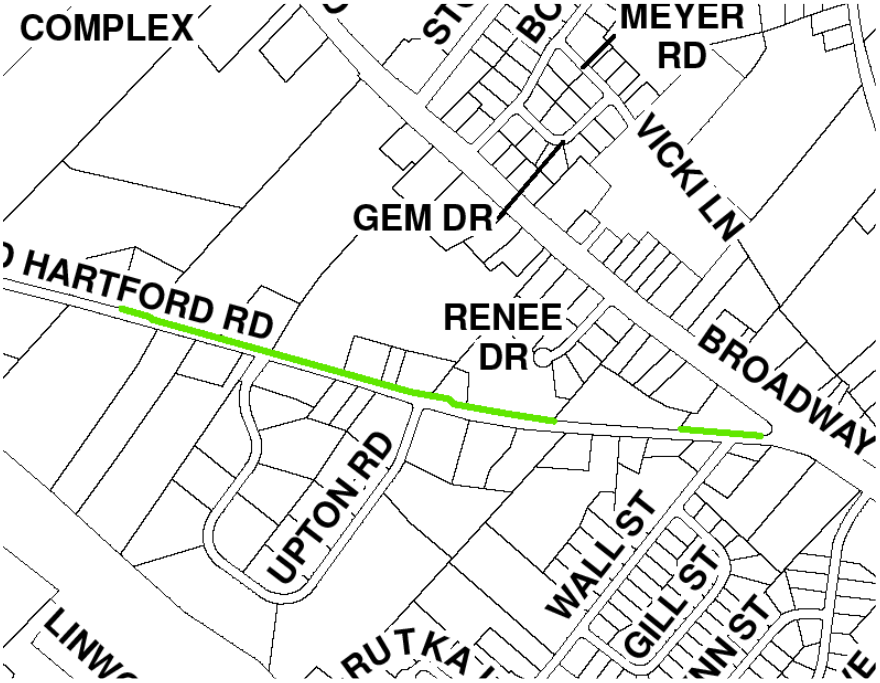


- **Chestnut Hill and Halls Hill Road –link several multi family development to central sidewalk grid**





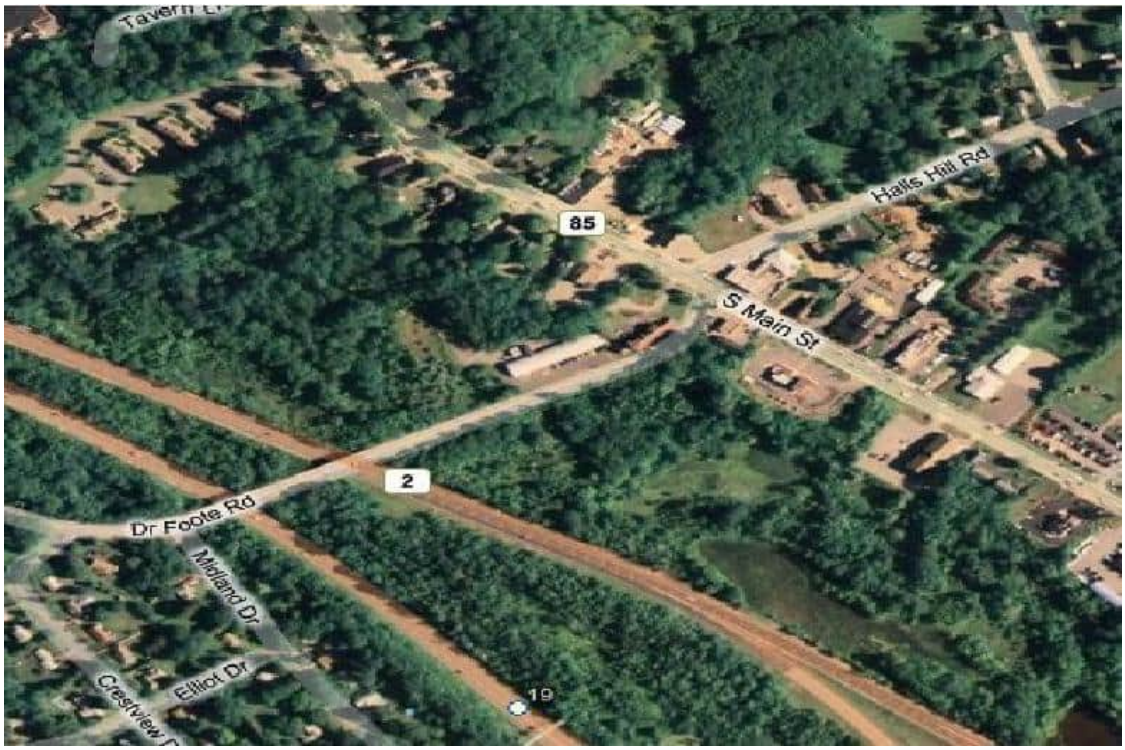
- Old Hartford Road (east side) – Galaxy Movie Theater to Toyota – complete route into town center



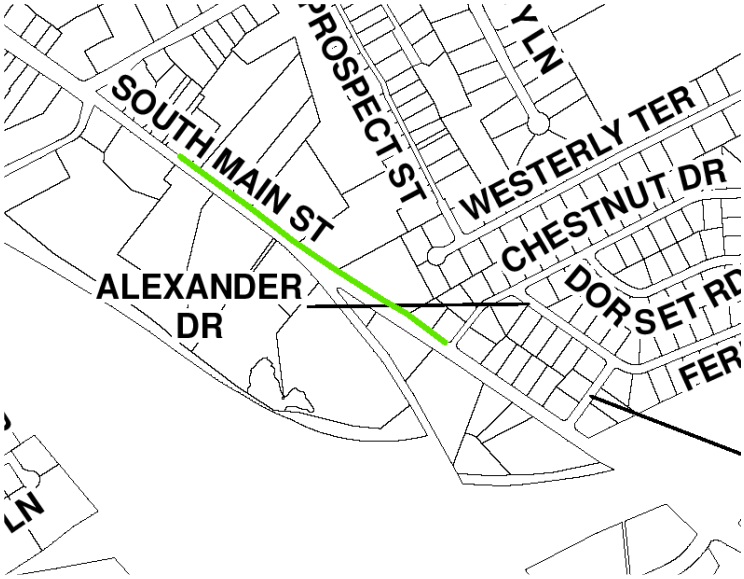


- Dr Foote Road (south side) from S Main Street to westerly terminus of existing sidewalks. Very steep section.



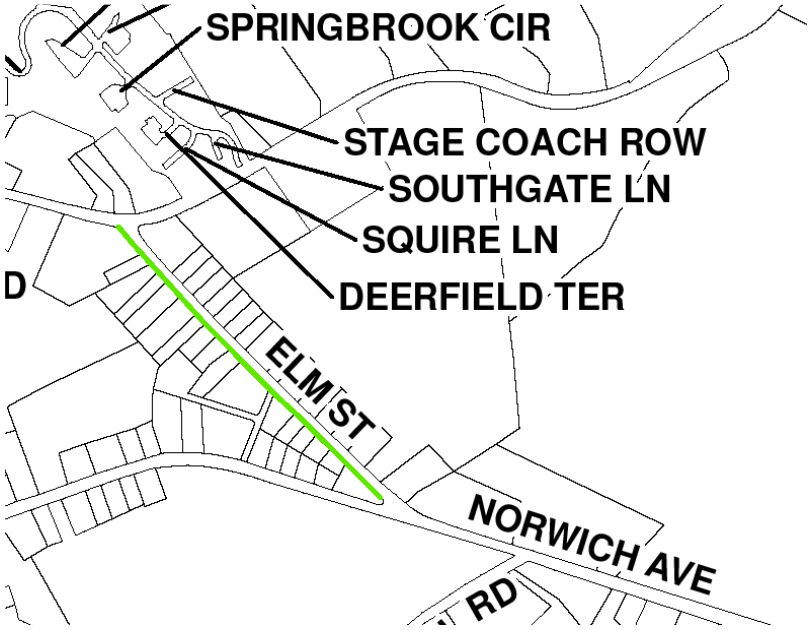


- S Main Street from MacDonald's (on east side) to intersection of Parum Road and Chestnut Drive linking southern neighborhoods to town central sidewalks



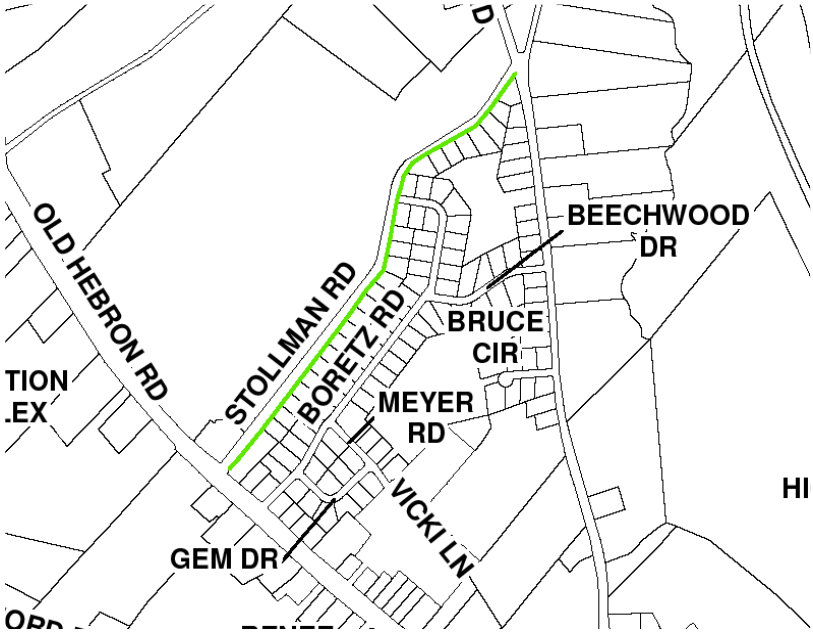


- Elm Street – entire roadway – dangerous roadway – heavily travelled from school





- Stollman Road (southern side) – entire road – provides service to many residences – loop if Amston Road is completed





Estimated Sidewalk Costs

Project	Cost ($)
Amston Road (SE side) from Village of Colchester to intersection of Broadway – linking several elderly developments to town center sidewalk network. Includes crosswalk improvements. Based on 1100 lineal feet of sidewalk, preliminary cost estimate	63,250
Broadway (east side) from Amston Road intersection to Fernwood Drive – link to town central sidewalks. Based on 900 lineal feet of sidewalk	51,750
Norwich Avenue repairs (South Side) – Repair aging sidewalk from Pleasant Street to William Johnston School – heavily traveled routes to school. Based on 1300 lineal feet of sidewalk	74,750
Linwood Avenue (north side) – Mackey's and Gano frontage – complete route from Rte 2 interchange into town center. Based on 300 lineal feet of sidewalk	17,250
Linwood Avenue (South side) – former Stebbins Road to Church entrance driveway. Based on 330 lineal feet of sidewalk	18,975
Chestnut Hill and Halls Hill Road – link several multi-family developments to central sidewalk grid. Based on 350 lineal feet of sidewalk	20,125
Old Hartford Road (east side) – Galaxy Movie Theater to Toyota dealership – complete route into town. Based on 2,800 lineal feet of sidewalk and necessary retaining wall section	218,500
Dr. Foote Road (south side) from S. Main Street to westerly terminus of existing sidewalks. Based on 350 lineal feet of sidewalk and necessary retaining wall section,	37,375
S. Main Street from MacDonald's (on east side) to intersection of Parum Road and Chestnut Drive, linking southern neighborhoods to town central sidewalks. Based on 1,800 lineal feet of sidewalk and necessary retaining wall section	161,000
Elm Street – entire roadway – heavily travelled from school. Based on 2,000 lineal feet of sidewalk and necessary retaining wall section	138,000
Stollman Road (southern side) – entire road – provides service to many residences – loop if Amston Road is completed	195,500
Total	996,475

Off Site Improvement Fee Calculation

The fee for offsite sidewalk for the effective dates noted above shall be $10.00 per square foot of required sidewalk. This fee base includes the following typical construction activity as determined by the Town Engineer.

- Clearing and grubbing
- Excavation and or fill
- Gravel fill/base
- Topsoil/seed/fertilize disturbed areas
- Compaction, formwork, wire mesh, expansion/contraction joints, broom finish surface
- ADA compliant tactile warning strips at ramps

This fee calculation will remain in effect until June 1, 2011

Sidewalk Policy – Zoning and Subdivision

The sidewalk policy requires that all developments provide sidewalks both externally and internally however there is flexibility in meeting this requirement. Developers are permitted to utilize trials in rural areas, as well as provide funding for development of sidewalks in populated areas to satisfy the sidewalk requirement.

Subdivision Section

It is Planning and Zoning Commission policy that all developed parcels offer some form of pedestrian access and that flexibility be given to applicants in meeting the requirement.

6.3.12 - Public pedestrian access is required by the Commission as established in this section. All forms of public pedestrian access shall be constructed per Section 7.7 of the Subdivision Regulations.

6.3.12.1 Sidewalks and trails: Every subdivision shall make provision for pedestrian accessibility and circulation. This requirement shall be met through one of the following options:

6.3.12.1.1 Provision for sidewalks on one side of the street on the land being subdivided. This requirement includes both roads/streets created as part of the subdivision or along existing Town Roads. The commission may require sidewalks on both sides of a created road/street should traffic or other conditions warrant as defined in Section 12.2.14 of the Colchester Zoning Regulation.

6.3.12.1.2 Sidewalks and or public trails unrelated to roads where pedestrian access to schools, shopping, or employment centers is possible.

6.3.12.1.3 Public trails constructed of material acceptable to the Commission within open space areas on the land being subdivided or, with the approval of the landowner and the Commission, on other open space areas in Colchester.

6.3.12.1.4 The payment of a fee for the development of sidewalk/public trail construction on other locations in Colchester as per Section 12.3.14 of the Zoning Regulations.

6.3.12.1.5 The Commission may waive the requirements of Section 6.12.1, per Section 1.2 of these Regulations, after finding that:

the applicant is requesting to subdivide a parcel for distribution to family member(s) per CGS 8-25. Such eligibility shall be evidenced by covenants, restrictions, contracts or together legally binding documents as the Commission may approve which documents shall be filed in the land records.

6.3.12.2 If an applicant chooses to satisfy the pedestrian access requirement with anything other than the construction of concrete sidewalks along side a public roadway as constructed consistent with section 7.7.6 of the Colchester Subdivision Regulations; they shall develop and have approved a regular maintenance plan. The maintenance plan shall detail the general condition of the proposed public trial and detail the particular maintenance issues related to the continued use of the facility. Issues expected to be addressed include brush and debris removal, condition of the pathway and mechanism to ensure that the maintenance is continually completed.

7.7 Sidewalks - Sidewalks shall be provided in accordance with Section 6.3.12 above and shall have at least 4 feet of width unobstructed by utility poles, fire hydrants, trees, etc.

7.7.1 Sidewalks, where required, shall be Class "C" (4000 lb.) Portland Cement concrete, 5 inches in thickness, and laid over 8 inches of thoroughly compacted processed gravel approved by the First Selectman or his designee. There shall be 3/4" wide bituminous expansion joints across the sidewalk width every 15 feet apart longitudinally. Surfaces shall be "broom-finished".

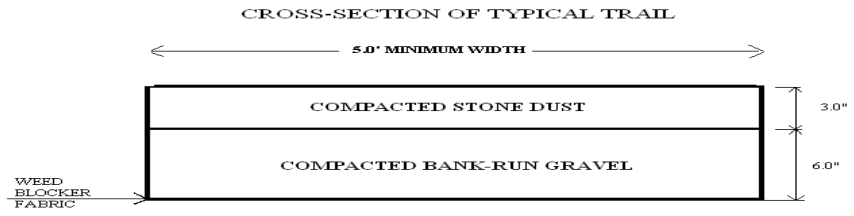
7.7.2 Sidewalks shall be laid in the street right-of-way parallel to the existing street pavement where such exists and one foot from the street right-of-way line unless a different location is approved by the Commission and First Selectman. Sidewalks shall be extended to the curb at intersections and shall be continuous across driveways.

7.7.3 Sidewalks shall pitch one-fourth inch per foot towards the street; ground between the sidewalk and street shall pitch not less than one-half inch nor more than 2 inches per foot towards the street, and the curb at the street pavement shall be not more than 6 inches above the wearing surface of the road unless physical conditions indicate that a greater height is desirable and such height is approved by the Commission and/or the First Selectman.

7.7.4 Where a sidewalk crosses a private driveway, the concrete shall be reinforced with 6" x 6" mesh #10 over #10 reinforcing, 8 inches thick and laid over 12 inches of processed gravel, thoroughly compacted. Where it is necessary for water to cross the sidewalk at the driveway, the sidewalk shall pitch to a low point at the center (width) so storm water will drain across the driveway to the street and not along the sidewalks parallel to the street.

7.7.5 Cement for sidewalks shall be poured after inspection by the First Selectman or his designee of the gravel base. No less than a complete section between expansion joints shall be poured at one time.

7.7.6 Public Trails along private roadways shall be installed to the required line and grade to a minimum width of five (5) feet. A minimum cross section of three (3) inches of compacted ”stone dust (or other material acceptable to the Commission) over a minimum of six (6) inches of bank run gravel with a weed blocker fabric on the sub-grade shall be provided. See detail below.



Zoning Code

12.3.14 All sidewalks/public trails shall be constructed in accordance with the provisions of Section 7.7 and 6.3.12 respectively of the Subdivision Regulations. Concrete Sidewalks shall be required in areas where expected pedestrian and/or vehicle traffic generated by high residential densities, commercial, industrial or institutional activities, as well as access to public schools make sidewalks necessary for public safety. Where the above conditions are determined not to exist, the applicant may, with the approval of the Commission, propose an alternative plan for pedestrian access or pay a fee for the offsite installation of sidewalks/public trails. Any fee for off-site sidewalk/public trail construction shall be placed in a fund established by the Town to be used for the construction of new and/or the repair of existing sidewalks/public trails or for acquiring additional land or easements for future sidewalks/public trails. The Planning and Public Works Departments shall prepare a priority improvement listing for sidewalk/public works repair/construction which shall be adopted by the Board of Selectman on an annual basis. As funds from the off-site pedestrian fee program are deposited with the Town and when a balance is reached that exceeds the top ranked project on the sidewalk priority improvement list, that project shall be constructed/repaired/acquired using those funds.

The offsite fee shall be identified annually by the Town Engineer.

Traffic

Status: OK [North] [Combined] [South]

COLC-018 - Combined - n/s

Route 85 - 18.92 mi South of SR 616(Norwich Avenue)

Town.....Colchester
Station.....18
Location..... 41.573058,-72.331982
Posted Speed Limit.....35 MPH
A.K.A.....5018
2015-Minor Arterial 4.....2015-Urban
Start Report.....15-Apr-2024 10:00AM
End Report.....18-Apr-2024 08:00AM
Dataset Details.....2

All Vehicles Average Speed..... 40 MPH
Total Vehicles.....36243
Percentile Sampling Period.... 9AM to 4PM
Vehicle Too Close.....5 secs
Vehicle Too Slow..... < 20 MPH
Speed Lower Limit.....15 MPH below Posted

All Report Days
85th Percentile Speed.....44.6 MPH
50th Percentile Speed.....39.9 MPH
10 MPH Pace (71%).....36-45 MPH
All Hours Total Vehicles.....36243
In-Period Total Vehicles.....17808
Omitted Vehicles Too Close (57%)...10088
Omitted Vehicles Too Slow (0%).....31
Sampled Vehicles (43%).....7689

Monday 15-Apr-2024
85th Percentile Speed.....44.4 MPH
50th Percentile Speed.....39.8 MPH
10 MPH Pace (72%).....36-45 MPH
All Hours Total Vehicles.....9715
In-Period Total Vehicles.....5445
Omitted Vehicles Too Close (57%)....3129
Omitted Vehicles Too Slow (0%).....14
Sampled Vehicles (42%).....2302

Tuesday 16-Apr-2024
85th Percentile Speed.....44.6 MPH
50th Percentile Speed.....39.9 MPH
10 MPH Pace (71%).....36-45 MPH
All Hours Total Vehicles.....12830
In-Period Total Vehicles.....6320
Omitted Vehicles Too Close (58%)....3643
Omitted Vehicles Too Slow (0%).....9
Sampled Vehicles (42%).....2668

Wednesday 17-Apr-2024
85th Percentile Speed.....44.8 MPH
50th Percentile Speed.....39.9 MPH
10 MPH Pace (71%).....36-45 MPH
All Hours Total Vehicles.....12424
In-Period Total Vehicles.....6043
Omitted Vehicles Too Close (55%)....3316
Omitted Vehicles Too Slow (0%).....8
Sampled Vehicles (45%).....2719

Thursday 18-Apr-2024
85th Percentile Speed.....N/A
50th Percentile Speed.....N/A
10 MPH Pace ().....N/A
All Hours Total Vehicles.....1274
In-Period Total Vehicles.....0
Omitted Vehicles Too Close (0%).....0
Omitted Vehicles Too Slow (0%).....0
Sampled Vehicles ().....0

Hour	MPH 0-15	MPH 16-20	MPH 21-25	MPH 26-30	MPH 31-35	MPH 36-40	MPH 41-45	MPH 46-50	MPH 51-55	MPH 56-60	MPH 61-65	MPH 66-70	MPH 71-75	MPH 76+	Total Vol.	Daily Vol.
Monday 15-Apr																
12:00am																
01:00am																
02:00am																
03:00am																
04:00am																
05:00am																
06:00am																
07:00am																
08:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
09:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
10:00am	.	3	3	17	80	281	252	62	15	.	.	.	.	.	713	7%
11:00am	4	1	4	24	152	343	247	60	7	4	.	.	.	.	846	9%
12:00pm	1	1	1	24	187	376	270	45	5	2	.	.	.	.	912	9%
01:00pm	.	2	5	23	139	365	305	74	12	1	.	.	.	.	926	10%
02:00pm	4	1	12	43	184	389	277	50	7	.	.	.	.	.	967	10%
03:00pm	3	6	18	66	211	414	283	65	14	1	.	.	.	.	1081	11%
04:00pm	1	.	3	17	197	408	380	76	10	3	.	.	.	.	1095	11%
05:00pm	.	.	1	19	115	390	379	87	21	.	.	.	.	.	1012	10%
06:00pm	2	1	3	10	64	243	321	98	24	2	.	.	.	1	769	8%
07:00pm	1	.	.	8	72	219	249	87	13	2	.	.	.	.	651	7%
08:00pm	.	.	.	2	44	123	151	53	11	1	.	.	.	.	385	4%
09:00pm	1	.	.	.	12	44	63	42	17	6	.	.	.	.	185	2%
10:00pm	.	.	1	1	7	20	43	31	10	2	1	1	.	.	117	1%
11:00pm	.	1	.	.	4	10	21	12	4	3	.	1	.	.	56	1%
Totals	17	16	51	254	1468	3625	3241	842	170	27	1	2	0	1	9715	
Percent	0.17	0.16	0.52	2.61	15.11	37.31	33.36	8.67	1.75	0.28	0.01	0.02	0.00	0.01		
Tuesday 16-Apr																
12:00am	.	.	.	.	2	8	15	7	2	2	1	.	.	.	37	0%
01:00am	1	.	.	.	2	3	5	7	.	1	.	.	.	.	19	0%
02:00am	.	.	.	.	1	3	1	1	1	.	.	.	.	.	7	0%
03:00am	.	.	.	.	.	2	3	4	1	3	.	.	.	.	13	0%
04:00am	.	.	.	.	1	7	20	17	7	.	2	.	.	.	54	0%
05:00am	.	1	1	.	4	17	61	35	17	6	.	.	.	.	142	1%
06:00am	.	.	3	2	23	88	153	100	40	2	1	.	.	.	412	3%
07:00am	1	.	1	10	34	140	263	102	32	5	1	.	.	.	589	5%
08:00am	.	1	3	21	71	234	297	100	22	5	.	.	.	.	754	6%
09:00am	.	.	2	20	73	260	301	95	14	2	.	.	.	.	767	6%
10:00am	.	2	3	23	114	273	296	53	9	.	.	.	.	.	773	6%
11:00am	1	.	3	22	177	362	265	52	6	.	.	.	.	.	888	7%
12:00pm	.	.	7	28	149	364	308	73	3	1	.	.	.	.	933	7%
01:00pm	1	2	4	30	138	307	304	80	10	1	.	.	.	.	877	7%
02:00pm	4	15	10	59	168	342	279	65	13	.	.	.	.	.	955	7%
03:00pm	2	14	37	73	179	441	307	60	11	3	.	.	.	.	1127	9%
04:00pm	.	1	9	30	136	371	402	107	8	2	3	.	.	.	1069	8%
05:00pm	1	2	.	12	112	404	358	111	24	6	1	1	.	.	1032	8%
06:00pm	1	.	1	4	65	275	355	115	21	5	1	.	.	.	843	7%
07:00pm	.	.	1	9	57	230	278	78	28	5	.	.	.	.	686	5%
08:00pm	.	1	.	3	22	142	195	55	10	2	.	.	.	.	430	3%
09:00pm	.	.	.	1	17	54	89	39	15	3	1	.	.	.	219	2%
10:00pm	.	2	.	.	12	23	56	31	12	4	.	.	.	.	140	1%
11:00pm	.	.	.	.	4	11	23	17	6	2	1	.	.	.	64	0%
Totals	12	41	85	347	1561	4361	4634	1404	312	60	12	1	0	0	12830	
Percent	0.09	0.32	0.66	2.70	12.17	33.99	36.12	10.94	2.43	0.47	0.09	0.01	0.00	0.00		
Wednesday 17-Apr																
12:00am	.	3	.	3	2	4	9	6	1	2	1	.	.	.	31	0%
01:00am	.	.	.	1	3	6	6	3	4	.	1	.	.	.	24	0%
02:00am	.	.	.	.	2	1	5	2	1	.	.	.	.	.	11	0%
03:00am	.	.	.	.	.	2	5	4	2	1	.	.	.	.	14	0%
04:00am	.	.	.	.	.	9	17	14	10	1	1	.	.	.	52	0%
05:00am	.	.	1	.	10	22	43	35	18	3	.	.	.	.	132	1%
06:00am	5	1	6	3	28	95	170	81	29	7	1	.	.	.	426	3%
07:00am	1	1	.	4	33	173	264	135	24	1	.	.	.	.	636	5%
08:00am	1	.	4	16	82	209	276	109	21	2	.	.	.	.	720	6%
09:00am	1	1	5	12	75	265	276	94	13	5	.	.	.	.	747	6%
10:00am	1	1	2	21	80	255	254	66	8	1	.	.	.	.	689	6%
11:00am	1	1	6	16	114	315	250	55	10	.	.	.	.	.	768	6%
12:00pm	2	.	1	16	141	382	324	78	11	1	.	.	.	.	956	8%
01:00pm	4	2	9	31	168	388	240	71	12	3	.	.	.	.	928	7%
02:00pm	4	4	9	19	164	393	258	56	9	2	.	.	.	.	918	7%
03:00pm	.	1	7	42	192	410	300	77	8	.	.	.	.	.	1037	8%
04:00pm	1	3	8	30	178	435	335	81	15	2	.	.	.	.	1088	9%
05:00pm	.	3	7	35	173	401	378	81	7	2	.	.	.	.	1087	9%
06:00pm	2	.	.	10	93	296	309	95	12	4	.	.	.	.	821	7%
07:00pm	1	.	2	7	66	213	217	65	10	6	1	.	.	.	588	5%
08:00pm	1	.	3	.	55	137	138	49	15	4	.	1	.	.	403	3%
09:00pm	.	.	.	7	21	55	63	28	13	.	.	.	.	.	187	2%
10:00pm	.	.	.	.	8	24	39	20	6	1	.	.	.	.	98	1%
11:00pm	.	.	.	.	2	16	24	11	7	2	1	.	.	.	63	1%
Totals	25	21	70	273	1690	4506	4200	1316	266	50	6	1	0	0	12424	
Percent	0.20	0.17	0.56	2.20	13.60	36.27	33.81	10.59	2.14	0.40	0.05	0.01	0.00	0.00		
Thursday 18-Apr																
12:00am	.	.	1	2	7	6	7	13	2	2	1	.	.	.	41	3%
01:00am	.	.	.	.	4	3	4	3	.	.	.	.	.	.	14	1%
02:00am	1	.	.	.	1	2	2	4	1	.	.	.	.	.	11	1%
03:00am	1	.	.	.	1	4	5	4	.	1	.	.	.	.	16	1%
04:00am	.	.	.	.	3	8	17	15	2	.	.	.	.	.	45	4%
05:00am	.	.	1	1	7	34	56	29	9	3	.	1	.	.	141	11%
06:00am	.	.	1	1	29	104	156	73	18	3	.	.	.	.	385	30%
07:00am	4	3	3	20	51	178	245	93	21	3	.	.	.	.	621	49%
08:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
09:00am																
10:00am																
11:00am																
12:00pm																
01:00pm																
02:00pm																
03:00pm																
04:00pm																
05:00pm																
06:00pm																
07:00pm																
08:00pm																
09:00pm																
10:00pm																
11:00pm																
Totals	6	3	6	24	103	339	492	234	53	12	1	1	0	0	1274	
Percent	0.47	0.24	0.47	1.88	8.08	26.61	38.62	18.37	4.16	0.94	0.08	0.08	0.00	0.00		

Traffic

Status: OK North Combined South Class Speed

COLC-018 - Combined - n/s

Route 85 - 18.92 mi South of SR 616(Norwich Avenue)

Town.....Colchester
Station.....18
Location..... 41.573058,-72.331982
Posted Speed Limit.....35 MPH
A.K.A.....5018
2015-Minor Arterial 4.....2015-Urban
Start Report.....15-Apr-2024 10:00AM
End Report.....18-Apr-2024 08:00AM
Annualized ADT.....13200
24-Hour Count...12509 * G2(1.05) = 13134.5
Day 1.....+12830 * G2(1.05) = 26606.0
Day 2.....+12424 * G2(1.05) = 39651.2
UnRounded AADT.....39651.2 / 3 = 13217.1
OK 2024 Mon 15-Apr -this report-...13200
OK 2021 Mon 10-May 11800
OK 2018 Mon 16-Apr 11600
OK 2012 Mon 12-Mar 13300
OK 2009 Tue 14-Jul 13100
Dataset Details.....2

	15-Apr Mon	16-Apr Tue	17-Apr Wed	18-Apr Thu
12:00am		37	31	41
01:00am		19	24	14
02:00am		7	11	11
03:00am		13	14	16
04:00am		54	52	45
05:00am		142	132	141
06:00am		412	426	385
07:00am		589	636	621
08:00am	x	754	720	x
09:00am	x	767	747	
10:00am	713	773	689	
11:00am	846	888	768	
12:00pm	912	933	956	
01:00pm	926	877	928	
02:00pm	967	955	918	
03:00pm	1081	1127	1037	
04:00pm	1095	1069	1088	
05:00pm	1012	1032	1087	
06:00pm	769	843	821	
07:00pm	651	686	588	
08:00pm	385	430	403	
09:00pm	185	219	187	
10:00pm	117	140	98	
11:00pm	56	64	63	
Totals	9715	12830	12424	1274

Traffic

Status: OK [North] [Combined] [South]

COLC-056 - Combined - n/s

Route 85 - 18.98 mi North of SR 616(Norwich Ave)

Town.....Colchester
Station.....56
Location..... 41.57374,-72.332205
Posted Speed Limit.....30 MPH
2015-Minor Arterial 4.....2015-Urban
Start Report.....15-Apr-2024 11:00AM
End Report.....18-Apr-2024 10:00AM
Dataset Details.....2

All Vehicles Average Speed..... 27 MPH
Total Vehicles.....44139
Percentile Sampling Period.... 9AM to 4PM
Vehicle Too Close.....5 secs
Vehicle Too Slow..... < 15 MPH
Speed Lower Limit.....15 MPH below Posted

All Report Days
85th Percentile Speed.....34.8 MPH
50th Percentile Speed.....27.9 MPH
10 MPH Pace (56%).....24-33 MPH
All Hours Total Vehicles.....44139
In-Period Total Vehicles.....20754
Omitted Vehicles Too Close (65%)...13400
Omitted Vehicles Too Slow (3%).....606
Sampled Vehicles (33%).....6748

Monday 15-Apr-2024
85th Percentile Speed.....33.6 MPH
50th Percentile Speed.....26.7 MPH
10 MPH Pace (57%).....23-32 MPH
All Hours Total Vehicles.....10475
In-Period Total Vehicles.....5421
Omitted Vehicles Too Close (67%)....3648
Omitted Vehicles Too Slow (4%).....199
Sampled Vehicles (29%).....1574

Tuesday 16-Apr-2024
85th Percentile Speed.....35.0 MPH
50th Percentile Speed.....28.0 MPH
10 MPH Pace (57%).....24-33 MPH
All Hours Total Vehicles.....15387
In-Period Total Vehicles.....7388
Omitted Vehicles Too Close (65%)....4795
Omitted Vehicles Too Slow (3%).....202
Sampled Vehicles (32%).....2391

Wednesday 17-Apr-2024
85th Percentile Speed.....35.1 MPH
50th Percentile Speed.....28.1 MPH
10 MPH Pace (55%).....24-33 MPH
All Hours Total Vehicles.....14879
In-Period Total Vehicles.....7110
Omitted Vehicles Too Close (63%)....4513
Omitted Vehicles Too Slow (3%).....200
Sampled Vehicles (34%).....2397

Thursday 18-Apr-2024
85th Percentile Speed.....35.7 MPH
50th Percentile Speed.....29.5 MPH
10 MPH Pace (58%).....26-35 MPH
All Hours Total Vehicles.....3398
In-Period Total Vehicles.....835
Omitted Vehicles Too Close (53%).....444
Omitted Vehicles Too Slow (1%).....5
Sampled Vehicles (46%).....386

Hour	MPH 0-15	MPH 16-20	MPH 21-25	MPH 26-30	MPH 31-35	MPH 36-40	MPH 41-45	MPH 46-50	MPH 51-55	MPH 56-60	MPH 61-65	MPH 66-70	MPH 71-75	MPH 76+	Total Vol.	Daily Vol.
Monday																
15-Apr																
12:00am																
01:00am																
02:00am																
03:00am																
04:00am																
05:00am																
06:00am																
07:00am																
08:00am																
09:00am																
10:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
11:00am	49	96	207	263	207	80	22	2	.	.	.	.	.	.	926	9%
12:00pm	54	99	275	341	225	77	11	1	.	.	.	.	.	.	1083	10%
01:00pm	51	69	237	332	270	83	32	1	.	.	.	.	.	.	1075	10%
02:00pm	154	197	278	269	158	31	9	.	.	.	.	.	.	.	1096	10%
03:00pm	202	234	328	313	140	22	2	.	.	.	.	.	.	.	1241	12%
04:00pm	158	211	281	342	173	46	12	6	.	.	.	.	.	.	1229	12%
05:00pm	96	161	312	331	214	80	13	2	.	.	.	.	.	.	1209	12%
06:00pm	44	78	169	291	218	112	28	4	.	.	.	.	.	.	944	9%
07:00pm	19	56	169	248	194	74	16	4	.	.	.	.	.	.	780	7%
08:00pm	8	21	102	167	109	48	13	4	.	.	.	.	.	.	472	5%
09:00pm	.	3	41	54	57	44	18	3	2	.	.	.	.	.	222	2%
10:00pm	.	.	19	35	39	24	15	1	1	.	.	.	.	.	134	1%
11:00pm	.	.	4	13	15	16	11	3	1	1	.	.	.	.	64	1%
Totals	835	1225	2422	2999	2019	737	202	31	4	1	0	0	0	0	10475	
Percent	7.97	11.69	23.12	28.63	19.27	7.04	1.93	0.30	0.04	0.01	0.00	0.00	0.00	0.00		
Tuesday																
16-Apr																
12:00am	.	.	3	7	14	12	4	3	.	.	.	.	.	.	43	0%
01:00am	.	.	1	7	1	5	4	2	.	.	.	.	.	.	20	0%
02:00am	.	.	.	3	3	3	.	1	.	.	.	.	.	.	10	0%
03:00am	.	1	2	2	3	2	4	3	1	.	.	.	.	.	18	0%
04:00am	.	.	3	11	13	19	9	4	.	.	.	.	.	.	59	0%
05:00am	1	1	7	22	42	37	27	7	1	1	.	.	.	.	146	1%
06:00am	8	18	76	149	147	88	25	4	.	.	.	.	.	.	515	3%
07:00am	22	49	143	236	241	115	42	4	.	1	.	.	.	.	853	6%
08:00am	40	94	225	304	241	103	20	6	.	.	.	.	.	.	1033	7%
09:00am	26	68	150	302	247	115	23	3	1	.	.	.	.	.	935	6%
10:00am	45	65	172	297	201	101	21	3	.	.	.	.	.	.	905	6%
11:00am	40	84	189	304	244	104	31	3	.	.	.	.	.	.	999	6%
12:00pm	59	118	220	369	254	80	15	.	.	.	.	.	.	.	1115	7%
01:00pm	48	92	196	327	247	99	25	1	.	.	.	.	.	.	1035	7%
02:00pm	130	160	259	340	176	50	12	.	.	.	.	.	.	.	1127	7%
03:00pm	131	201	321	366	193	56	3	.	1	.	.	.	.	.	1272	8%
04:00pm	90	166	294	393	201	66	6	1	.	.	.	.	.	.	1217	8%
05:00pm	76	140	262	379	259	101	21	4	.	.	.	.	.	.	1242	8%
06:00pm	55	95	206	291	259	118	23	3	.	.	.	.	.	.	1050	7%
07:00pm	15	44	184	263	176	86	28	5	.	.	.	.	.	.	801	5%
08:00pm	6	19	94	168	145	62	14	1	.	.	.	.	.	.	509	3%
09:00pm	.	3	32	70	80	53	13	6	.	.	.	.	.	.	257	2%
10:00pm	1	1	11	30	47	39	22	4	1	1	.	.	.	.	157	1%
11:00pm	.	1	6	14	12	19	14	1	1	1	.	.	.	.	69	0%
Totals	793	1420	3056	4654	3446	1533	406	69	6	4	0	0	0	0	15387	
Percent	5.15	9.23	19.86	30.25	22.40	9.96	2.64	0.45	0.04	0.03	0.00	0.00	0.00	0.00		
Wednesday																
17-Apr																
12:00am	2	1	4	6	5	4	9	4	1	.	.	.	.	.	36	0%
01:00am	.	.	4	5	8	7	3	.	1	.	.	.	.	.	28	0%
02:00am	.	.	.	5	5	2	2	.	.	.	.	.	.	.	14	0%
03:00am	.	.	2	2	7	5	4	1	1	.	.	.	.	.	22	0%
04:00am	.	.	3	5	16	15	11	1	1	.	.	.	.	.	52	0%
05:00am	.	4	11	27	30	36	29	4	.	1	.	.	.	.	142	1%
06:00am	19	37	97	169	161	60	18	6	1	1	.	.	.	.	569	4%
07:00am	20	47	204	222	215	121	42	5	1	.	.	.	.	.	877	6%
08:00am	22	68	225	298	236	86	33	3	.	.	.	.	.	.	971	7%
09:00am	28	68	178	259	207	116	34	3	1	.	.	.	.	.	894	6%
10:00am	25	51	156	264	207	93	36	1	1	.	.	.	.	.	834	6%
11:00am	55	66	187	275	228	92	17	.	.	.	.	.	.	.	920	6%
12:00pm	51	79	222	322	258	122	23	2	.	.	1	.	.	.	1080	7%
01:00pm	50	99	214	316	235	89	20	3	.	.	.	.	.	.	1026	7%
02:00pm	127	152	246	358	182	45	9	2	.	.	.	.	.	.	1121	8%
03:00pm	155	193	300	328	188	53	16	2	.	.	.	.	.	.	1235	8%
04:00pm	113	162	294	339	252	82	3	5	1	.	.	.	.	.	1251	8%
05:00pm	95	173	289	385	225	86	11	2	1	.	.	.	.	.	1267	9%
06:00pm	29	60	163	278	250	109	35	2	.	1	.	.	.	.	927	6%
07:00pm	23	59	149	237	183	60	11	1	.	.	1	.	.	.	724	5%
08:00pm	8	23	109	186	116	47	9	3	.	.	.	.	.	.	501	3%
09:00pm	1	4	31	64	52	36	14	3	.	.	.	.	.	.	205	1%
10:00pm	.	2	9	22	38	32	11	1	.	.	.	.	.	.	115	1%
11:00pm	.	1	7	15	14	22	7	1	1	.	.	.	.	.	68	0%
Totals	823	1349	3104	4387	3318	1420	407	55	11	3	2	0	0	0	14879	
Percent	5.53	9.07	20.86	29.48	22.30	9.54	2.74	0.37	0.07	0.02	0.01	0.00	0.00	0.00		
Thursday																
18-Apr																
12:00am	.	2	6	14	7	3	8	4	2	.	.	.	.	.	46	1%
01:00am	.	1	4	4	4	2	2	.	.	.	.	.	.	.	17	1%
02:00am	.	.	.	2	4	3	3	.	.	.	.	.	.	.	12	0%
03:00am	.	.	2	5	2	10	4	1	.	.	.	.	.	.	24	1%
04:00am	.	1	3	6	16	12	6	1	1	.	.	.	.	.	46	1%
05:00am	.	1	15	26	44	41	22	3	.	.	.	.	.	.	152	4%
06:00am	13	23	69	129	149	72	28	8	2	.	.	.	.	.	493	15%
07:00am	25	65	178	226	202	75	33	4	.	1	.	.	.	.	809	24%
08:00am	46	86	191	324	220	85	12	.	.	.	.	.	.	.	964	28%
09:00am	12	54	152	256	224	110	23	4	.	.	.	.	.	.	835	25%
10:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
11:00am																
12:00pm																
01:00pm																
02:00pm																
03:00pm																
04:00pm																
05:00pm																
06:00pm																
07:00pm																
08:00pm																
09:00pm																
10:00pm																
11:00pm																
Totals	96	233	620	992	872	413	141	25	5	1	0	0	0	0	3398	
Percent	2.83	6.86	18.25	29.19	25.66	12.15	4.15	0.74	0.15	0.03	0.00	0.00	0.00	0.00		

Traffic

Status: OK North Combined South Class Speed

COLC-056 - Combined - n/s

Route 85 - 18.98 mi North of SR 616(Norwich Ave)

Town.....Colchester
Station.....56
Location..... 41.57374,-72.332205
Posted Speed Limit.....30 MPH
2015-Minor Arterial 4.....2015-Urban
Start Report.....15-Apr-2024 11:00AM
End Report.....18-Apr-2024 10:00AM
Annualized ADT.....14600
24-Hour Count...15012 * G4(0.97) = 14561.6
Day 1.....+15387 * G4(0.97) = 29487.0
Day 2.....+14879 * G4(0.97) = 43919.7
UnRounded AADT.....43919.7 / 3 = 14639.9
OK 2024 Mon 15-Apr -this report-...14600
OK 2021 Mon 10-May 13700
OK 2018 Mon 16-Apr 13900
OK 2015 Tue 14-Jul 15400
OK 2012 Mon 12-Mar 16900
OK 2009 Tue 14-Jul 17100
OK 2006 Mon 08-May 16700
Dataset Details.....2

	15-Apr Mon	16-Apr Tue	17-Apr Wed	18-Apr Thu
12:00am		43	36	46
01:00am		20	28	17
02:00am		10	14	12
03:00am		18	22	24
04:00am		59	52	46
05:00am		146	142	152
06:00am		515	569	493
07:00am		853	877	809
08:00am		1033	971	964
09:00am		935	894	835
10:00am	x	905	834	x
11:00am	926	999	920	
12:00pm	1083	1115	1080	
01:00pm	1075	1035	1026	
02:00pm	1096	1127	1121	
03:00pm	1241	1272	1235	
04:00pm	1229	1217	1251	
05:00pm	1209	1242	1267	
06:00pm	944	1050	927	
07:00pm	780	801	724	
08:00pm	472	509	501	
09:00pm	222	257	205	
10:00pm	134	157	115	
11:00pm	64	69	68	
Totals	10475	15387	14879	3398

Traffic

Status: OK East Combined West Class

COLC-108 - Combined - e/w

Route 616 - 0.02 mi (Norwich Avenue)-NE of Route 85

Town.....Colchester
Station.....108
Location..... 41.573721,-72.331372
Posted Speed Limit.....35 MPH
2015-Major Collector 5.....2015-Urban
Start Report.....15-Apr-2024 10:00AM
End Report.....18-Apr-2024 08:00AM
Annualized ADT.....5800
24-Hour Count... 6041 * G4(0.97) = 5859.8
Day 1.....+ 5985 * G4(0.97) = 11665.2
Day 2.....+ 5810 * G4(0.97) = 17300.9
UnRounded AADT.....17300.9 / 3 = 5767.0
OK 2024 Mon 15-Apr -this report-...5800
OK 2021 Mon 24-May 5000
OK 2018 Tue 17-Apr 5000
OK 2015 Mon 29-Jun 5200
OK 2012 Mon 12-Mar 6700
OK 2009 Tue 14-Jul 5700
OK 2006 Mon 08-May 7000
Dataset Details.....2

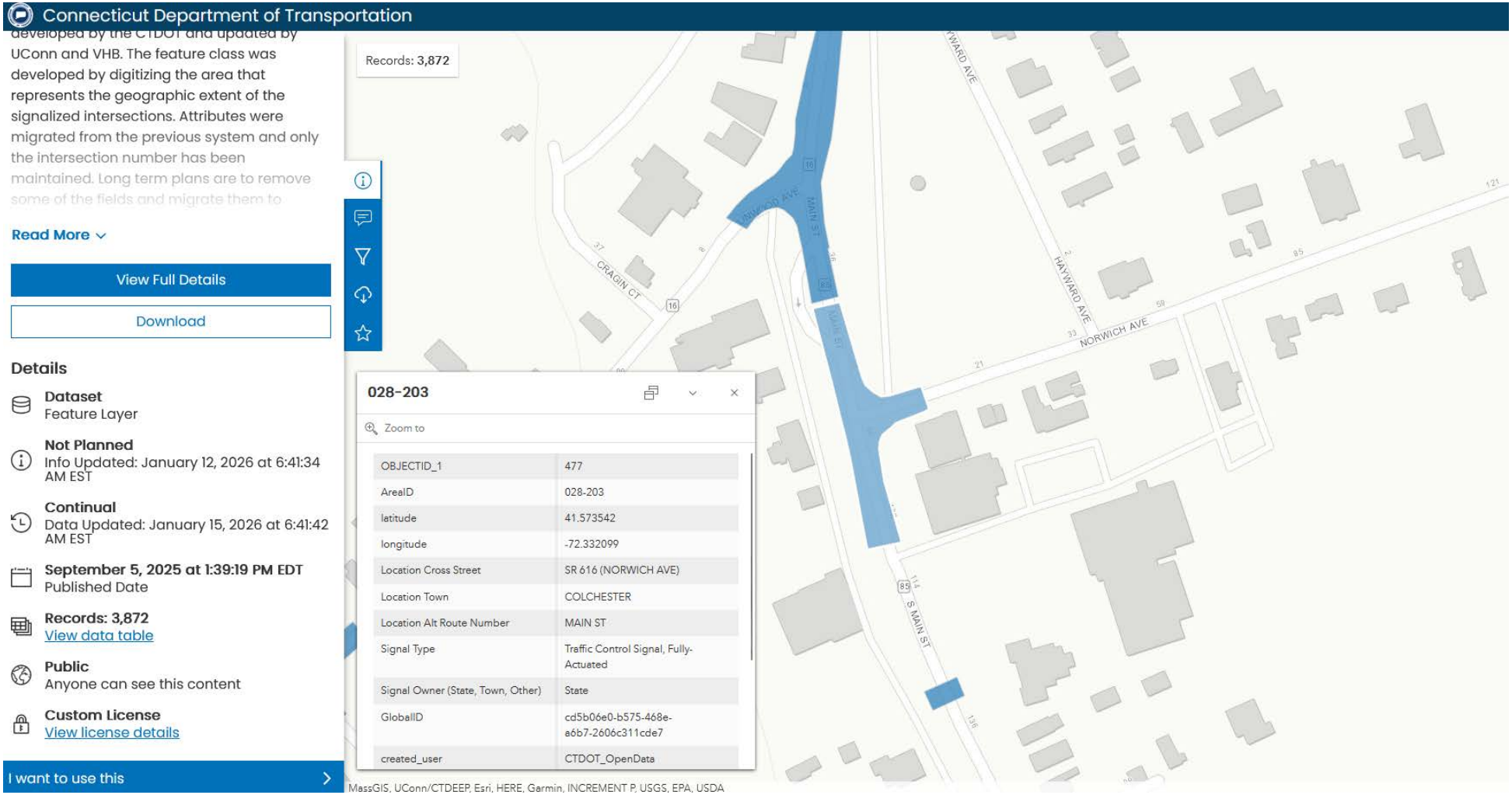
	15-Apr Mon	16-Apr Tue	17-Apr Wed	18-Apr Thu
12:00am		7	9	7
01:00am		4	4	9
02:00am		1	3	2
03:00am		5	4	8
04:00am		8	5	5
05:00am		21	23	25
06:00am		211	267	219
07:00am		475	487	505
08:00am		515	484	x
09:00am	x	312	298	
10:00am	291	297	290	
11:00am	305	321	266	
12:00pm	379	373	342	
01:00pm	392	373	385	
02:00pm	515	516	500	
03:00pm	626	585	574	
04:00pm	539	527	512	
05:00pm	502	486	522	
06:00pm	372	389	298	
07:00pm	263	298	244	
08:00pm	176	159	210	
09:00pm	64	57	44	
10:00pm	43	33	27	
11:00pm	15	12	12	
Totals	4482	5985	5810	780

Traffic - 20-year pro ections

Location	COL-018	COL-056	COL-108
Year			
2024	13200	14600	5800
2025	13266	14673	5829
2026	13332	14746	5858
2027	13399	14820	5887
2028	13466	14894	5917
2029	13533	14969	5946
2030	13601	15044	5976
2031	13669	15119	6006
2032	13737	15194	6036
2033	13806	15270	6066
2034	13875	15347	6097
2035	13944	15423	6127
2036	14014	15500	6158
2037	14084	15578	6189
2038	14155	15656	6219
2039	14225	15734	6251
2040	14297	15813	6282
2041	14368	15892	6313
2042	14440	15971	6345
2043	14512	16051	6377
2044	14585	16131	6408
10% over 20 years	14520	16060	6380

Traffic - CTDOT Signal No. 028-203

The proposed crosswalk improvements are located at the signalized intersection of State Routes 85 and 616 (CTDOT Signal No. 028-203). Signal timing will be reviewed during design for compliance with CT DOT.

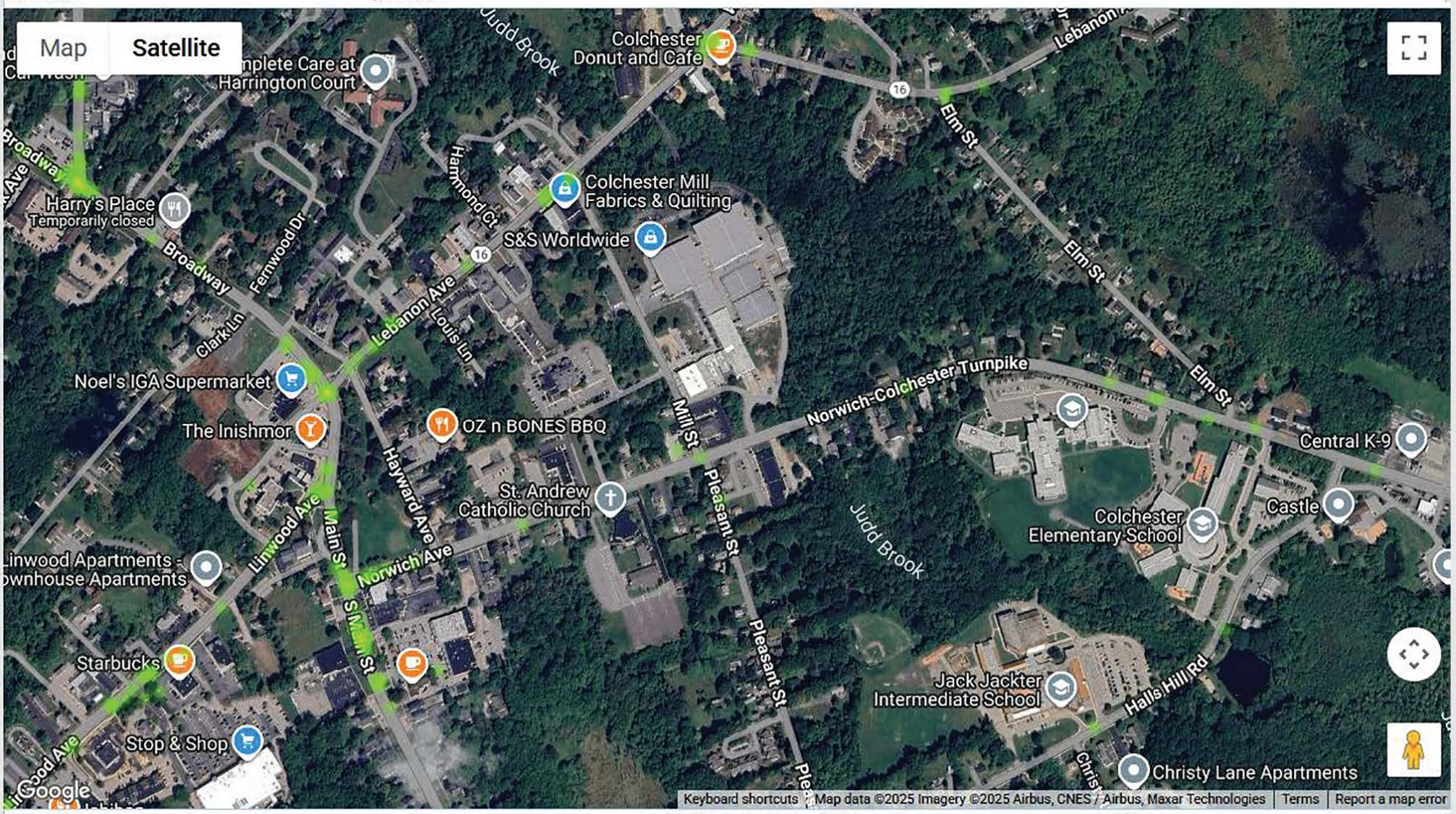


UCONN Connecticut Crash Data Repository

Search Criteria:

Dataset:	mmucc
Last Number of Years:	3
Towns:	Colchester

Heatmap showing crash locations within proposed project areas in the last 3 years; no pedestrian related crash patterns identified but residents have complained to Town Hall about "near-misses"



Markers | Heatmap | Crashes By Route | Select & Query

Route Segment Scale

Opacity Scale: 80%