



SECOG

Congestion Management Plan

2025

Introduction

This Congestion Management Process (CMP) report provides a structured, data-driven framework for monitoring, assessing, and addressing traffic congestion to enhance regional mobility, economic vitality, and system reliability. Developed with a performance-based approach, this CMP identifies key congested corridors, evaluates the effectiveness of existing strategies, and presents targeted, evidence-based recommendations tailored to the unique needs and characteristics of the Southeastern region. This CMP serves as an update of a previous congestion management study, published in 2017.

Congestion in the Southeastern region has remained stable in recent years, but it will pose challenges as traffic demand outpaces supply. The Connecticut Department of Transportation (CTDOT)'s Highway Congestion Trends data dashboard shows that between 2020 and 2024, there was minimal change in congestion, excluding the 2020 COVID-19 pandemic. After resuming existing trends, CTDOT data accurately reflects the Southeastern region's needs and deficiencies highlighted and analyzed in this report.

This report utilizes data from various sources, which are used to calculate performance measures and assess the level of congestion on the extended National Highway System (NHS). This performance data has been presented in a way that provides a clear understanding of the region's current transportation performance and its anticipated changes. Data was derived from sources including the Regional Integrated Transportation Information System (RITIS), United States Census Bureau, National Performance Management Research Data Set (NPMRDS), the Connecticut Department of Transportation (CTDOT), and a municipal survey.

Rather than striving to reduce all congestion within the region, this report's goal is to maintain the current level of congestion, address recurring congestion at specific locations, and mitigate the negative impacts of congestion.

Congestion Management Processes (CMPs) are a crucial component of the planning process, representing a vital step in ensuring that the Southeastern Connecticut Council of Governments (SECOG) meets current and future transportation demands through innovative, sustainable, and practical strategies. Speed and travel time reliability vary significantly across the roadway network, leaving considerable room for improvement in many areas through policy, program, and infrastructure investments and enhancements. In response, this CMP provides recommendations to mitigate the adverse effects of congestion while strengthening regional economic vitality.

Table of Contents

Introduction	2
List of Figures	6
List of Tables	7
Congestion Management Process	8
Congestion Management Objectives	9
Congestion Management Network	11
Performance Measures	16
1. Vehicle Throughput	18
2. Mobility	18
3. Reliability	19
Regional Transportation Options	19
Regional Bus Service	20
Regional Rail Service	25
New London Union Station	26
Rhode Island Transportation Improvement Plan (TIP)	28
Eastern Connecticut Corridor Rail and Transit Feasibility Study (ECRTS)	28
Private Transportation Providers	28
Pedestrian and Bicycle Network	29
Data and Methodology	32
NPMRDS Data	32
Methodology	33
Municipal Survey	34
Freeway Performance Results	35
Daily Vehicle Miles Traveled (DVMT)	35
Average Speed	36
Delay	37

Travel Time Index (TTI)	37
Freeway Maps	38
Arterial Performance Results	45
Vehicle Miles Traveled (VMT)	52
Average Speed	52
Delay	54
Travel Time Index (TTI)	54
Summertime Beach Traffic	64
Overall Performance Results	68
Peak Hours of Excessive Delay	68
Congested Segments	69
Congestion Mitigation Strategies	71
<i>Demand Management Strategies</i>	71
<i>Traffic Operations Strategies</i>	71
<i>Public Transportation Strategies</i>	71
<i>Road Capacity Strategies</i>	71
Focus Strategies	73
Mixed-Use Development	73
Transit-Oriented Development	74
Trail-Oriented Development	74
Roundabouts	74
New Pedestrian and Bicycle Facilities	74
Complete Streets	75
Infill Redevelopment of Urban Areas	75
Enhanced Transit Services	75
Bus Rapid System	75
Congestion Mitigation and Air Quality (CMAQ) Program	76
Project Recommendations	79

Primary Recommendations: Improvement Projects.....	79
Roundabout Implementation Projects.....	79
Road Diets	80
Parking Management	81
Signal Optimization.....	82
Open Space Preservation and Development.....	84
Extending Shore Line East to Westerly, RI: Case Study on Transit Oriented Development	84
Expanding Existing Transit Bus and Micro Transit Service	85
Casino Congestion Management Strategies.....	88
Seasonal Tourism Management Strategies	89
Encourage Ridesharing and Carpooling throughout the Region	89
New London Ferry Congestion Management	90
Real-Time Traffic Monitoring	91
Conclusion and Next Steps.....	92
<i>Next Steps</i>	92
Appendix A:	93
Table 1: Highway Segment Breakdown showing Speed, Delay, and TTI.....	93
Freeway Average Speed Summary	98
Appendix B:	103
Table 1: Arterial Segment Breakdown showing Speed, Delay, and TTI	103
Table 2: Arterial Speed, Delay, and TTI Summary	114
Table 3: Beach Traffic for Arterials during Weekday (July and August 2024) – Average Speed and TTI.....	116
Table 4: Beach Traffic for Arterials during Weekend (July and August 2024) – Average Speed and TTI.....	123

List of Figures

Figure 1: Congestion Management Process.....	8
Figure 2: Congestion Management Objectives.....	10
Figure 3: New London TMA	11
Figure 4: SECOG TMC Network	13
Figure 5: Southeastern CT TMA & Norwich-New London UA	14
Figure 6: CMP Definitions	15
Figure 7: CMP Performance Measures	17
Figure 8: SECOG Bus Network.....	24
Figure 9: Regional Rail Transportation Network	27
Figure 10: SECOG Pedestrian and Bicycle Network	31
Figure 11: Freeway DVMT	36
Figure 12: Freeway Average Speed Profile	36
Figure 13: Freeway Average Delay Profile.....	37
Figure 14: Freeway Average TTI Profile.....	38
Figure 15: Interstate Morning Travel Time (NB/WB)	39
Figure 16: Interstate Morning Travel Time (SB/EB)	40
Figure 17: Interstate Midday Travel Time (NB/WB)	41
Figure 18: Interstate Midday Travel Time (SB/EB).....	42
Figure 19: Interstate Evening Travel Time (NB/WB)	43
Figure 20: Interstate Evening Travel Time (SB/EB).....	44
Figure 21: Arterial Morning Travel Time Index (SB/EB)	46
Figure 22: Arterial Morning Travel Time Index (NB/WB)	47
Figure 23: Arterial Midday Travel Time Index (SB/EB).....	48
Figure 24: Arterial Midday Travel Time Index (NB/EB).....	49
Figure 25: Arterial Evening Travel Time Index (SB/EB).....	50
Figure 26: Evening Travel Time Index (NB/WB)	51
Figure 27: Arterial VMT.....	52
Figure 28: Arterial Average Speed Profile	53
Figure 29: Arterial Average Delay Profile	56
Figure 30: Arterial Average TTI Profile	57
Figure 31: Arterial Morning Travel Time (NB/WB)	58
Figure 32: Arterial Morning Travel Time (SB/EB)	59
Figure 33: Arterial Travel Time (NB/WB).....	60
Figure 34: Arterial Midday Travel Time (SB/EB).....	61

Figure 35: Arterial Evening Travel Time (NB/WB)	62
Figure 36: Arterial Evening Travel Time (SB/EB)	63
Figure 37: Arterial Average Summertime Weekday and Weekend Speed Profile	65
Figure 38: Arterial Summertime Weekday and Weekend TTI Profile	66
Figure 39: Peak Hours of Delay in New London UA	68
Figure 40: SECOG Interstate Reliability by Year	69
Figure 41: CMP Strategies.....	73

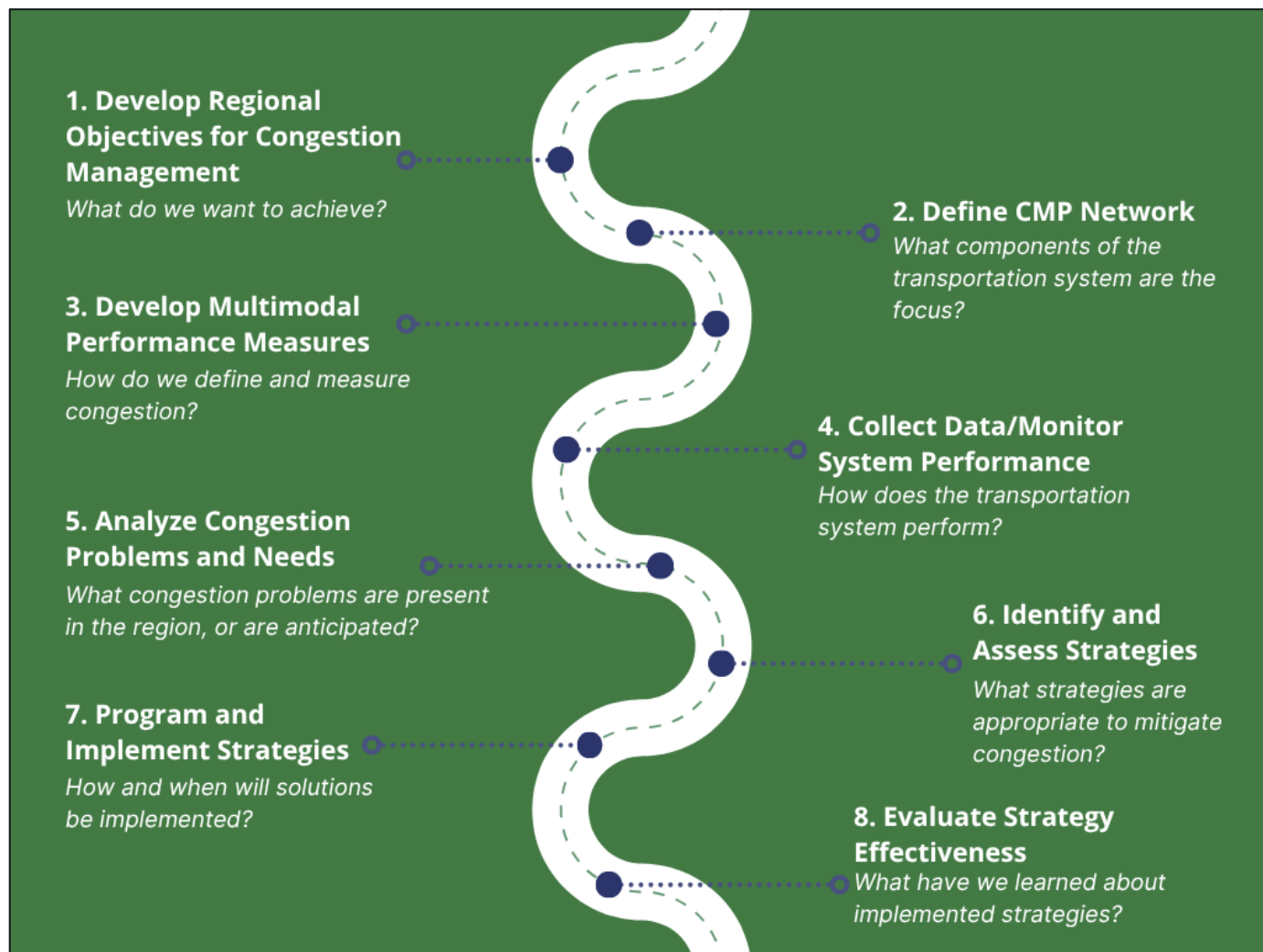
List of Tables

Table 1: SEAT Service Area Network	20
Table 2: Windham Region Transit District Bus Routes	23
Table 3: Regional Rail Service	25
Table 4: Freeways in the CMP Network.....	35
Table 5: Arterials of the CMP Network.....	46
Table 6: Locations of Concern from Survey & Congestion Data.....	70
Table 7: CMP Strategies by Cost and Timeframe.....	77
Table 8: Roundabout Locations.....	79
Table 9: Road Diet Locations.....	81
Table 10: Parking Management Locations	82
Table 11: Signal Optimization Locations.....	84

Congestion Management Process

The Safe, Accountable, Flexible, Efficient Transportation Equity Act- A Legacy for the Users (SAFETEA-LU) stipulated the requirement for the Congestion Management Process (CMP) in Transportation Management Areas (TMA). The CMP builds upon more than a decade of experience with planning for congestion management, as well as the accumulated knowledge of how greater availability of data, enhanced tools for data management and modeling, expanded use of intelligent transportation systems, and opportunities for regional cooperation and collaboration can improve the active management of the regional transportation system. In 2011, the Federal Highway Administration (FHWA) published “Congestion Management Process: A Guidebook,” which describes a flexible framework of eight actions that should be included in the development of a CMP. **Figure 1** illustrates this process.

Figure 1: Congestion Management Process

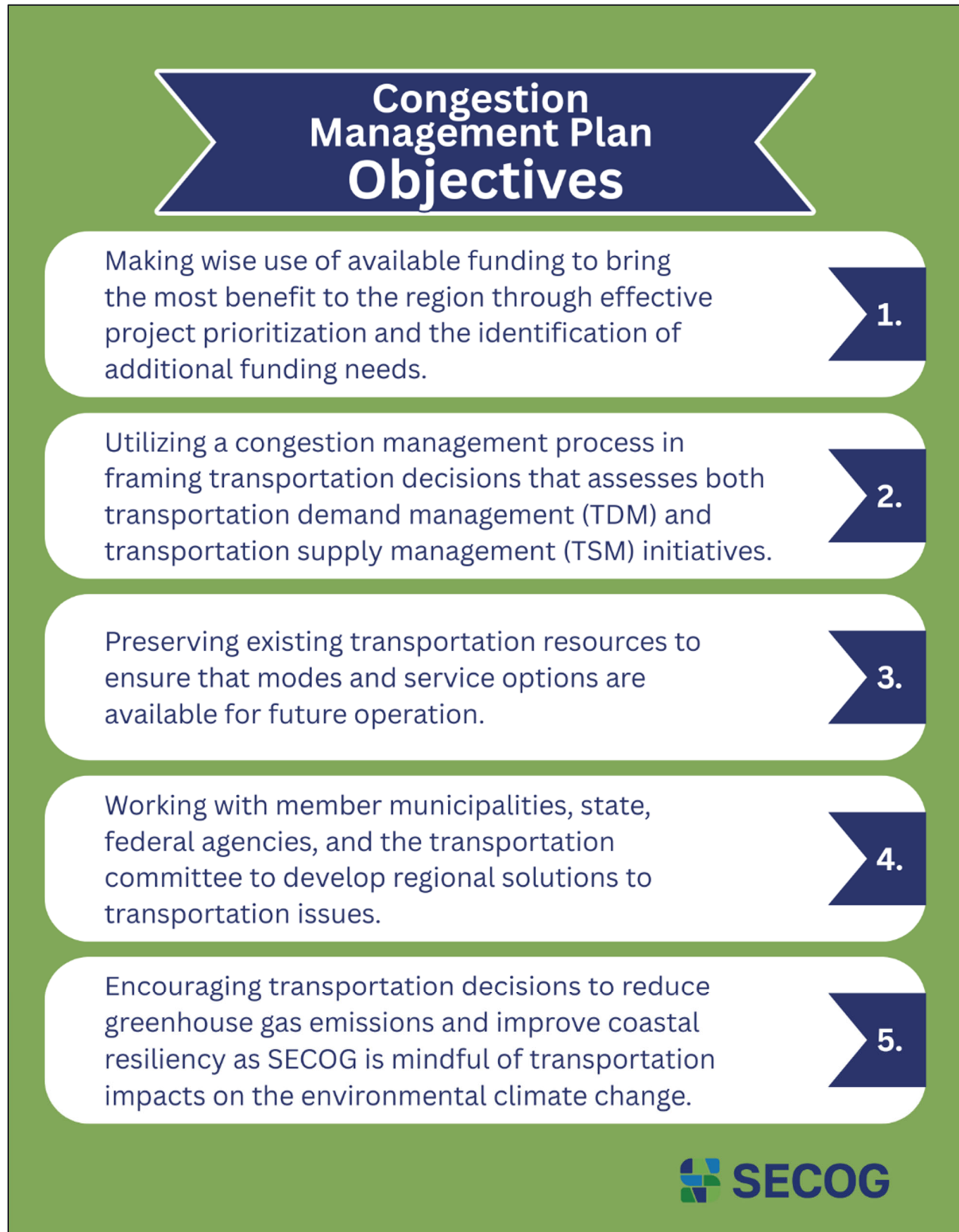


Congestion Management Objectives

Congestion management objectives are guided by the region's vision for addressing congestion, recognizing that the complete elimination of congestion may come at the expense of economic vitality and community livability. Therefore, it is essential to define what constitutes an "acceptable" level of congestion, using state and regional performance measure goals as a benchmark.

SECOG is dedicated to enhancing regional mobility and ensuring the efficient use of transportation funding. This CMP provides a systematic approach to further understand current and future system performance and to evaluate the effectiveness of various congestion management strategies. The objectives located in this CMP are derived from those documented in the current Metropolitan Transportation Plans for the SECOG region, serving as a comprehensive framework for continued cooperation and progress.

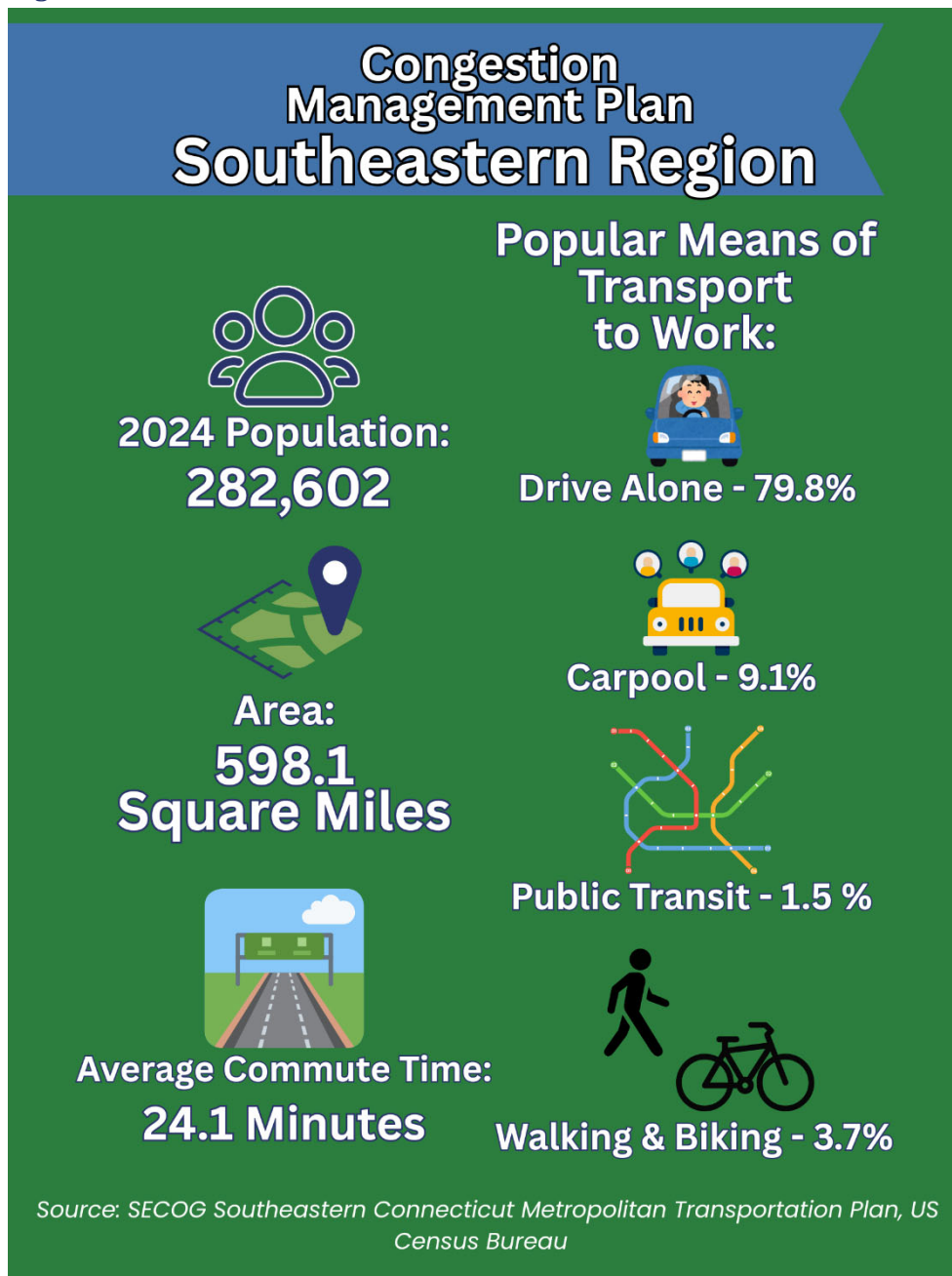
Figure 2: Congestion Management Objectives



Congestion Management Network

For this report, the CMP network corresponds with the Norwich-New London Transportation Management Area (TMA), encompassing the Southeastern region. As one of nine Councils of Government (COGs) for the State, SECOG is responsible for developing and updating the CMP for the New London TMA.

Figure 3: New London TMA



In transportation planning, a TMA (Transportation Management Area) is a designation for urban areas (UAs) with populations of over 200,000. An urban area is a statistical geographic entity designated by the Census Bureau that consists of a central core and adjacent densely settled territory. Urban areas were redesigned based on the 2020 census, with a new Westerly urban area spanning Connecticut and Rhode Island, reducing the Norwich-New London UA population below 200,000. Subsequently, SECOG petitioned to restore the TMA status and continues to coordinate with RIMPO on congestion and other transportation planning issues.

The analysis of this TMA encompasses 22 member municipalities within the Southeastern region. The municipalities in the Southeastern region include Bozrah, Colchester, East Lyme, Franklin, Griswold, the City of Groton, the Town of Groton, the Borough of Jewett City, Lebanon, Ledyard, Lisbon, Montville, New London, North Stonington, Norwich, Preston, Salem, Sprague, Stonington, the Borough of Stonington, Waterford, and Windham. The New London Transportation Management Center (TMC) area encompasses major employment hubs, including naval installations, casinos, universities, and scenic shorelines that attract both commuter and recreational traffic. The region's economic vitality depends heavily on the efficiency and connectivity of its transportation network. Interstate highways and principal arterials carry the bulk of travel demand, serving as critical links for regional mobility and freight movement. However, recurring congestion on key segments of these corridors is observed daily. Operational inefficiencies and delays in these facilities can significantly impact economic growth, regional accessibility, and overall quality of life.

This report and associated analysis are based on the data derived from the National Performance Management Research Data Set (NPMRDS). The NPMRDS is an FHWA-procured and sponsored archived speed and travel time dataset, covering roadways in the National Highway System (NHS). The NHS is a network of major roads that connect population centers, ports, and essential transportation facilities. It includes the roadways functionally classified as interstates and principal arterials.

Figure 4: SECOG TMC Network

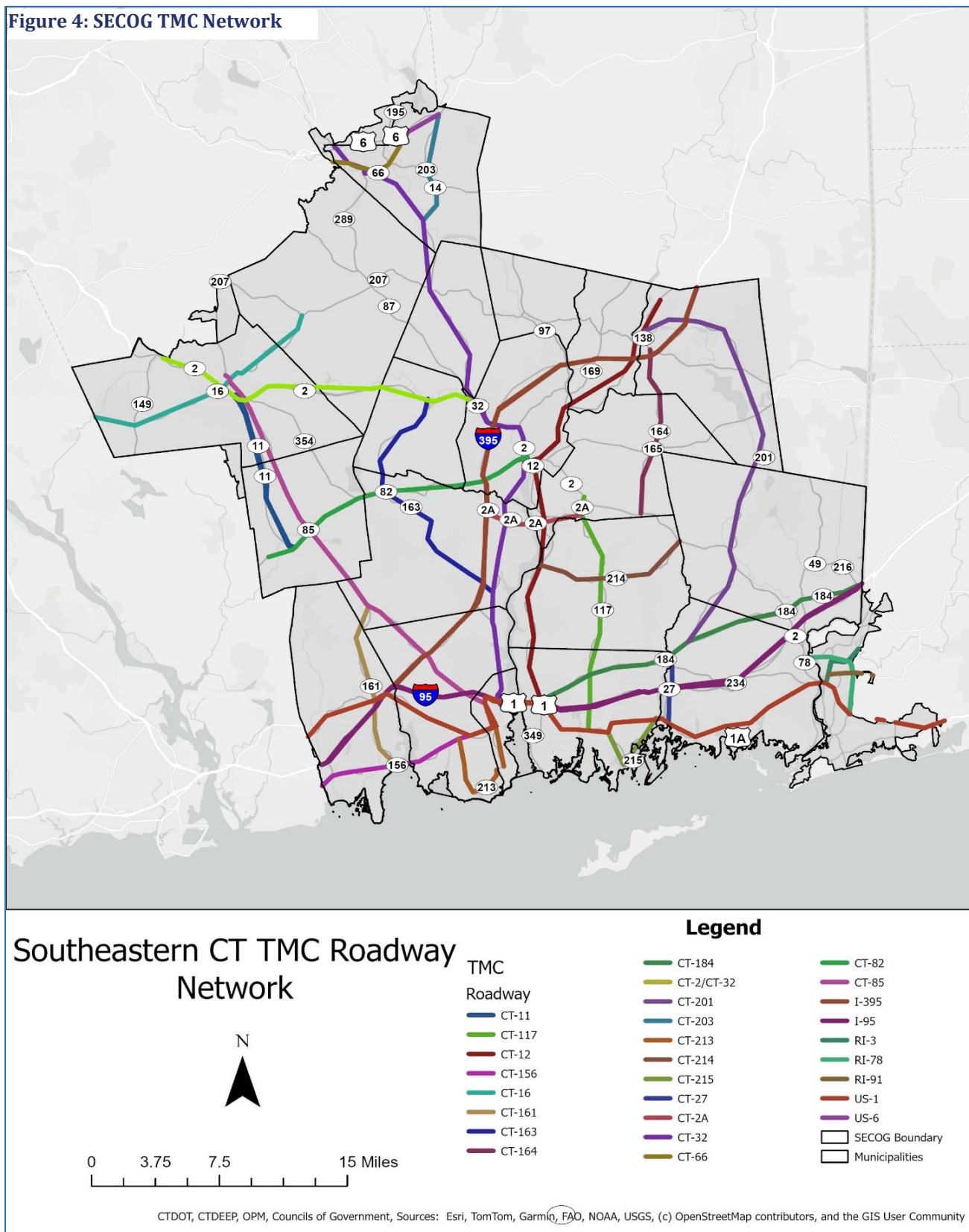
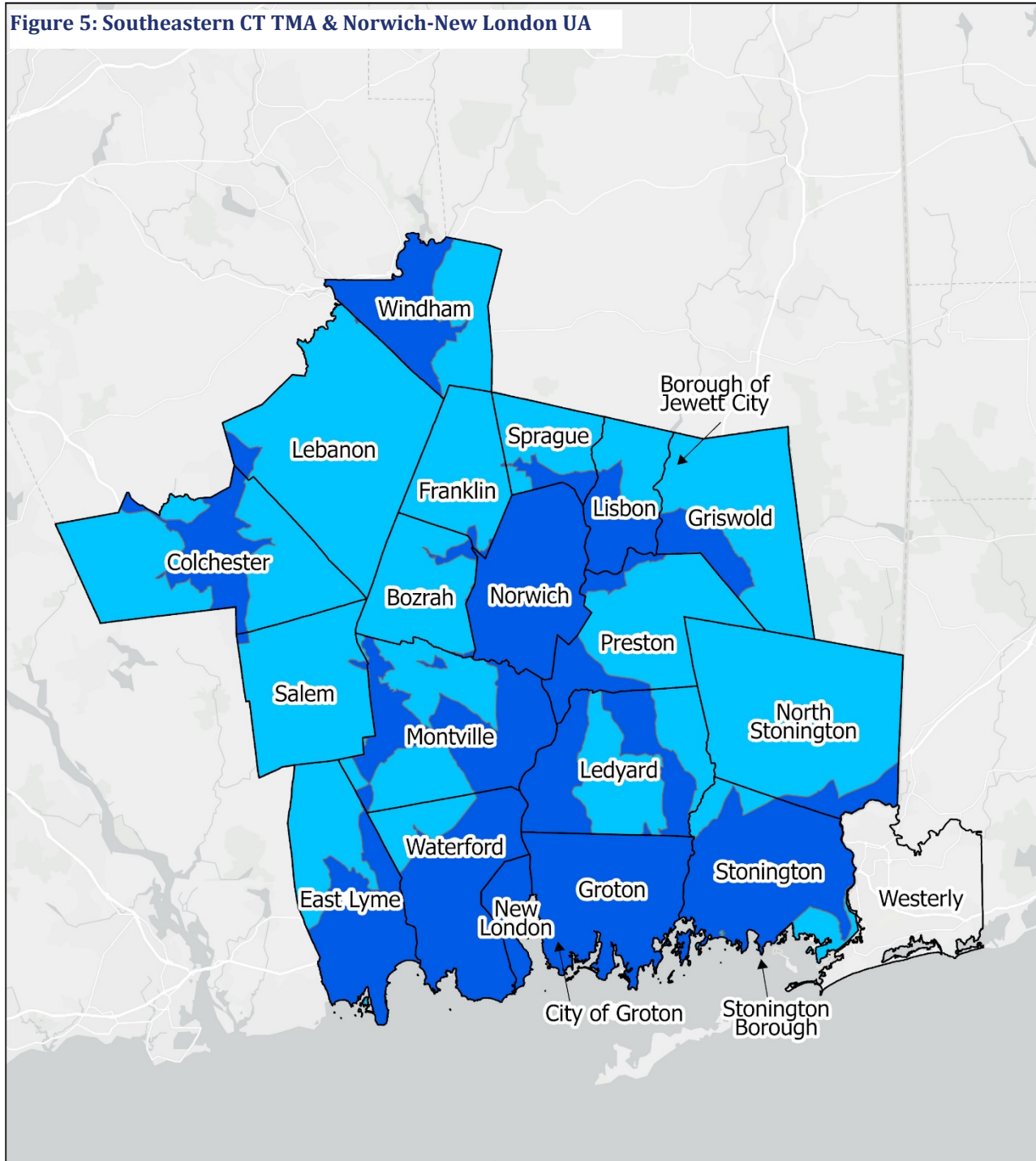
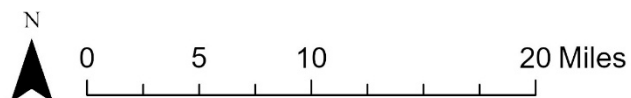


Figure 5: Southeastern CT TMA & Norwich-New London UA



Southeastern CT TMA and
Norwich-New London UA



Legend

□ Municipalities

■ UA

■ TMA

Figure 6: CMP Definitions

Vehicle Miles Traveled (VMT)

Vehicle Miles Traveled (VMT) measures the total number of miles driven by all vehicles within a specific area and time period, used to assess travel demand and congestion. Higher VMT reflects increased dependence on driving, whereas lower VMT can indicate reduced travel.

Average Speed

The average speed for a specific roadway is calculated from travel times and road segment lengths. The average observed travel speed is a reliable indicator of congestion in the roadway network and can highlight the need to identify solutions to existing mobility problems.

Delay

Delay is the extra time required to travel through a roadway segment or corridor during congested condition compared to the time required during free flow conditions.

Travel Time Index

Travel Time Index (TTI) is a ratio of the average travel time and the free-flow travel time. If the index or ratio is 1.0, there is no delay. A ratio greater than 1.0 indicates delay or congestion. For example, a ratio of 1.25 means that it takes 25% longer to travel a given distance in the corridor during the peak period than during off-peak periods.

Peak Hours of Excessive Delay (PHED)

Peak hour excessive delay (PHED) refers to the extra time spent traveling during congested conditions, defined by speeds below a threshold of 20 miles per hour or 60% of the posted speed limit, specifically during peak traffic hours (6-10 am and 3-7 pm on weekdays).

Level of Travel Time Reliability (LOTTR)

LOTTR is an index that shows the reliability and variability of speed on a roadway segment over a period of time. Roadway segments that have LOTTR higher than 1.50 are determined to be unreliable.

Performance Measures

Monitoring and evaluating the performance of a transportation system helps regional and state authorities better understand the existing system's performance needs, track regional success over time, and refine existing planning tools and models. The performance measures provide clear benchmarks for how well the transportation system is performing. It is essential that these measures are relevant to the region and can be replicated for future updates of the CMP. In the Congestion Management Process Guidebook, the FHWA describes the characteristics of good performance measures.

- Relate to goals and objectives
- Clearly communicates results to audiences
- Includes multiple modes of travel
- Has consistency and accuracy
- Illustrates the effect of improvements
- Applies to existing and future conditions
- Uses person or goods movement terms
- Allows for economic data collection or estimation
- Developed collaboratively

This report utilizes several performance measures, as described in **Figure 7**, that can be readily obtained through existing data sources, providing a unique perspective on transportation performance and adding clarity to how decision-makers understand the functioning of various transportation modes.

Measures should utilize data that is readily available or easily accessible and provide meaningful descriptions of how well the area is meeting its objectives.

Figure 7: CMP Performance Measures

Congestion Management Plan Performance Measures		
Performance Measures		Source
Vehicle Throughput	Daily Vehicle Miles of Travel (DVMT)	CTDOT
	Non-SOV Travel	NPMRDS
Mobility	Average Speed	NPMRDS
	Delay	NPMRDS
	Peak Hour Excessive Delay (PHED)	CTDOT
Reliability	Travel Time Index (TTI)	NPMRDS
	Level of Travel Time Reliability (LOTTR)	CTDOT

1. Vehicle Throughput

Vehicle throughput is a measure of how many vehicles pass a specific point on a roadway within an identified amount of time, typically expressed as vehicles per hour. It reflects how efficiently traffic moves on a road or at an intersection. Higher vehicle throughput indicates efficient travel, whereas lower throughput can indicate congestion, delays, or capacity limits. In the context of the CMP, vehicle throughput can be measured in terms of vehicle miles traveled and non-single-occupancy vehicle movement.

Daily Vehicle Miles Traveled (DVMT) is a key transportation metric representing the total miles all vehicles travel on a specific road or network in a single day, calculated by multiplying Annual Average Daily Traffic (AADT) by the length of the roadway. This is used to measure overall travel activity to assess transportation demand.

Non-Single Occupant Vehicle (SOV) refers to any mode of transportation that does not involve driving alone in a personal vehicle. Examples include carpooling, vanpooling, public transit, micro transit, ridesharing apps, and pedestrian or bicycle movement. Per the 2024 United States Census Bureau's American Community Survey, non-SOV usage in the United States is approximately 30.8% and is approximately 29.8% in Connecticut. Within the Southeastern region, non-SOV travel modes are approximately 23.7%. The Naugatuck River Valley Council of Governments region has a comparable population size, geographic features, and transportation infrastructure to the Southeastern region of Connecticut. This region has approximately 24% non-SOV usage. In summary, SECOG underperforms national, state, and other regional non-SOV patterns in recent years.

2. Mobility

Mobility describes how easily and efficiently people can move through a transportation system and is measured by average speed, delay, and peak-hour excessive delay (PHED).

Average Speed is the typical travel speed that vehicles maintain along a roadway or corridor over a given period. It is used to evaluate traffic flow and identify where congestion slows traffic below the expected or free-flow speed.

Delay refers to the extra travel time drivers experience beyond the time it would take to travel at free-flow (uncongested) conditions. It directly measures the impact of traffic congestion on travel time efficiency.

Peak Hour Excessive Delay (PHED)

Peak Hour Excessive Delay (PHED) is a measure used in congestion management to quantify the amount of traffic delay experienced during the busiest hours of the day. It calculates the total number of hours that vehicles spend traveling slower than a set threshold. This performance measure is used by both CTDOT and the NPMRDS database.

3. Reliability

Reliability refers to the consistency and predictability of travel times on a roadway or transportation system. It measures how dependable trips are, accounting for fluctuations caused by congestion. High reliability means travelers can consistently reach their destinations in a predictable amount of time, whereas low reliability means significant variability leading to delays.

Travel Time Index (TTI)

The Travel Time Index is a measure of congestion that compares the actual travel time on a roadway to the free-flow travel time. It is calculated as the ratio of peak-period travel time to free-flow travel time. A TTI of 1.0 indicates traffic is moving at free-flow speed, whereas higher values indicate slower travel and greater congestion. For example, a TTI of 1.5 means a trip takes 50% longer than it would under uncongested roadway conditions.

Level of Travel Time Reliability (LOTTR)

The Level of Travel Time Reliability (LOTTR) is a measure used in congestion management studies to assess how consistently travel times are maintained on a roadway or corridor, typically calculated as the ratio of the 80th percentile travel time to the free-flow or median travel time. A LOTTR value close to 1.0 indicates that travel times are very reliable and predictable, while higher values indicate more variability and less reliability. This contributes to unexpected delays for travelers.

Regional Transportation Options

Within the Southeastern region, numerous transportation providers connect urban centers with suburban neighborhoods. Traffic congestion and transit systems are closely connected, influencing each other's performance. When roads are congested, transit services such as buses experience delays and longer travel times. Heavy transit vehicle usage and busy transit hubs can contribute to congestion by slowing traffic or attracting large volumes of cars and pedestrians. In contrast, public transit options, such as regional rail and bus services, can reduce the number of vehicles on the road, mitigating congestion-related challenges. This chapter reviews the regional public and private transportation services available in the region, categorized by regional bus services, micro transit and demand response services, regional rail services, and private transportation providers.

Regional Bus Service

Southeast Area Transit (SEAT), established by local towns in New London County and authorized by the Connecticut General Statutes, Chapter 103A, operates a safe and effective public transportation system that serves the mobility needs of various communities within southeastern Connecticut. Designed to enhance the quality of life for those who live in, work in, or visit the Southeastern region, SEAT operates a coordinated bus transit system that meets the diverse transportation needs of the communities it serves. SEAT serves as the primary bus service for southeastern Connecticut, covering towns such as Norwich, New London, Groton, Waterford, East Lyme, Griswold, Montville, and Ledyard. All service routes operate Monday through Saturday, except for Route 980 and Groton HOP. **Table 1** below illustrates SEAT's various routes.

Table 1: SEAT Service Area Network

Route Number	Service Area
Route 1	Norwich and New London
Route 2	Norwich, Groton, and New London
Route 3	Groton, New London, and Niantic
Route 4	Taftville, Occum, Greenville
Route 5	Industrial Park, Norwich, Backus
Route 6	West Side
Route 7	Hamilton Ave, Mohegan Sun/ West Main
Route 8	Jewett City, Lisbon Landing, Crossing
Route 9	Norwich, Lisbon Landing
Route 11	Groton Local
Route 12	Jefferson Street, Crystal Mall, and Senior Center
Route 13	Shaw's Cove, LM Hospital, Ocean Beach
Route 14	NL Mall, Crystal Mall, and NL Shopping Center
Route 15	Mitchell College, Waterford Commons
Route 108	New London, Groton, Mystic Village
Route 980	EB Shuttle
Route 982	Norwich/Foxwoods

SEAT's bus fleet is funded with 80% Federal Transit Administration capital grants and 20% of Connecticut capital grants. SEAT's fleet includes 22 fixed-route buses and five paratransit vans.

SEAT operates both fixed-route and demand-response vehicles, accommodating a wide variety of trip types. Fixed route service follows public schedules and serves the broader community, whereas demand-response trips are primarily offered through ADA paratransit services. Per the Americans with

Disabilities Act (ADA), all SEAT bus services remain accessible, and ADA paratransit services are provided to eligible riders who have completed a comprehensive application process. Once approved, reservations for rides must be made at least one day in advance of the requested ride date. Same-day reservations cannot be made, and reservations must be made between 8:00 am and 5:00 pm, Monday through Friday. SEAT's paratransit services are curb-to-curb. Additionally, SEAT allows the presence of service animals on all transit buses. ADA paratransit services are reserved for individuals who live within $\frac{3}{4}$ of a mile of a fixed route. In addition to its ADA paratransit services, SEAT also offers demand response services for all users within specific municipalities. The *HOP* services can be utilized in the towns of Groton, Waterford & Stonington Monday-Friday (6:30 am - 6:30 pm) and Saturdays in Stonington (6:30 am - 7:30 pm). The Stonington HOP Service is the only FTA-approved service of this kind. Within the City of New London, a demand response service called *Smart Ride* can be used Monday-Saturday between 8:00 am and 11:30 pm. Both demand response services can be requested through the SEAT Connect App. All other micro transit services within SEAT are being operated under a state pilot program.

SEAT's transit bus service is a "flag down service," meaning that if a potential rider is on the same side of the street as the bus, they can wave it down and board at any point. If an individual intends to exit the bus, they are free to signal the driver, who will then stop at the nearest safe point. Tickets for SEAT bus services can be purchased at the SEAT Administration Office and Norwich Transportation Center. SEAT offers various ticket packages and accepts mail orders. Cash fares for rides range from \$0.85 for seniors or disabled riders and \$3.50 for all ADA paratransit services. ADA paratransit rides can also be purchased in a 10-ride ticket book, costing \$35.00. For standard fares, a single ride is \$1.75. For seniors and individuals with disabilities, the standard fare is \$0.85. Changes include New London Smart Ride micro transit fare increases to \$2.25 as of January 1st, 2026, reflecting the higher cost of provision of that service, stop based service implementation, and night and Sunday service expansion on high demand routes.

CTtransit provides two express commuter bus services to Hartford with stops within the SECOG Region. Route 918 stops in Willimantic and Route 914 stops in Colchester. Route 918 and Route 913 (no service within SECOG) stop in Storrs at the UCONN campus.

River Valley Transit provides fixed-route bus services within the Southeastern region, offering transportation service from Old Saybrook to New London. The bus will stop anywhere it's safe to do so, unless it is in a designated no-stop zone as indicated on the route schedule.

This route includes stops in East Lyme at the Latimer Brook Commons, RT-156 park and ride, Brooks Plaza, I-95 exit 74 (Westbound) park and ride lot, and two stops in New London: one at the corner of Huntington & Broad and the other at the train station. All River Valley Transit buses are equipped with

bike racks and wheelchair lifts. Route 643 operates Monday through Friday from 7:00 am to 6:50 pm. River Valley Transit has several other fixed routes and micro transit services within the RiverCOG region.

Fares for River Valley Transit range considerably due to trip type, distance, and ticket type. Basic fares for adults cost \$1.75 per ride and \$0.85 for seniors and individuals with disabilities. Children under the age of five ride free through RVT. To maximize purchase value, River Valley Transit features ten-trip tickets for \$15.75, monthly passes for \$52.50, and 100 single-ride tickets for \$200.

River Valley Transit offers a micro transit service in four areas through an app called XtraMile. However, these services are not in service within the Southeastern region. This service can be used anywhere in Madison, Guilford, Old Saybrook, Centerbrook, Essex Village, and portions of Westbrook, CT. RVT's XtraMile Shoreline and Madison and Guilford lines do provide connections with CTrail's Shore Line East rail stations.

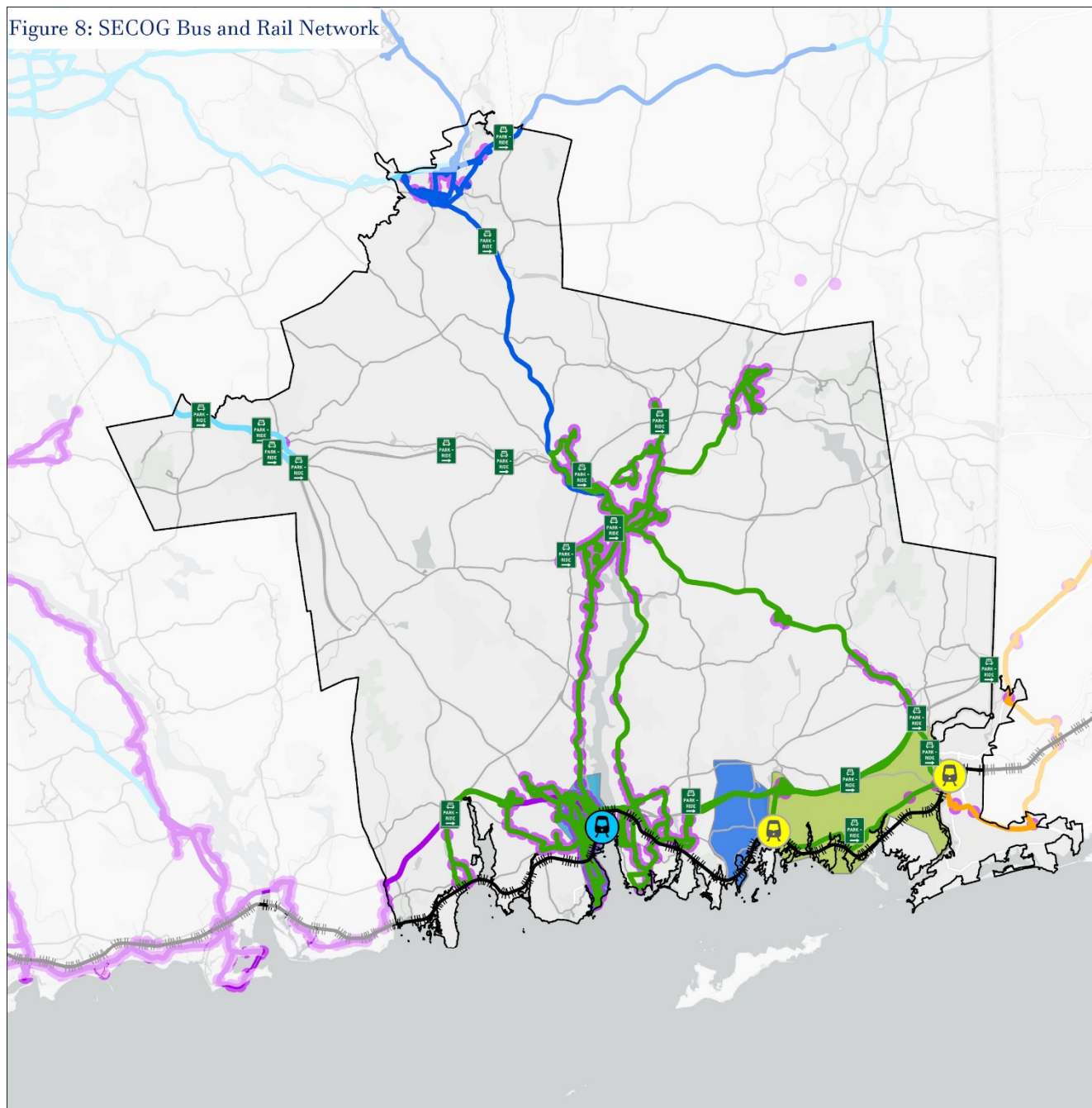
The Windham Region Transit District (WRTD) also provides fixed route service within the SECOG region in Windham, Norwich, and Foxwoods Casino. Outside the Southeastern region, WRTD provides fixed route service to Storrs/UCONN and Danielson. Demand response service is provided within Ashford, Chaplin, Columbia, Coventry, Lebanon, Mansfield, Scotland, Willington, and Windham/Willimantic.

Fares for the Windham Region Transit District vary depending on trip type, distance, and ticket type. Single ride tickets cost \$1.25 for adults, single ride tickets for seniors and disabled individuals cost \$0.75 and children under 4 ride for free. Like other transit districts in the region, WRTD also offers a monthly pass for \$40 and a day pass for \$3.50.

Table 2: Windham Region Transit District Bus Routes

Route	Service Area
Route 671 A City Bus Clockwise	Willimantic
Route 671 B City Bus Counter Clockwise	Willimantic
Route 674 A Willimantic - Storrs	Willimantic, Mansfield & Storrs
Route 674 B Willimantic – Storrs (Express)	Willimantic, Mansfield & Storrs
Route 674 C Willimantic – Storrs (Senior Center)	Willimantic, Mansfield & Storrs
Route 674 D Willimantic – Storrs (Opening)	Willimantic, Mansfield & Storrs
Route 674 E Willimantic – Storrs (Closing)	Willimantic, Mansfield & Storrs
Route 675 Hunting Lodge	Mansfield & Storrs
Route 676 Hunting Lodge (Breaks)	Mansfield & Storrs
Route 991 Willimantic - Norwich	Willimantic, Windham, Franklin, Norwich
Route 993 Willimantic - Danielson	Willimantic, Windham, Chaplin, Hampton, Brooklyn, Danielson

Figure 8: SECOG Bus and Rail Network



Bus and Rail Transportation Network



Legend

- | | |
|---------------------------------------|---|
| Shoreline East Station | Southeast Area Transit (SEAT) |
| Amtrak Station | Rhode Island Public Transit Authority (RIPTA) |
| Park & Rides | River Valley Transit |
| 1/4 Mile Bus Stop Buffer | Windham Region Transit District (WRTD) |
| New London Micro Transit Service Area | CTtransit |
| Groton Micro Transit Service Area | Amtrak And Shore Line East Rail Line |
| Stonington Micro Transit Service Area | |

Regional Rail Service

The Southeastern region of Connecticut features two passenger rail lines: CTrail's Shore Line East and additional lines operated by Amtrak. CTrail's Shore Line East is a popular and convenient rail service that operates seven days a week between New London and New Haven, Connecticut. Select weekday services exist to Stamford. This rail service is a partnership between the Connecticut Department of Transportation and Amtrak. CTrail's Shore Line East connects with the New Haven Line (operated by Metro-North) at New Haven Union Station for travel to the southwestern region of Connecticut, as well as Grand Central Terminal in downtown New York City. See **Figure 9** for commuter rail service in the Southeastern region.

Only Shore Line East ten-trip tickets and monthly passes are accepted on the Amtrak trains. Passengers must also reserve a seat in advance through Amtrak's Ride Reserve Program to board. Expanding access to single-trip ticket holders is a critical goal for the Southeastern region.

Fares for CTrail's Shore Line East vary significantly depending on the start/stop locations, as well as the type of ticket (e.g., one-way, ten-trip bundle, monthly, monthly plus, and school monthly). All tickets can be purchased on the CTrail mobile app, at windows at regional train stations, vending machines at New Haven Union Station, or onboard all CTrail Shore Line East Trains. However, on-board tickets must be paid in cash with exact change and with small bills. CTrail's Shore Line East rail offers several services, such as 12 trips per day in each direction between 5:45 am to 11:20 pm. 2 of the 12 trains in each direction are cross branded with Amtrak.

All trains and stations have been designed to be fully ADA accessible, featuring level boarding, elevators, visual and audible messaging systems, and monitors displaying arrival times. Train personnel are trained to assist in boarding. **Table 3** depicts CTrail's Shoreline East train stations in the region.

Table 3: Regional Rail Service

Name of Station and Municipality	Location
Union Station, New Haven	<i>Union Avenue</i>
State Street, New Haven	<i>State Street</i>
Branford	<i>Maple Street</i>
Guilford	<i>Old Whitfield Street</i>
Madison	<i>Bradley Road</i>
Clinton	<i>John Street Extension</i>
Westbrook	<i>Norris Ave</i>
Old Saybrook	<i>Boston Post Road</i>
New London	<i>Water Street</i>

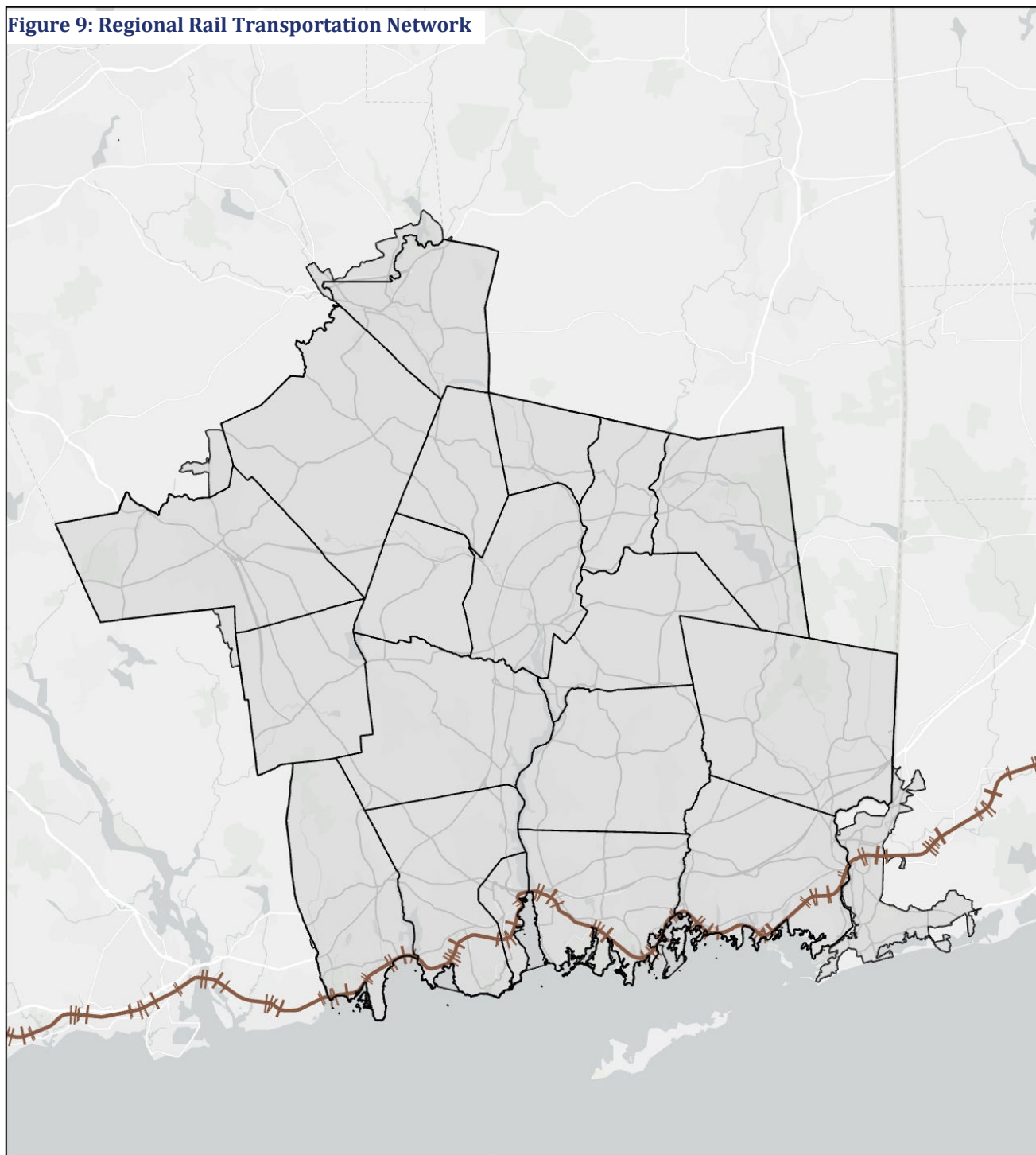
Amtrak also provides rail service in the Southeastern region, stopping in New London, Mystic, and Westerly, Rhode Island. All Northeast Regional rail lines and select Acela Express trains provide direct

service from New London to Boston, New York, Providence, Philadelphia, and Washington, D.C. Trains typically run every one to two hours.

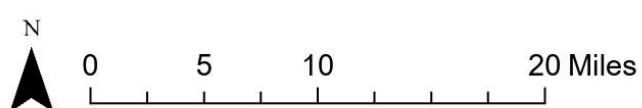
New London Union Station

New London Union Station offers convenient connections between Amtrak and commuter rail lines. It serves as a central hub for New London's extensive transportation network, as well as SEAT's southern bus station. The station has one side platform and one island platform, serving the two-track Northeast Corridor and the New England Central Railroad Mainline. Platforms serve both Amtrak's Northeast Regional service and CTrail's Shore Line East rail service. Union Station also operates routes to Foxwoods Resort Casino. Additionally, Greyhound bus lines serve Union Station for long-distance routes across the United States.

Figure 9: Regional Rail Transportation Network



Amtrak and Shore Line East Rail Network



— Amtrak and Shore Line East Rail Line

Rhode Island Transportation Improvement Plan (TIP)

The Rhode Island Department of Transportation has indicated the design of a train platform in Westerly Rhode Island that would serve commuter trains. Construction is anticipated to begin in 2030 and will address a significant challenge of extending the commuter rail service to western job centers in Providence and Boston.

Eastern Connecticut Corridor Rail and Transit Feasibility Study (ECRTS)

The Eastern Connecticut Corridor Rail and Transit Feasibility Study (ECRTS), directed by the Connecticut Legislature, analyzed the potential challenges and impacts of expanding passenger rail service in southeastern Connecticut. The ECRTS indicated that extending rail service to Westerly, Rhode Island would involve several problems regarding increasing levels of population density within rail station areas. This study's recommendation was to expand bus service as a precursor to rail service and identify a lack of clear access to additional operational funds to increase the frequency, span, and service area of the existing SEAT services. In effect, hundreds of housing units are being added to transit accessible areas of New London, Groton, East Lyme, and other locations throughout the SEAT bus transit system.

Private Transportation Providers

Several private transportation providers exist within southeastern Connecticut. More specifically, on-demand transportation providers such as Uber and Lyft are readily available in the Southeastern region. The cost of these services varies, depending on the trip's length, timing, and the size and style of the requested vehicle. Additionally, several taxi companies provide transportation services in the region. Examples include Uber, Lyft, M7, the Yellow Cab Company of New London and Groton, Rose City Taxi, and Captains Car Service. Many of these providers accommodate specific requests such as wheelchair accessible transport, medical transport, or service in smaller towns in more rural areas. However, rural areas within the Southeastern region experience gaps in service where taxi service is unreliable or not available. See **Table 3** for a full list of private transportation providers.

Table 3: Regional Private Transportation Providers

Transportation Providers	Description
Harry's	A local taxi provider that utilizes a phone-based service.
Yellow Cab	A traditional taxi company serving New London, Groton, Waterford, and the adjacent coastal region.
Rose City	Rose City provides taxi services in Norwich and surrounding towns (Bozrah, Sprague, Lisbon, Jewett City, Preston, and Salem).
M7	M7 is Connecticut's largest, full-service transportation company that provides services such as traditional taxi, wheelchair accessible transportation/paratransit, non-medical transportation, senior transportation, and student transportation. Services are available throughout the state, but more specifically in New London.
Red & White Taxi LLC	A popular taxi service based out of New London.
Captain's Car Service	A 24-hour taxi/transportation service operating in the New London area.
Curtin Transportation Group	A Connecticut-based taxi/transportation company located in Waterford, CT that serves New London County.
Uber/Lyft	Uber and Lyft are app-based ride-hailing services that connect passengers with nearby drivers for on-demand transportation, often offering cashless payments, ride tracking, and various service levels including standard, shared, and accessible rides.

Pedestrian and Bicycle Network

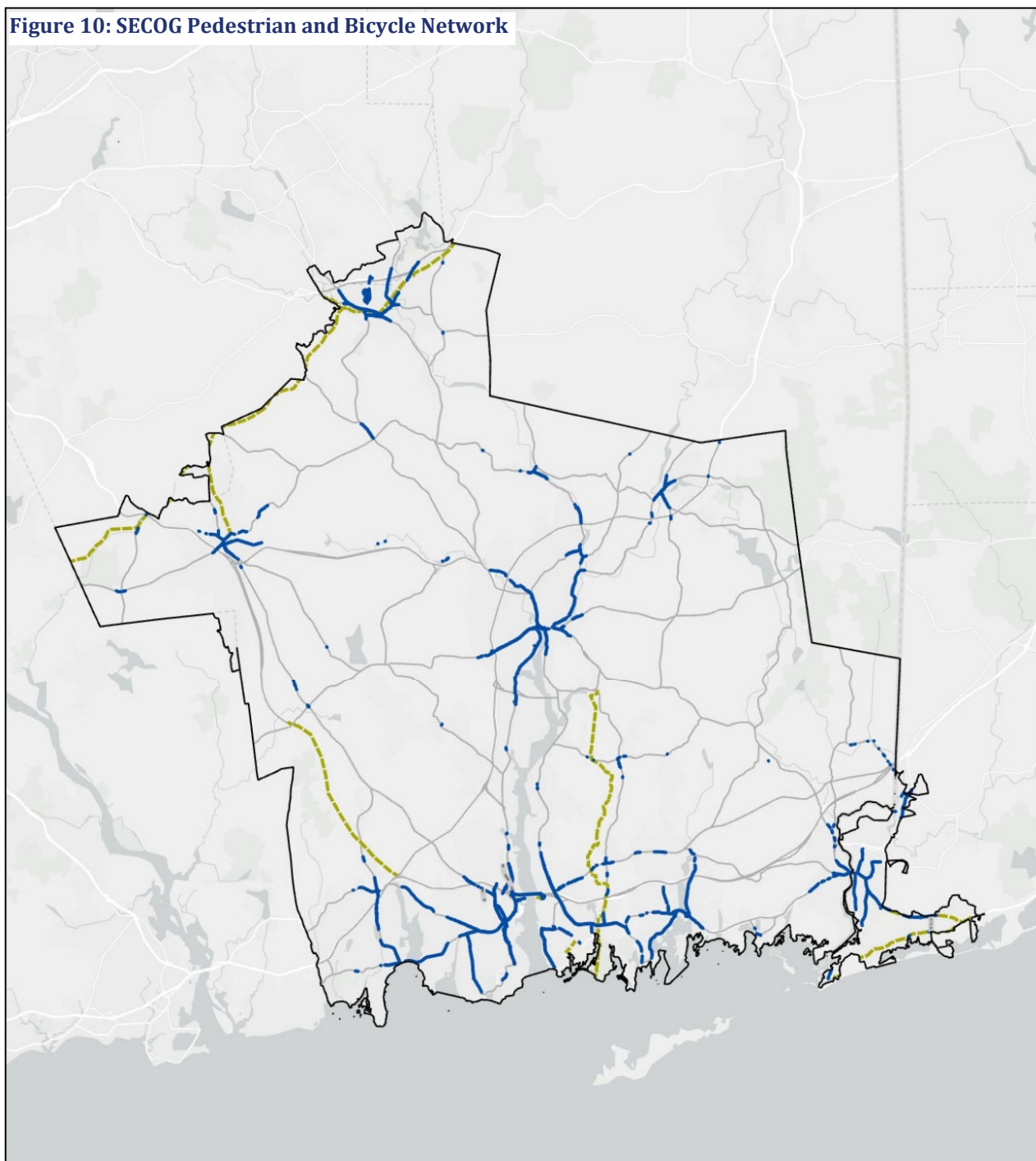
The Southeastern region's sidewalk networks primarily exist in urban, densely developed areas of the following towns: New London, Norwich downtown, City of Groton, Groton commercial areas, Colchester village center, Jewett City (Griswold), Mystic and Pawcatuck (Stonington), and Niantic (East Lyme). Suburban and rural areas of the region typically lack pedestrian amenities.

There are few dedicated or separated bike lanes within the region, though SECOG is supporting expansion of these facilities through LOTCIP and transportation improvement programs. Several multi-use paths within the region serve a transportation function. Municipalities within the SECOG region

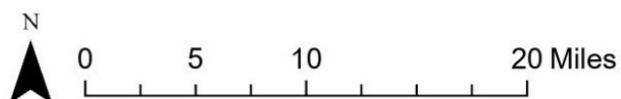
have few bike racks in the public right of way; those that exist are predominantly at businesses or community facilities.

Bicycle and pedestrian data collection within the region is minimal. This report includes aggregated and de-identified data from Strava, a popular fitness tracking app and social media platform. Used by runners, cyclists, and walkers, Strava provides key insights into regional bicycle and pedestrian trends. Strava data identifies that cycling and running are most prevalent from May to October. Approximately 70% of cyclists and runners who use the platform are between 18 and 55 years of age. E-bike utilization is growing and should be considered in the provision of facilities, as e-bikes can extend reasonable bike commutes and address terrain that may inhibit bicycle use. While cycling and pedestrian activity are heaviest in the previously described urban areas, there is still evidence of cycling and running on rural roads that lack amenities. The Southeastern region is home to a pedestrian and bicycle network comprised of designated bike lanes, pedestrian paths, trails, and sidewalks. **Figure 10** depicts a partial pedestrian and bicycle network. An accurate inventory of this network is not currently available.

Figure 10: SECOG Pedestrian and Bicycle Network



SECOG Pedestrian and Bicycle Network



Legend

- Bike Lanes
- Sidewalks
- Trails

Data and Methodology

In the 2017 CMP for the SECOG region, corridor performance was evaluated using travel speeds and V/C ratios. Travel time/speed data collected and processed within the GPS/GIS system was summarized by road segments defined by the user based upon travel patterns and road characteristics. For each road segment, a threshold speed was established to represent a reasonable peak hour speed standard or goal, considering posted speed limits, area characteristics, and road classification. A segment was considered congested when its average travel speed was below the threshold speed for its corresponding facility type. The V/C ratio was provided by CTDOT based on 2011 data and projected for 2035.

This report adopts a more updated approach to data-driven analysis of congestion. The last CMP only focused on congestion during traditional morning and evening commuting hours. With changes in working hours and the adoption of a hybrid work environment, congestion is less closely tied to traditional peak hours. To match the changing travel patterns, a time frame between 6:00 AM and 7:00 PM, during weekdays, was selected for this report. The 2025 CMP update and associated analysis are based on the data derived from the National Performance Management Research Data Set (NPMRDS). Additionally, SECOG leveraged the data already analyzed and maintained by CTDOT.

Data Providers	NPMRDS, CTDOT
Year	2024
Road Network	NHS extended network within Southeastern TMA/Norwich-New London UA
Time Period	Weekday • Morning (6:00 am -10 am) • Midday (10:00 am – 3:00 pm) • Evening (3:00 PM-7:00 pm)

NPMRDS Data

The National Performance Management Research Data Set (NPMRDS) is sponsored by the Federal Highway Administration (FHWA) and developed in partnership with the University of Maryland (UMD). NPMRDS allows agencies to access massive amounts of data from January 2017 forward on the National Highway System (NHS) road network at no cost.

The NPMRDS contains field-observed travel time and speed data collected anonymously from a fleet of probe vehicles (cars and trucks) equipped with mobile devices. Using time and location information from probe vehicles, the NPMRDS generates speed and travel time data aggregated in 5-minute,

15-minute, or 1-hour increments. The data is available across the National Highway System (NHS), with a spatial resolution defined by Traffic Message Channel (TMC) location codes. A TMC represents a unique, directional roadway segment that is approximately half a mile to a mile long in urban and suburban areas and can be as long as five to ten miles in rural areas. This report is based on data aggregated in 15-minute intervals for the extended NHS network. This comprises all roads within the NHS network where most data elements are available for most of the timeframe, and another set of roadways where some data elements (such as volume) may be missing.

Before performing the data analysis, a quality check was conducted on all TMC segments to ensure adequate data quality. The segments with at least 75% of data availability were selected for analysis. This list was further shortened based on the regional significance of each corridor.

The AADT traffic data was collected from CTDOT's Historical Traffic Monitoring Data GIS online map. The AADT numbers were from 2023 and 2024. DVMT used in the report was calculated by multiplying the highest AADT's for each corridor and the freeway segment length.

Methodology

The methodology for calculating performance measures is described below.

$$\text{Daily Vehicle Miles Traveled (DVMT)} = \text{AADT} * \text{Segment Length}$$

$$\text{Average Speed} = \text{Average of Probe Vehicle Speed}$$

$$\text{Arterial Delay} = \text{Average Speed} - \text{Free Flow Speed}$$

$$\text{Freeway Delay} = (\text{Average Travel Time} - \text{Free Flow Travel Time}) * \text{Volume}$$

$$\text{Travel Time Index (TTI)} = \frac{\text{Average Travel Time}}{\text{Free Flow Travel Time}}$$

$$\text{Level of Travel Time Reliability (LOTR)} = \frac{\text{80th percentile Travel time}}{\text{50th percentile Travel time}}$$

$$\text{Peak Hours of Excessive Delay (PHED)} = \text{Excessive Delay (hours)} * \text{AADT} * 365$$

Excessive Delay = the extra amount of time travelers spends in congested conditions where speeds fall below 20 mph or 60% of the posted speed limit, whichever is greater.

Municipal Survey

To gather input from SECOG municipalities, a survey was created and disseminated to the planning department, engineering department, department of public works, mayors/first selectmen, and other town representatives and interest groups. This survey helped document the concerns of the member municipalities. Because NPMRDS's data covers only the National Highway System, this survey identifies roads outside of the NHS. A discussion of the survey results is included in the discussion of congested segments. **Table 6**, provided later with this report, includes locations of concern from the survey and congestion data.

Freeway Performance Results

I-95 and I-395 are the two major interstate routes in the Southeastern TMA. I-95 runs east-west through the region and connects New York to the west and Rhode Island to the east. I-395 is a primary north-south route through Connecticut. To the south, it connects to I-95 in New London. To the north, it passes through the Connecticut border and into Webster, Massachusetts.

RI-78 is a limited-access highway, and within Westerly, it runs from the RT-2 in Stonington to US-1 (Franklin St) in Westerly. CT-11, CT-2A, and CT-2/32 are other limited-access highways with regional significance. Within Southeastern TMA, CT-11 runs between CT-82 (E Haddam Rd.) in Salem and CT-2 (Veterans of Foreign Wars Hwy.) in Colchester. CT-2A turns from I-395 in Montville to CT-117 (Hallville-Poquetanuck Rd.) in Preston.

CT-2 and CT-32 have a limited-access highway designation for a portion of their length. The portion of these roads that are designated as freeways is included in the chapter.

For the selected freeways/limited access highways, several performance measures such as DVMT, average speed, delay, and TTI were calculated for weekdays using 2024 data.

Table 4 describes the extents of these highways.

Table 4: Freeways in the CMP Network

Route	From	To	Length (miles)
CT-2A	I-395, Montville	CT-117 (Hallville-Poquetanuck Rd.), Preston	5.1
CT-2	RT-149 (Westchester Rd.), Colchester	Bozrah/Norwich Border	14.7
CT-2/32	CT-2 (Franklin Turnpike), Norwich	CT-169 (Harland Rd.), Norwich	2.5
CT-11	CT-82 (E Haddam Rd.), Salem	CT-2 (Veterans of Foreign Wars Hwy.), Colchester	7.7
CT-32	Norwich/Franklin Border	RT-169 (Harland Rd.)	3.7
RI-78	CT/RI Border	US-1 (Franklin St.), Westerly	4.2
I-95	Old Lyme/East Lyme Border	CT/RI Border	27.7
I-395	I-95, East Lyme	Griswold/Plainfield Border	25.9

Daily Vehicle Miles Traveled (DVMT)

Figure 11 shows the DVMT for freeways in the CMP network. The differences in the DVMT are expected, as the total length of each highway within the study area varies. Some of the highest DVMTs were observed for I-95 and I-395, as expected. The AADT data was sporadic in nature for the arterials within Westerly, RI. Hence, this performance measure was calculated only for the CT section.

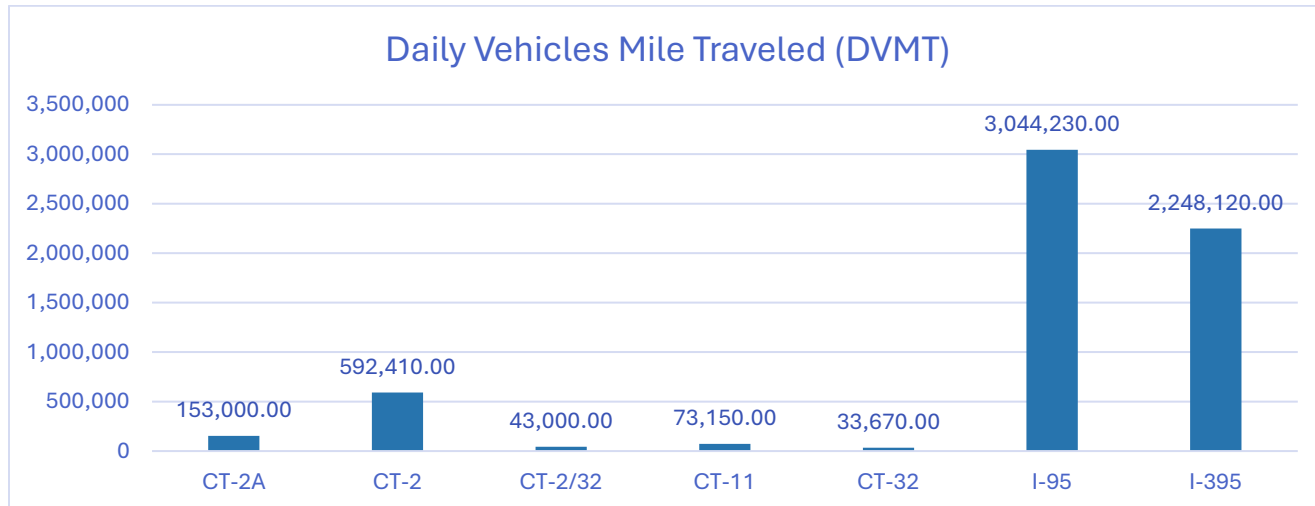


Figure 11: Freeway DVMT

(Source: CTDOT AADT Traffic Data 2023 & NPMRDS Data 2024)

Average Speed

Figure 12 shows the average speeds along the freeways during all the study periods. This figure represents the average speed for the entire corridor, so fluctuations in speed across different sections are not captured. **Appendix A, Table 1** shows the average speed, difference from free flow speed, total delay and travel time index for various sections within these corridors. The speed limits and other geometric factors, such as lane width, curvature, and the number of lanes, vary significantly between these roads. The total length of these roads and the volume they carry within the study area also vary.

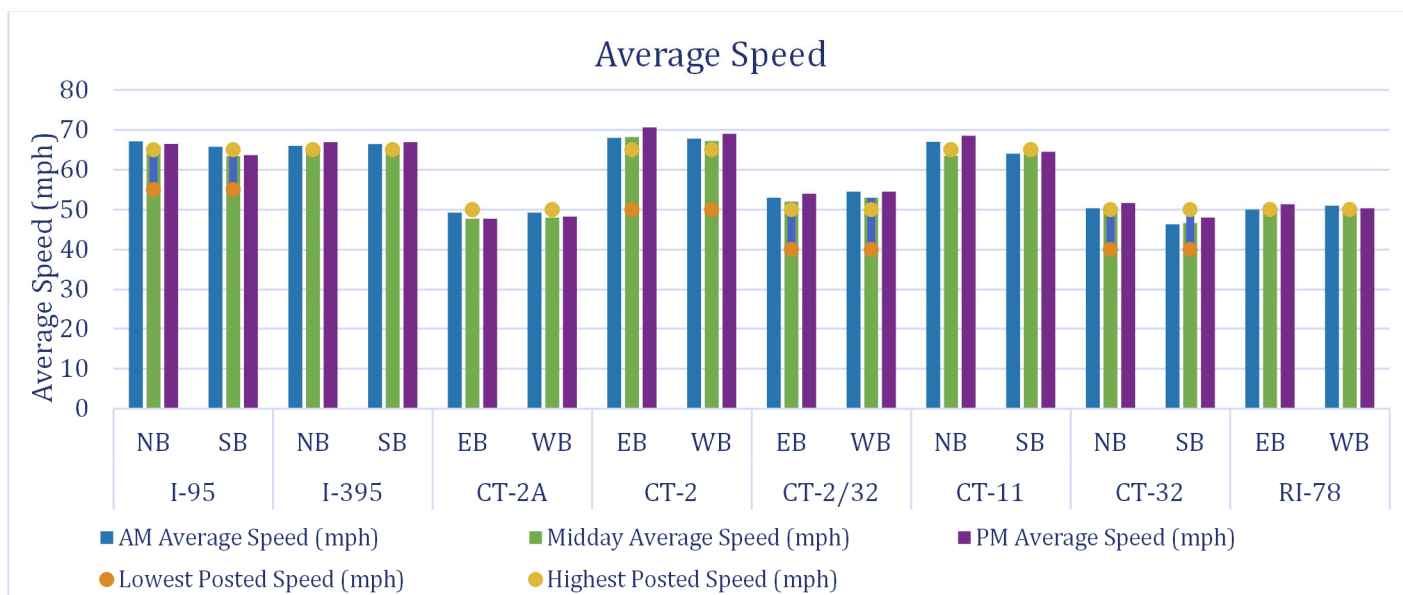


Figure 12: Freeway Average Speed Profile

(Source: NPMRDS Data 2024)

Delay

Total delay experienced by all vehicles was calculated for each section. The volume data for each 15-minute interval was available for most TMCs on the freeways. The delay experienced by each vehicle was calculated as the difference between the average travel time and the free-flow time. Afterwards, volume data was used to convert this value to total delay.

Figure 13 shows the average total delays for these corridors. Different sections within the whole extent of each of these corridors experienced varying levels of delays. **Appendix A Table 2** shows a summary of the delays for other sections within these corridors.

Generally, delays were higher during the midday and evening periods for all corridors. During the weekday morning period, I-395 (in both directions) showed the highest delays. In the midday period, southbound I-95 experienced the highest level of total delay. Northbound I-95, I-395 (both directions), and eastbound CT-2A also showed a high level of delays. A similar pattern was observed for the evening period.

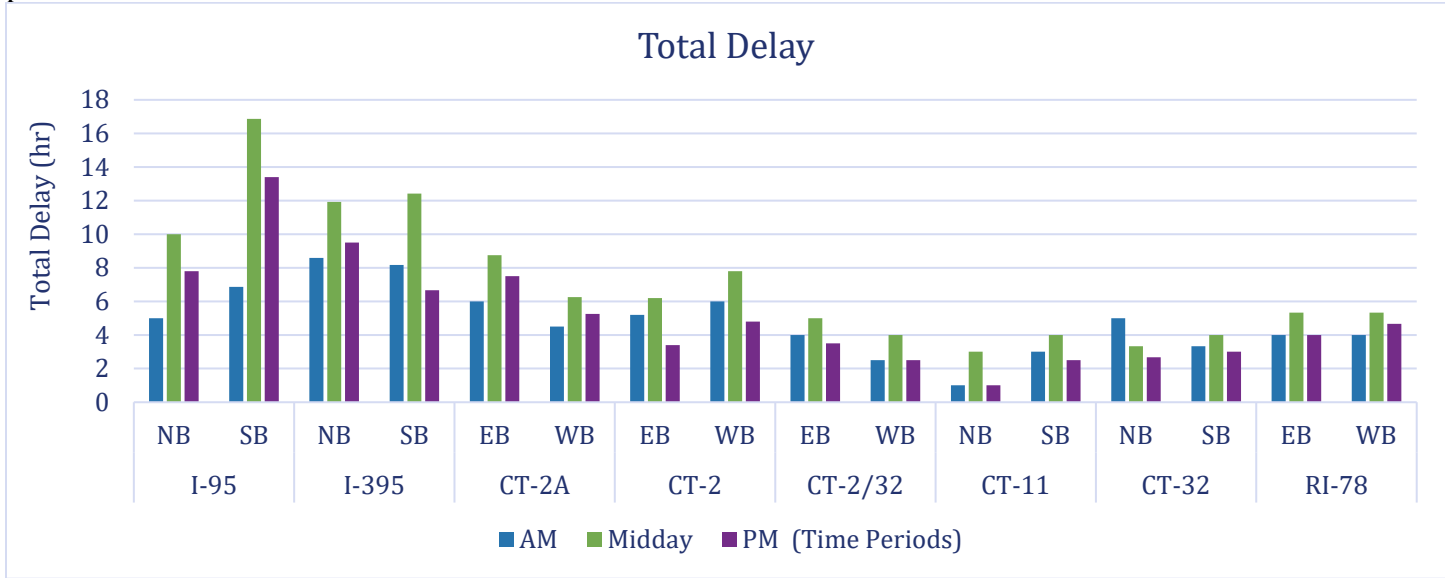


Figure 13: Freeway Average Delay Profile

(Source: NPMRDS Data 2024)

Travel Time Index (TTI)

TTI is a measure of travel time reliability that quantifies how much longer a trip takes during congested conditions compared to a trip with light traffic. **Figure 14** documents the average TTI for each freeway network. **Appendix A, Table 1** shows the reliability of different sections within these corridors. Any value above 1.0 indicates unreliability, but a value up to 1.5 is usually acceptable.

Overall, the freeways were mostly reliable. I-95, I-395, and CT-2 appeared to be more reliable than other limited-access highways in the region.

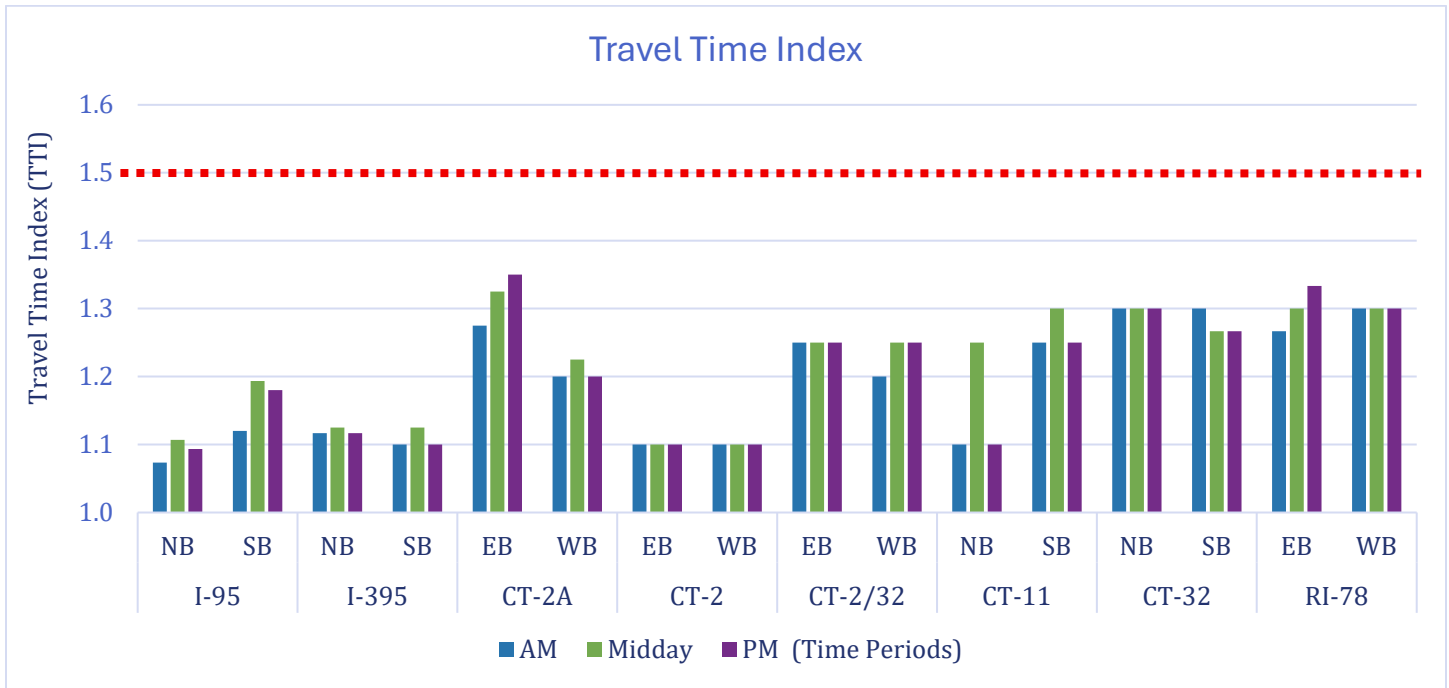


Figure 14: Freeway Average TTI Profile

(Source: NPMRDS Data 2024)

Freeway Maps

Figures 15 through 20 depict the Travel Time Index (TTI) for interstate highways and freeways in the Southeastern region, categorized by Northbound, Westbound, Eastbound, and Southbound, as well as by time of day.

Freeway congestion is influenced by seasonal tourism and construction work. Mitigation of this congestion will need to rely upon promotion and supply of transit options in the short term. CTDOT is continuing to study capacity and safety along I-95, the results of this study may include capacity improvements, however, those will not be manifested for some time. In addition, continued reconstruction of the Gold Star Memorial Bridge will continue for several years. This project will impact congestion at key locations.

Figure 15: Interstate Morning Travel Time (NB/WB)

(Data Source: NPMRDS Data
2024)

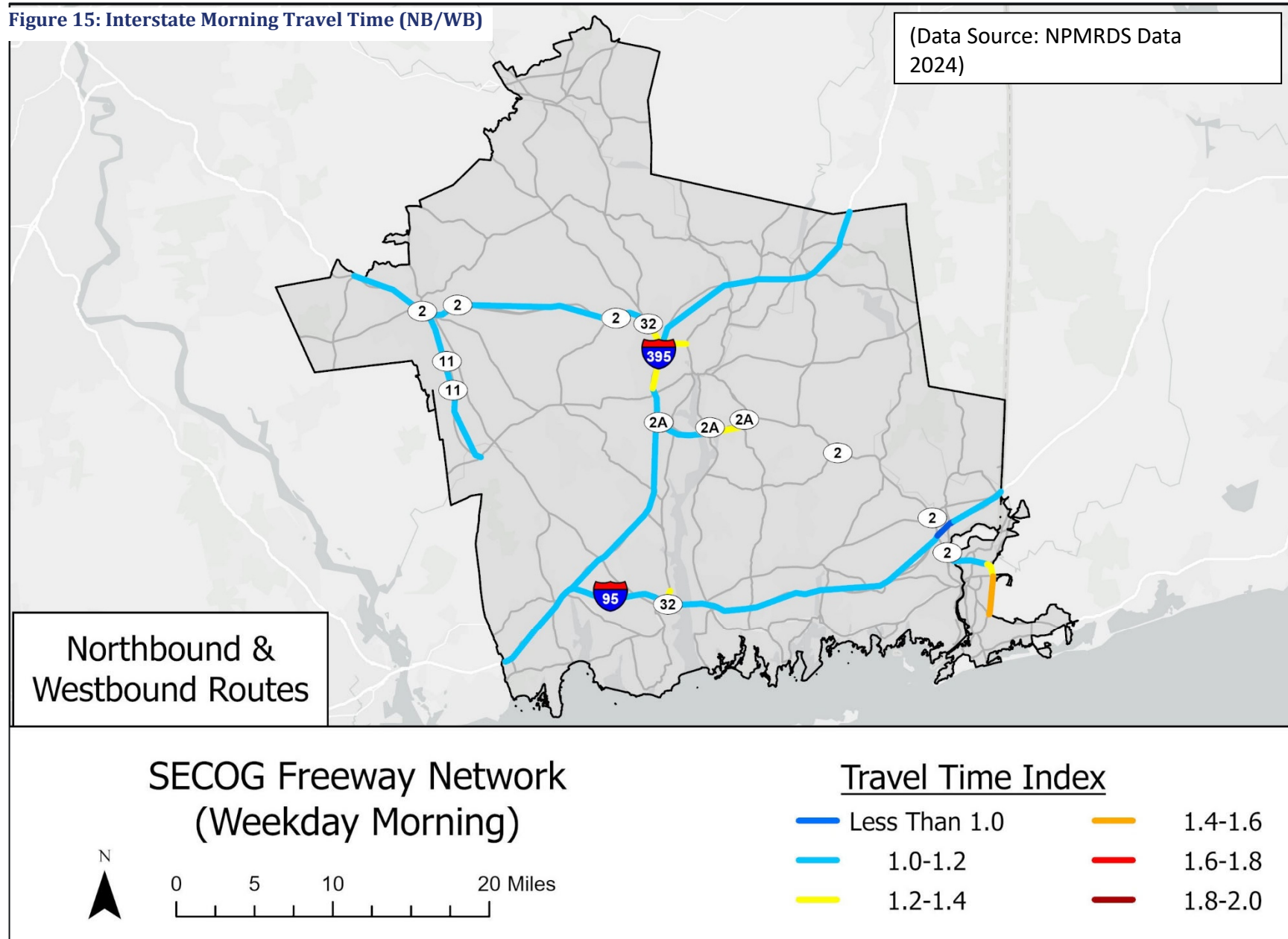


Figure 16: Interstate Morning Travel Time (SB/EB)

(Data Source: NPMRDS Data
2024)

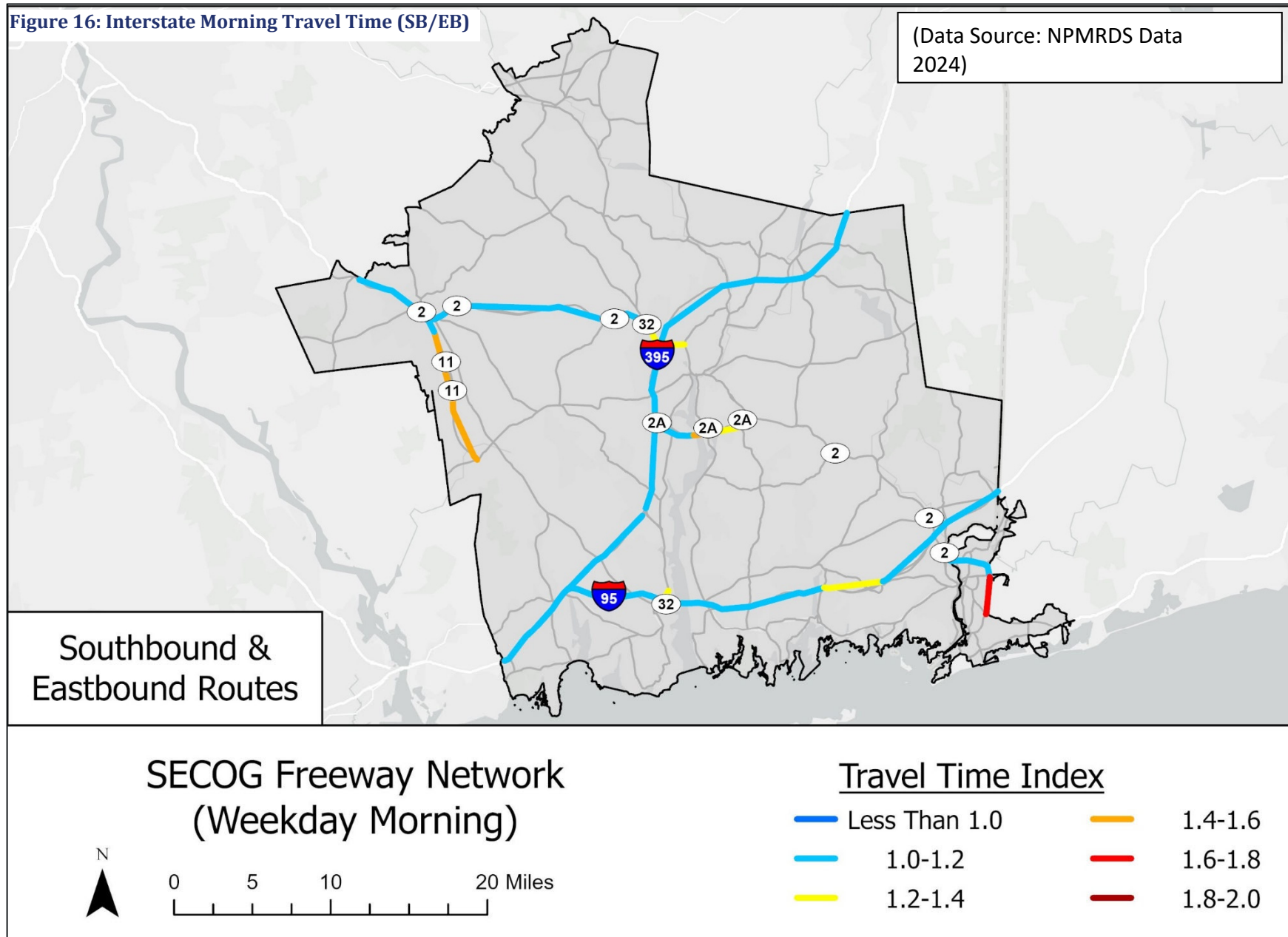


Figure 17: Interstate Midday Travel Time (NB/WB)

(Data Source: NPMRDS Data
2024)

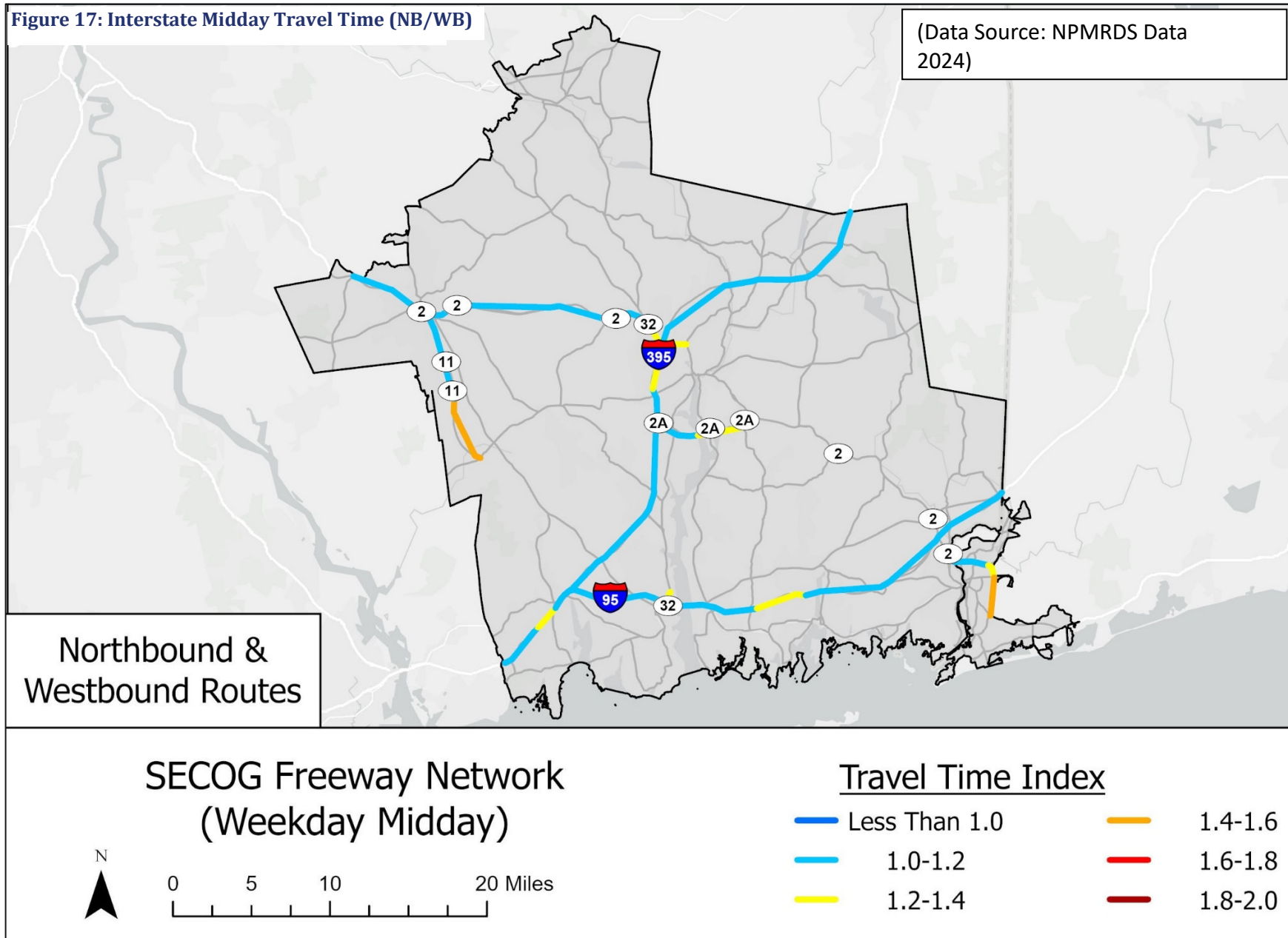


Figure 18: Interstate Midday Travel Time (SB/EB)

(Data Source: NPMRDS Data
2024)

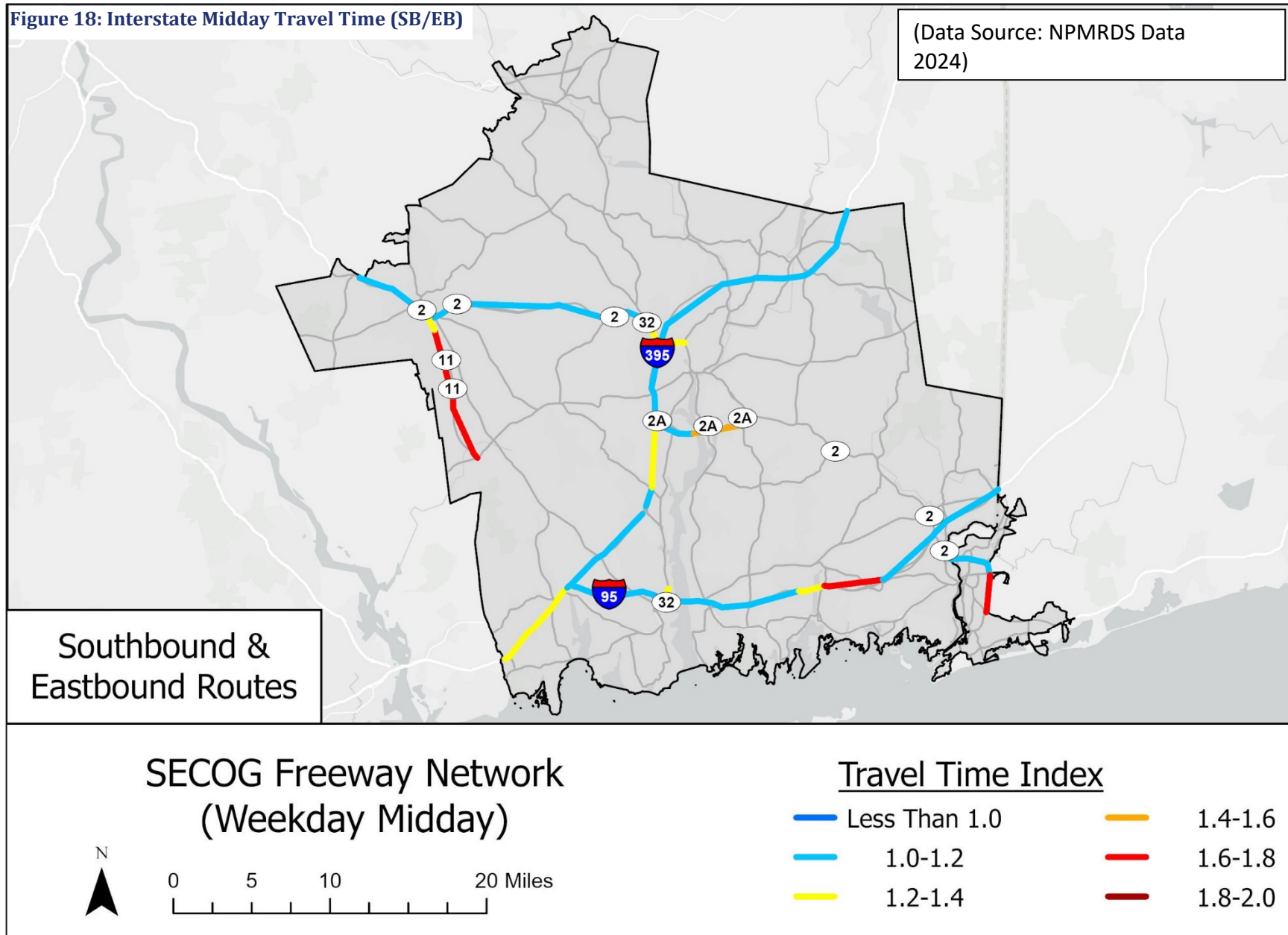


Figure 19: Interstate Evening Travel Time (NB/WB)

(Data Source: NPMRDS Data
2024)

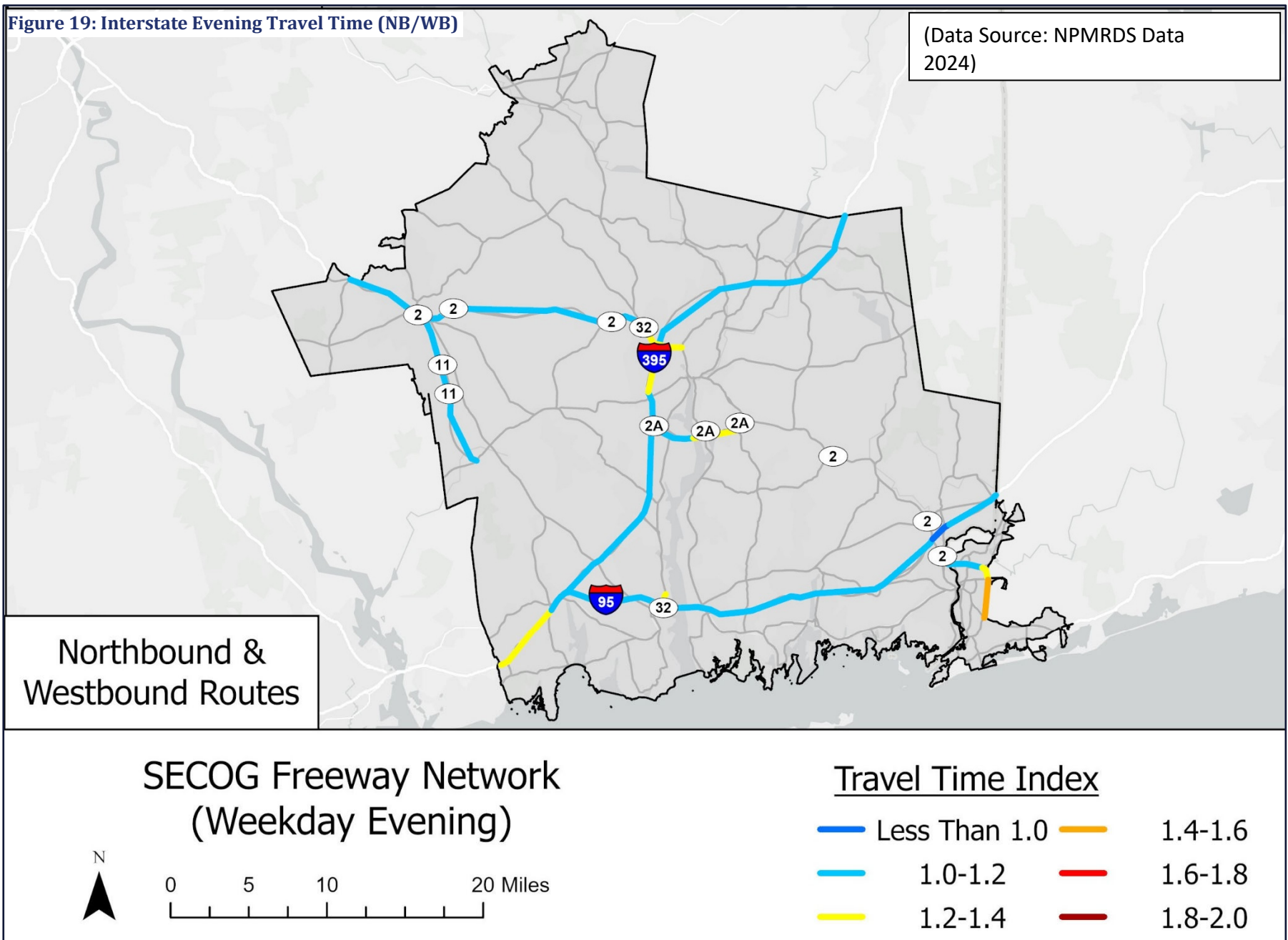
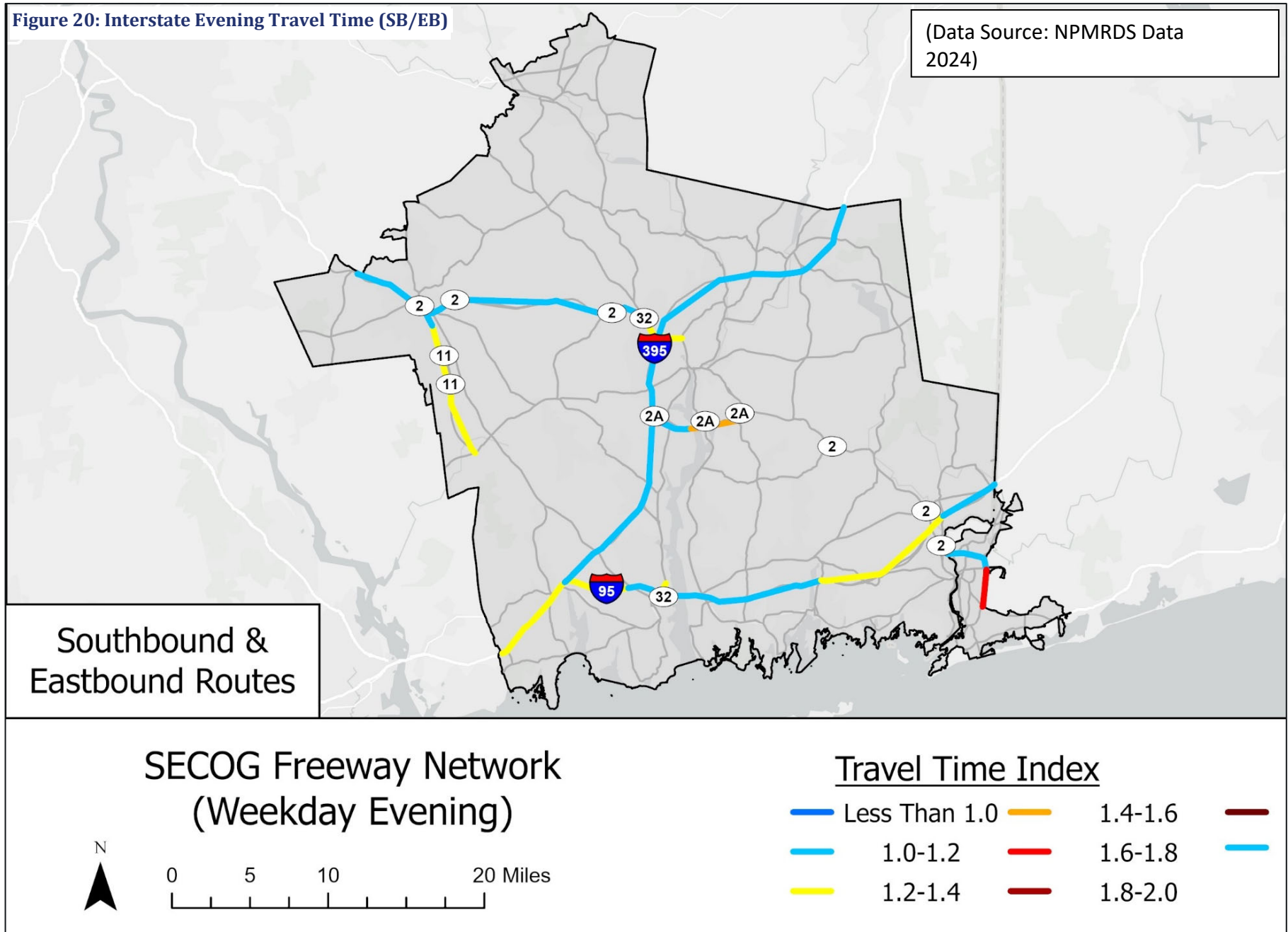


Figure 20: Interstate Evening Travel Time (SB/EB)

(Data Source: NPMRDS Data 2024)



Arterial Performance Results

Based on data availability and regional significance, a set of arterials was selected for inclusion in this CMP. They serve as major activity centers in urban areas and can also serve rural areas. Delays on these roads stem from a combination of regular occurrences, such as heavy traffic, frequent access points, and poorly optimized traffic signals, as well as unexpected events like accidents and weather. Factors such as work zones and roadside activities also contribute to slowing traffic down. It is crucial to understand the expected level of operations and the challenges associated with these roads to develop effective strategies to alleviate congestion and improve overall traffic flow.

Vehicle Miles Travelled (VMT), average speed, delay, and Travel Time Index (TTI) were calculated for weekday mornings, middays, and evenings using 2024 data. **Table 5** describes the limits of the arterials analyzed in this CMP. Each arterial roadway was further divided into multiple sections to identify where the congestion is concentrated. CT-2 and CT-32 operate as both principal arterials and expressways within the study area. The portions of these roads that serve as principal arterials were included in this chapter. **Figures 21-26** depict the Southeastern region's arterial network and the associated TTI value.

Table 5: Arterials of the CMP Network

Routes	From	To	Length (miles)
CT-1A	US-1 (Stonington Rd.), Stonington	US-1 (Stonington Rd.), Stonington	1.9
CT-2	CT-169 (Halland Rd.), Norwich	CT-78 (Veterans Hwy), Stonington	18.6
CT-12	CT-184 (Gold Star Hwy), Groton	Lily Pond Road, Griswold	22.4
CT-16	East Hampton/Colchester Border	CT-207 (Exeter Rd.), Lebanon	11.6
CT-27	Williams Ave, Stonington	CT-184 (Gold Star Hwy.), Stonington	3.2
CT-32	US-6, Windham	CT-636 (Mohegan Ave Parkway), New London	27.2
CT-66	Willimantic/Windham Border	Willimantic/Columbia Border	4.4
CT-82	Washington St, Norwich	Salem/East Haddam Border	15.3
CT-85	US-1 (Boston Post Rd.), New London	Amston Rd., Colchester	19.4
CT-117	US-1 (Boston Post Rd.), Groton	CT-2 (Norwich-Westerly Rd.), Preston	11.3
CT-156	US-1 (Boston Post Rd.), Waterford	East Lyme/Old Lyme Border	7.4
CT-161	CT-156 (Main St.), East Lyme	CT-85 (Hartford-New London Turnpike), Montville	8.1
CT-163	CT-32 (Norwich New London Tpke), Montville	CT-2 (Veterans of Foreign Wars Highway), Bozrah	12.8
CT-164	CT-138 (Slater Ave), Griswold	CT-2 (Norwich-Westerly Rd.), Preston	7.9
CT-184	US-1, Groton	CT/RI Border	15.6
CT-201	CT-184 (New London Turnpike), Stonington	CT-12 (N Main St.), Griswold	20.1
CT-203	CT-32 (Windham Rd.), Windham	CT-6 (Willimantic Rd.), Windham	5.3
CT-213	CT-156 (Rope Ferry Rd), Waterford	Bank Street, New London	6.3
CT-214	CT-12, Ledyard	CT-2 (Norwich-Westerly Rd.), Ledyard	7.3
CT-215	US-1 (Fort Hill Rd), Groton	US-1 (W Main St.), Groton	4.6
US-1 (CT)	Grassy Hill Rd, Old Lyme	Westerly Town Line (CT/RI Border)	30.3
US-6	CT-66 (Boston Post Rd.), Windham	CT-203 (N Windham Rd Ext), Windham	2.4
US-1 (RI)	Westerly Town Line (CT/RI Border)	Westerly/Charlestown Border	7.1
RI-1A	Langworthy Rd, Westerly	US-1, Westerly	7.2
RI-3	US-1 (Broad St), Westerly	Westerly/Hopkinton Border	2.6
RI-91	RI-3 (High Street), Westerly	Dunns-Corner Rd., Westerly	3.4

Figure 21: Arterial Morning Travel Time Index (SB/EB)

(Data Source: NPMRDS Data
2024)

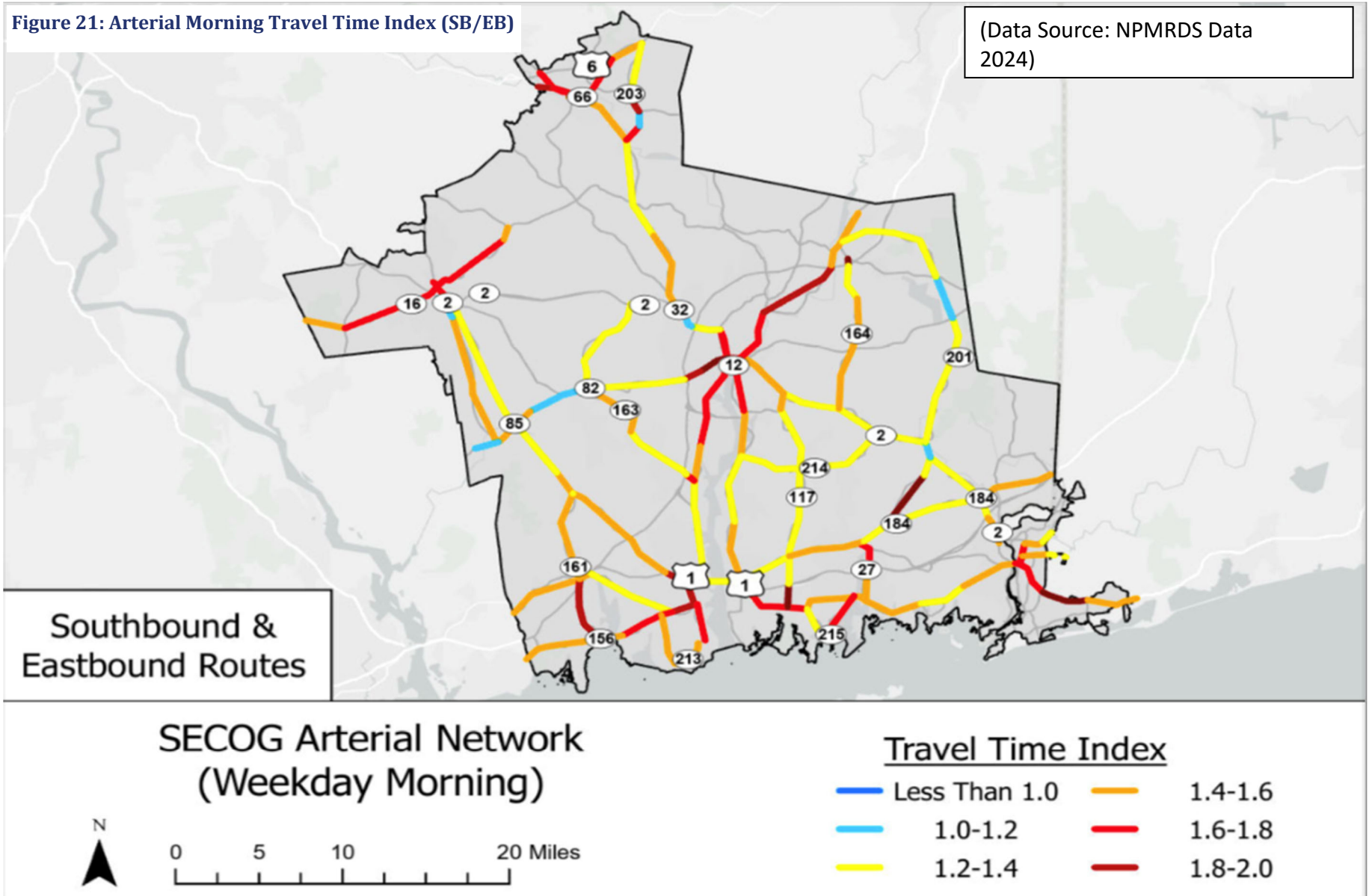


Figure 22: Arterial Morning Travel Time Index (NB/WB)

(Data Source: NPMRDS Data
2024)

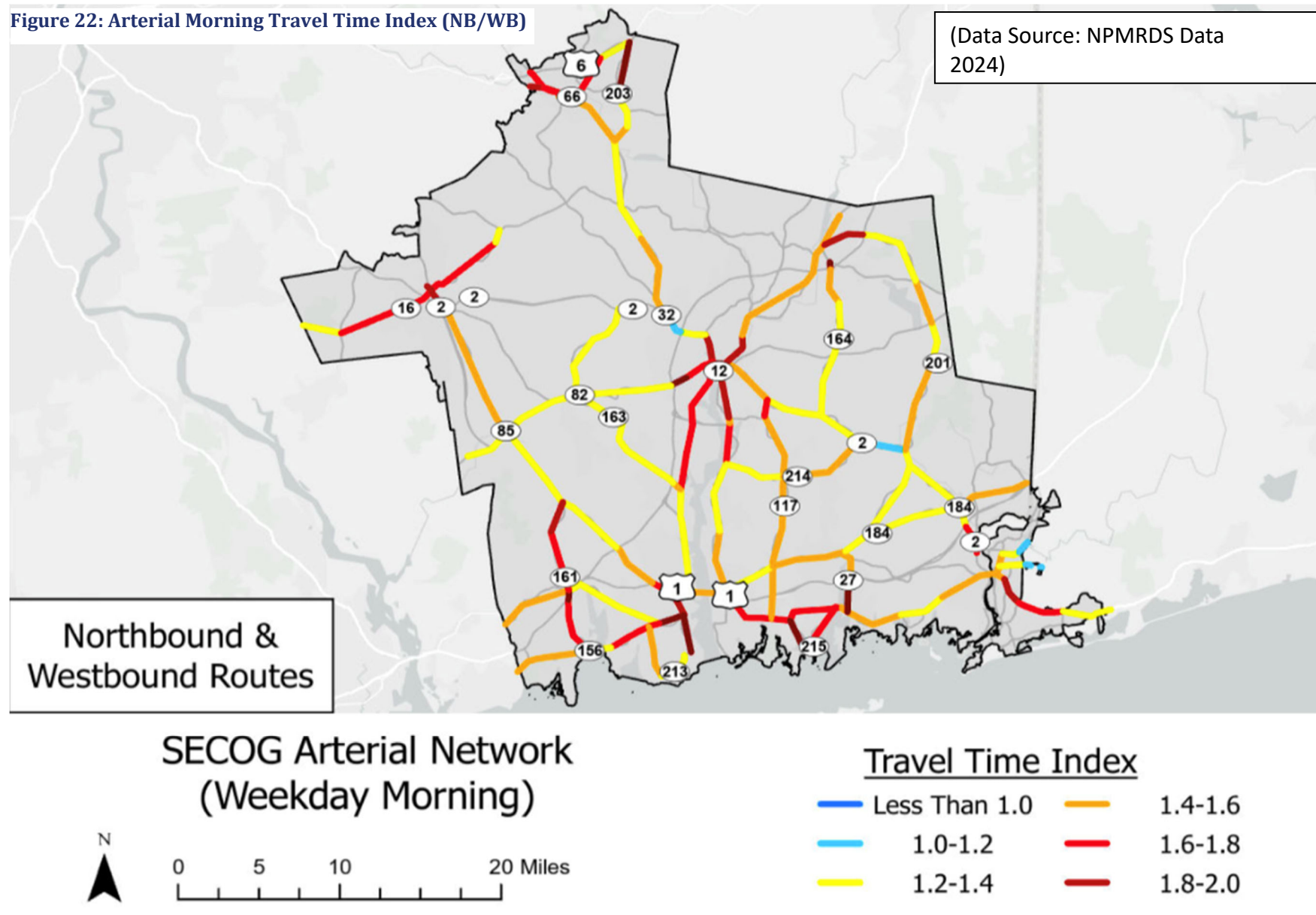


Figure 23: Arterial Midday Travel Time Index (SB/EB)

(Data Source: NPMRDS Data
2024)

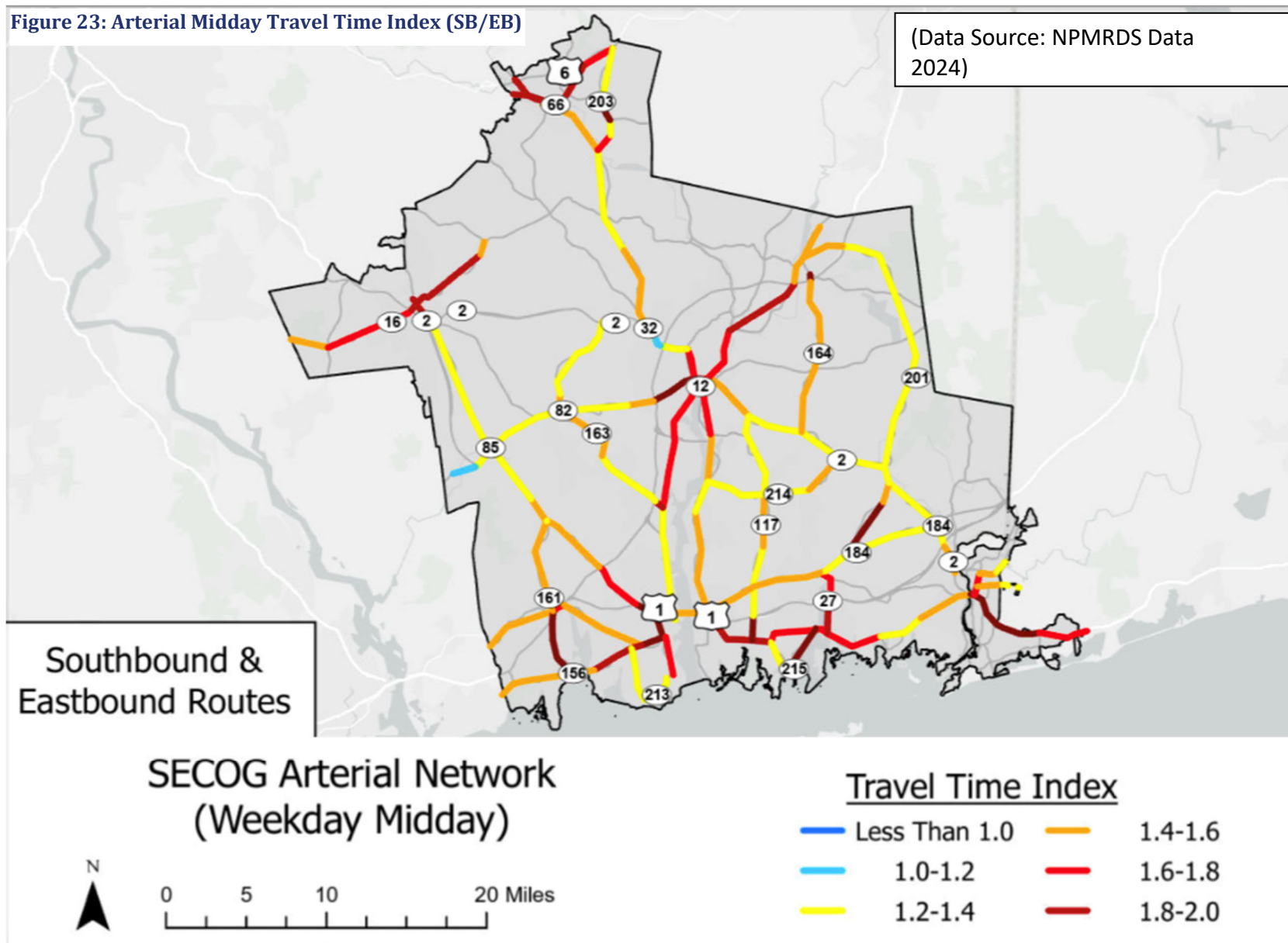


Figure 24: Arterial Midday Travel Time Index (NB/EB)

(Data Source: NPMRDS Data 2024)

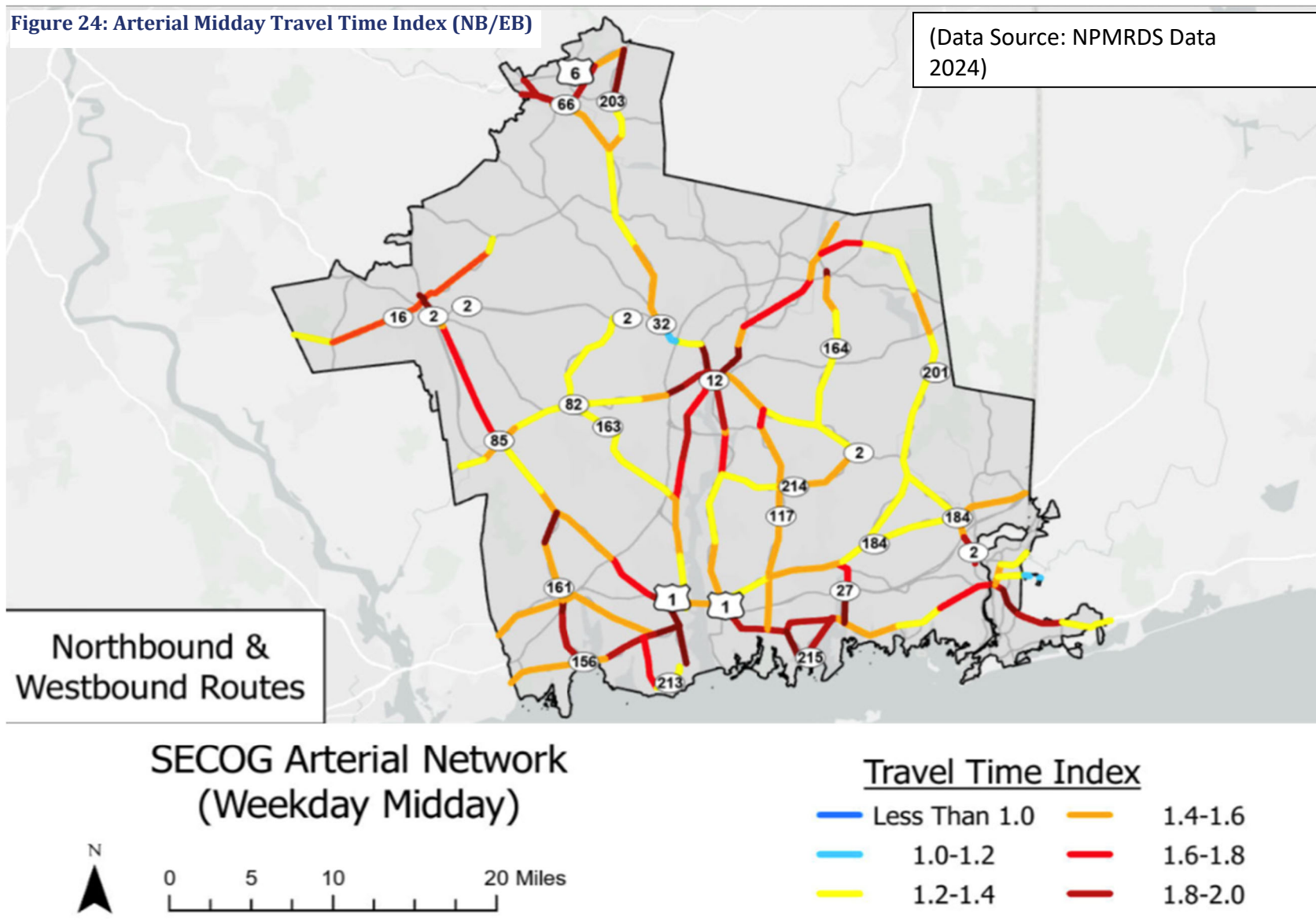
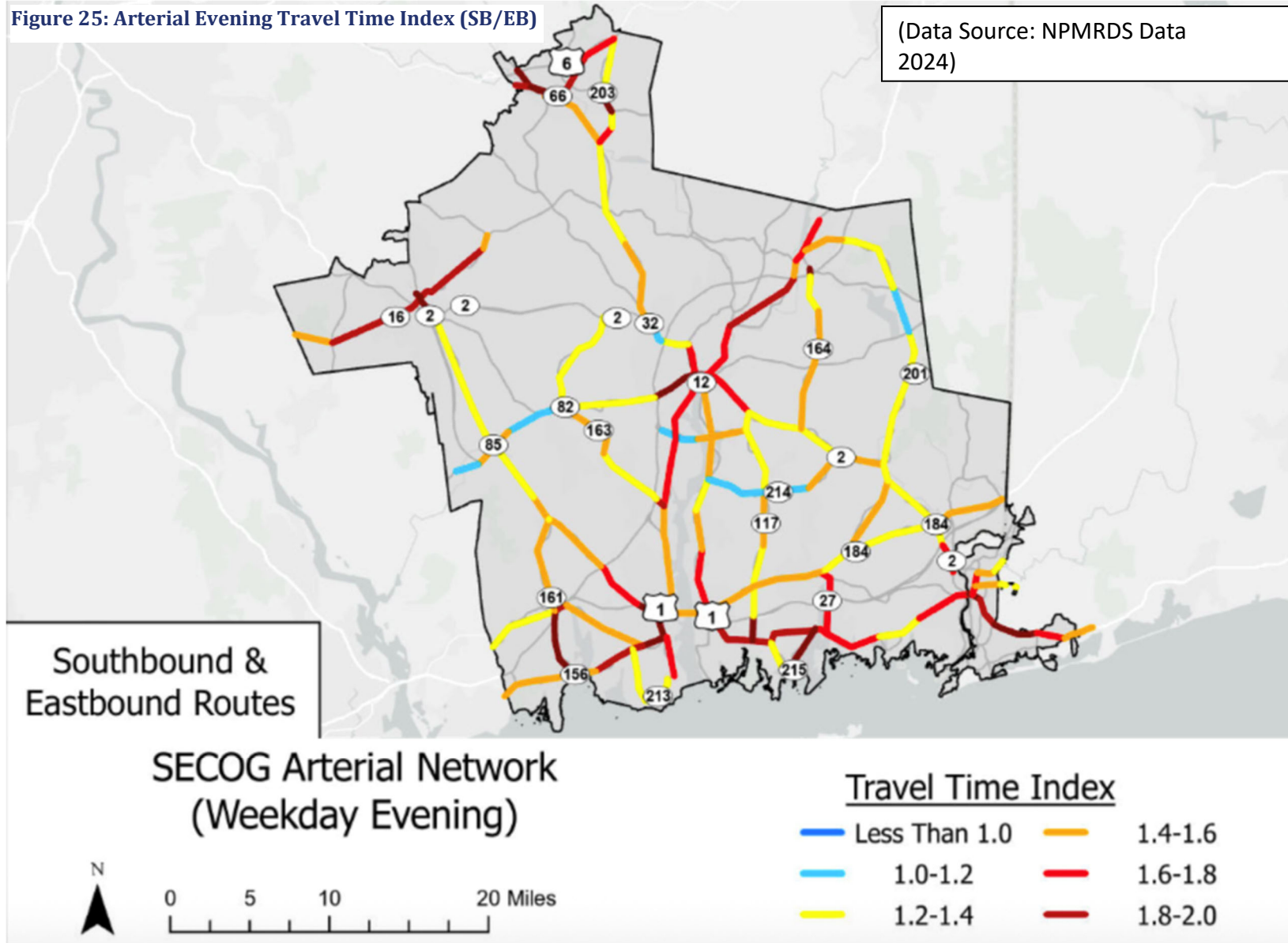


Figure 25: Arterial Evening Travel Time Index (SB/EB)

(Data Source: NPMRDS Data
2024)



(Data Source: NPMRDS Data 2024)



Vehicle Miles Traveled (VMT)

Figure 27 shows the VMT for all the arterials in the CMP network. Some of the highest VMTs were observed for CT-2, CT-32, and US-1 (CT). VMT is directly related to the length of the roadway. Data coverage varies for these arterials, hence the extent and length included for analysis are also variable.

The AADT data was sporadic in nature for the arterials within Westerly, RI. Therefore, this performance measure was calculated only for the CT section.

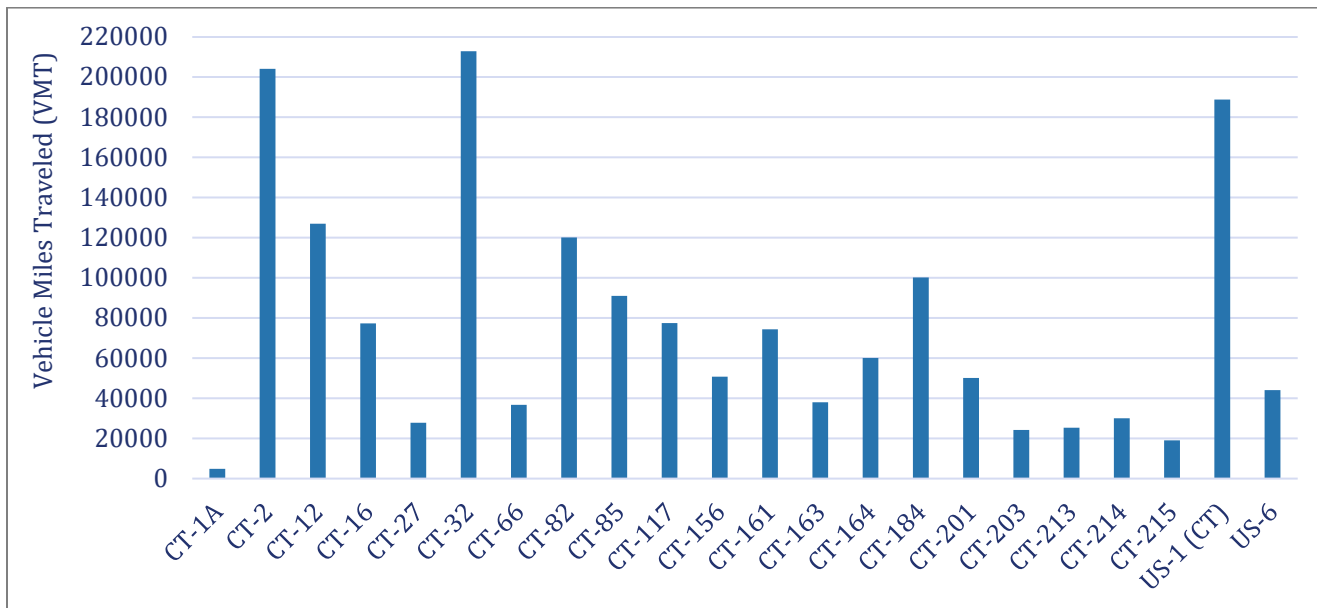


Figure 27: Arterial VMT

(Source: CTDOT AADT Traffic Data 2023)

Average Speed

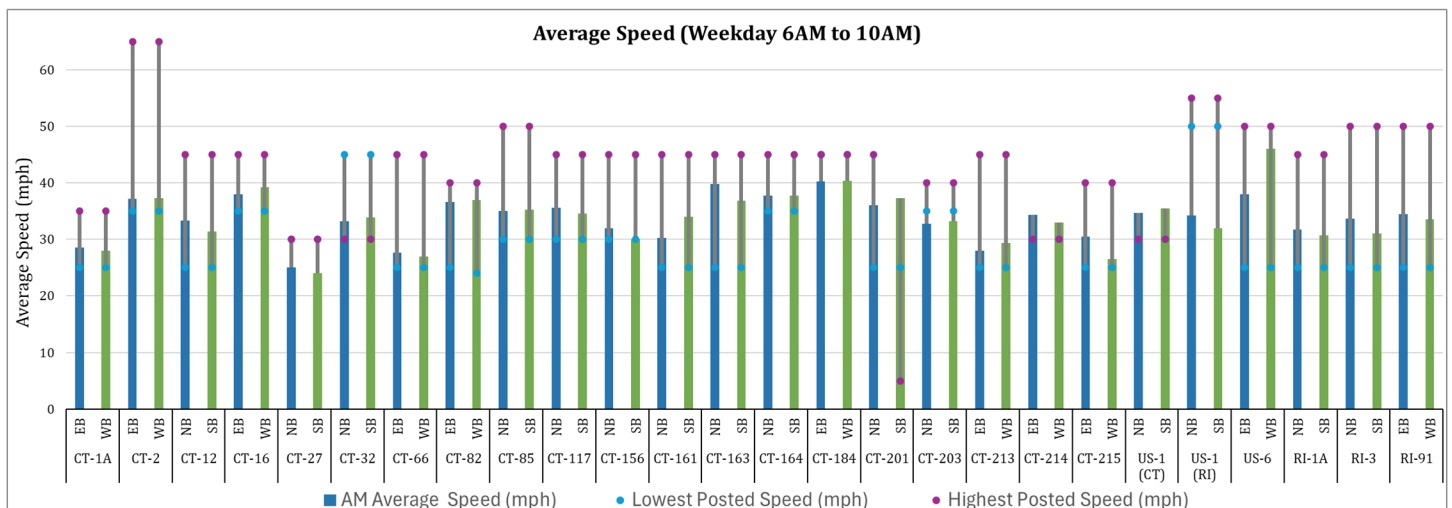
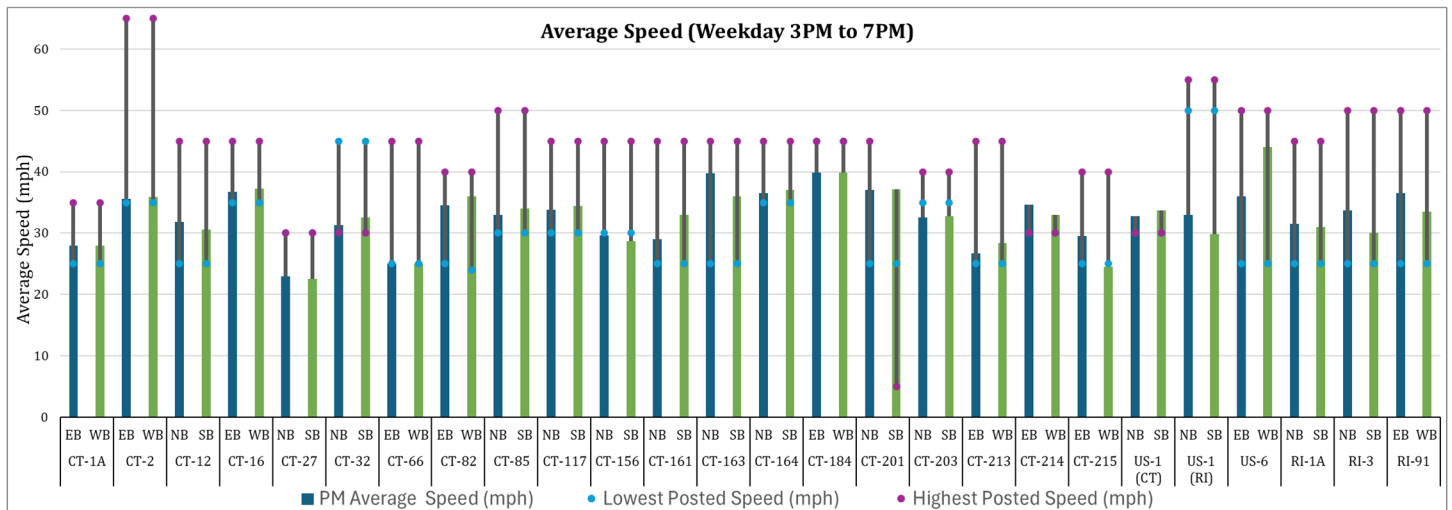
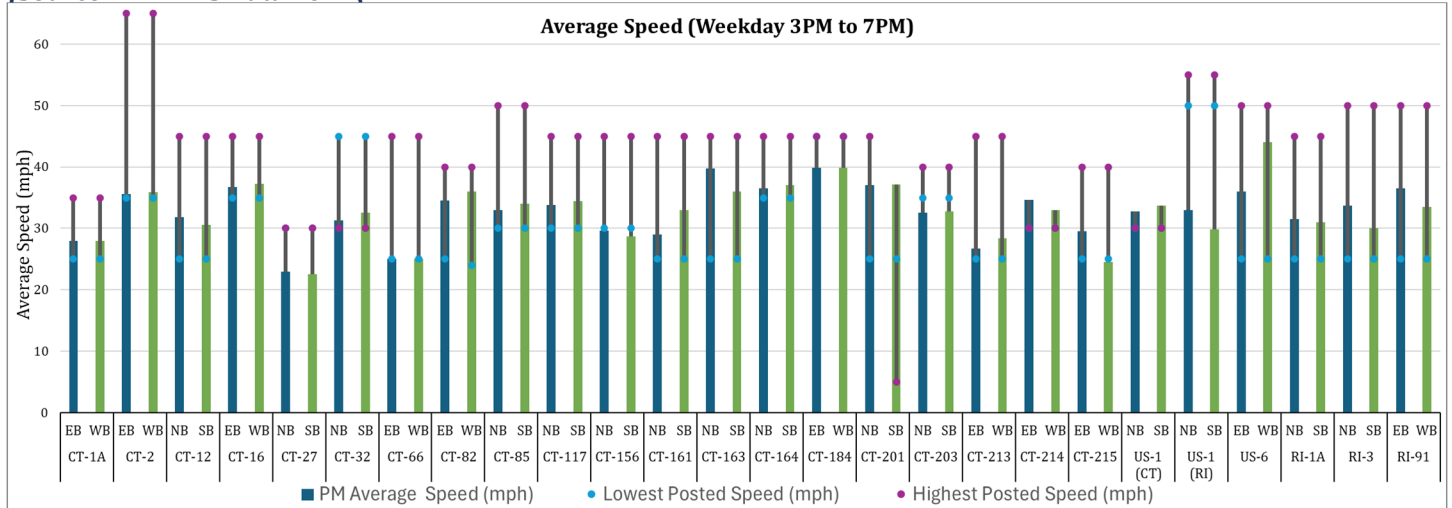
Figure 28 depicts average speeds along the arterials during all the study periods. All or most of the time periods along CT-1A, CT-27, CT-66, CT-156, CT-213, and CT-215 showed average speed below 30 mph. For most arterials, weekday mid-day or weekday PM speeds were lowest among all timeframes.

It is essential to note that this is the average speed for the entire corridor, so fluctuations in speed across different sections are not captured. **Appendix B Table 1** shows the average speed for other sections within these corridors. Additionally, the arterials vary in length, and speed limits vary for different sections of these arterials. As evident from **Figure 20**, the traffic volume these arterials carry also

fluctuates. Road geometry, such as the number of lanes, lane width, curvature, etc., plays a significant role in operational speed, along with traffic volume.

Figure 28: Arterial Average Speed Profile

(Source: NPMRDS Data 2024)



Delay

Due to the unavailability of volume data, it was not possible to calculate the peak hour excessive delay experienced by all vehicles in the arterial system. For arterials, the delay was calculated as the difference between the free-flow speed and the average speed. If the free-flow speed is higher than the average speed, it indicates congestion. As this difference increases, the intensity of congestion also increases.

Appendix B, Table 2 shows the speed difference for separate segments within these corridors. Even though any deviation from free-flow speed indicates congestion, a difference of 5 mph is not unreasonable, especially in urban areas. However, a difference of 10mph or more indicates significant congestion. Except for CT-1A, CT-201, CT-213, CT-214, RI-1A, RI-3, and RI-91, all other arterials had an average speed difference greater than 10 mph for both directions. More than a 15 mph speed difference was observed for eastbound CT-16, eastbound CT-66, northbound CT-161, southbound US-1 (RI), and eastbound and westbound US-6 for one or more time periods. **Figure 29** depicts an average delay for selected arterials.

Travel Time Index (TTI)

Figure 30 documents the average Travel Time Index (TTI) for each arterial in the network. Any value over 1.5 is usually considered unreliable. **Appendix B, Table 3** shows the reliability of different sections within these corridors. Most corridors, except for CT-1A, CT-2, CT-82, CT-117, CT-156, CT-163, CT-184, CT-201, CT-213, CT-214, CT-215, RI-1A, RI-3, and RI-91, had a TTI value of more than 1.5 for one or more time periods. During weekday mornings, westbound CT-215 showed the highest level of unreliability. In addition to westbound CT-215, southbound CT-27, northbound CT-161, and southbound US-1 (RI) also showed high unreliability during the midday period. This could be attributed to school traffic. In most cases, TTI values were higher for the evening period. The roadways that showed unreliability during midday continued to stay unreliable in the evening. **Figures 31 through 36** showcase maps illustrating TTI for SECOG arterials.

Figure 29: Arterial Average Delay Profile

(Source: NPMRDS Data 2024)

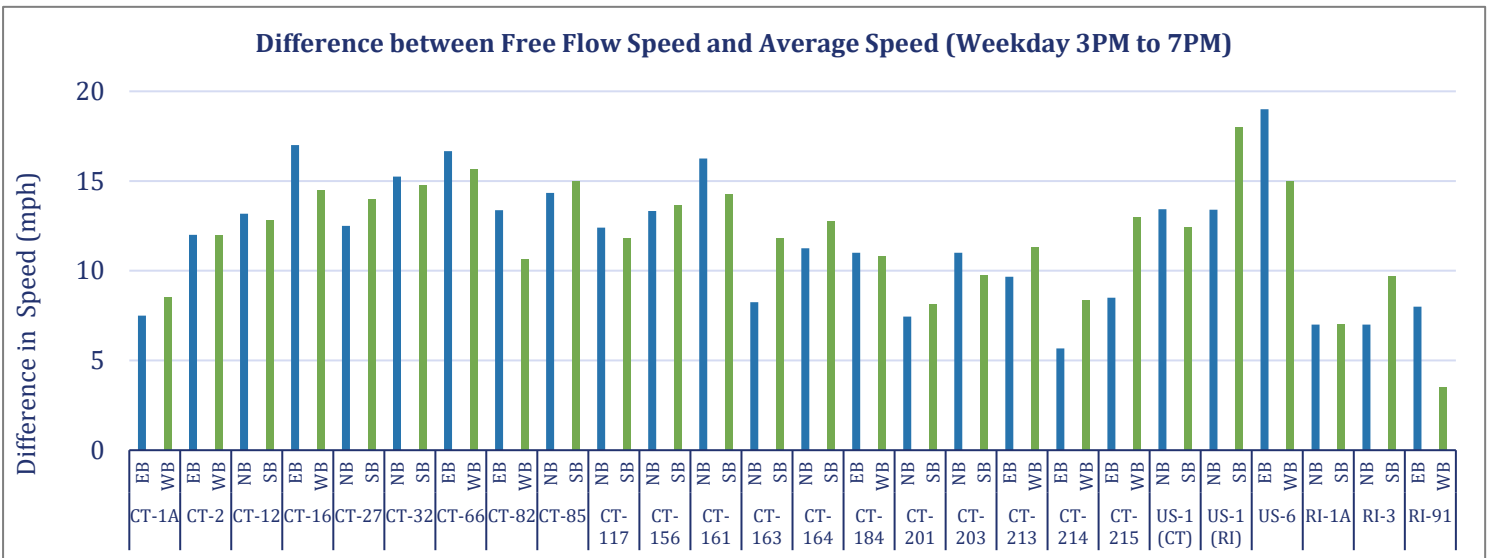
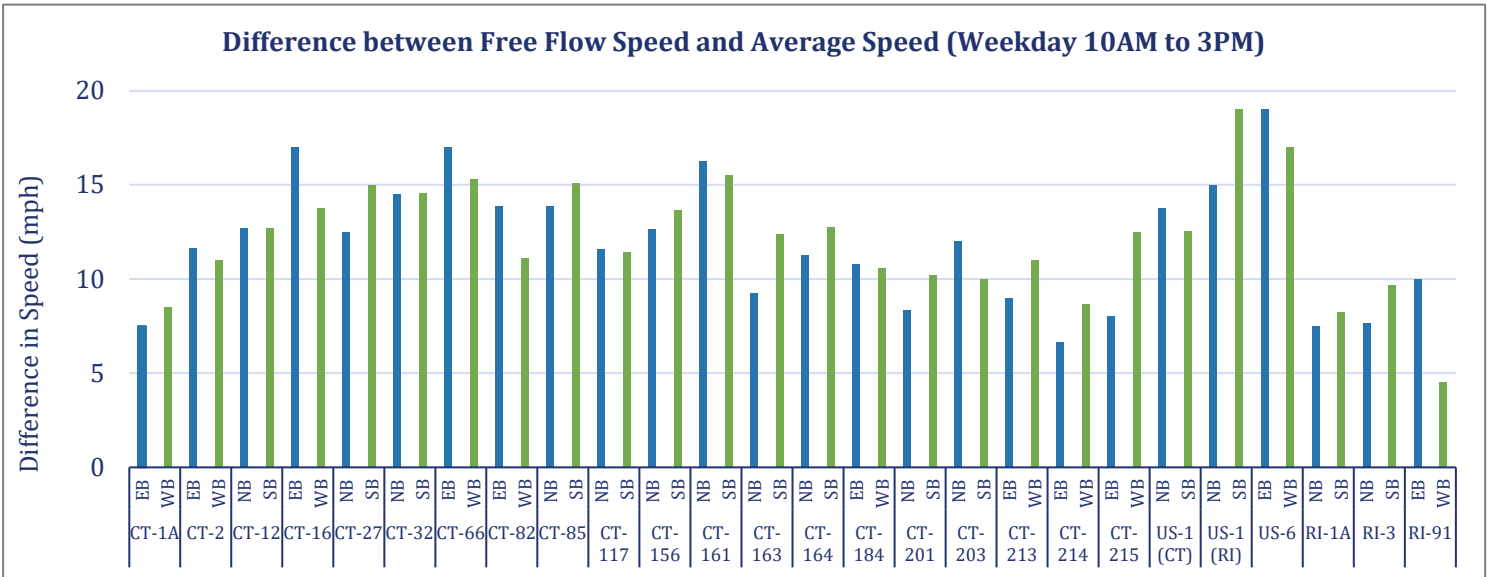
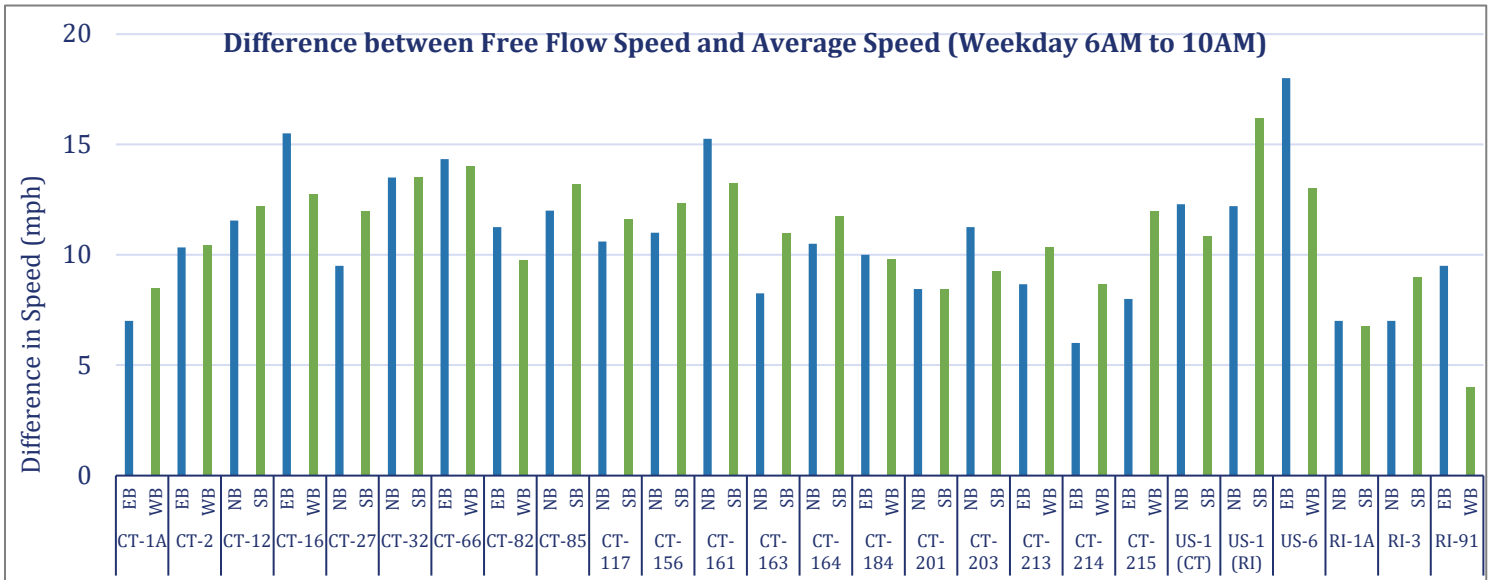


Figure 30: Arterial Average TTI Profile

(Source: NPMRDS Data 2024)

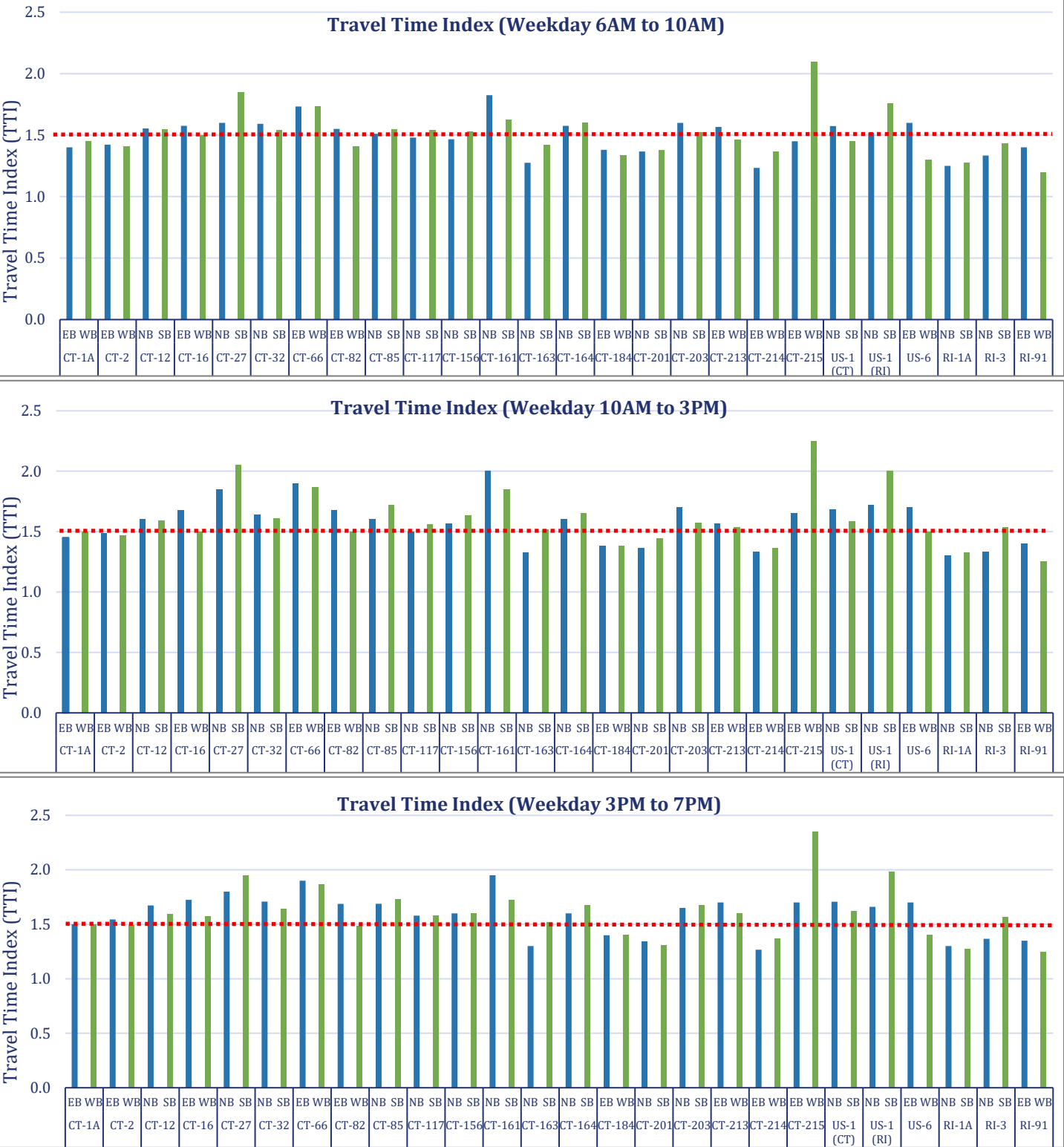


Figure 31: Arterial Morning Travel Time (NB/WB)

(Data Source: NPMRDS Data
2024)

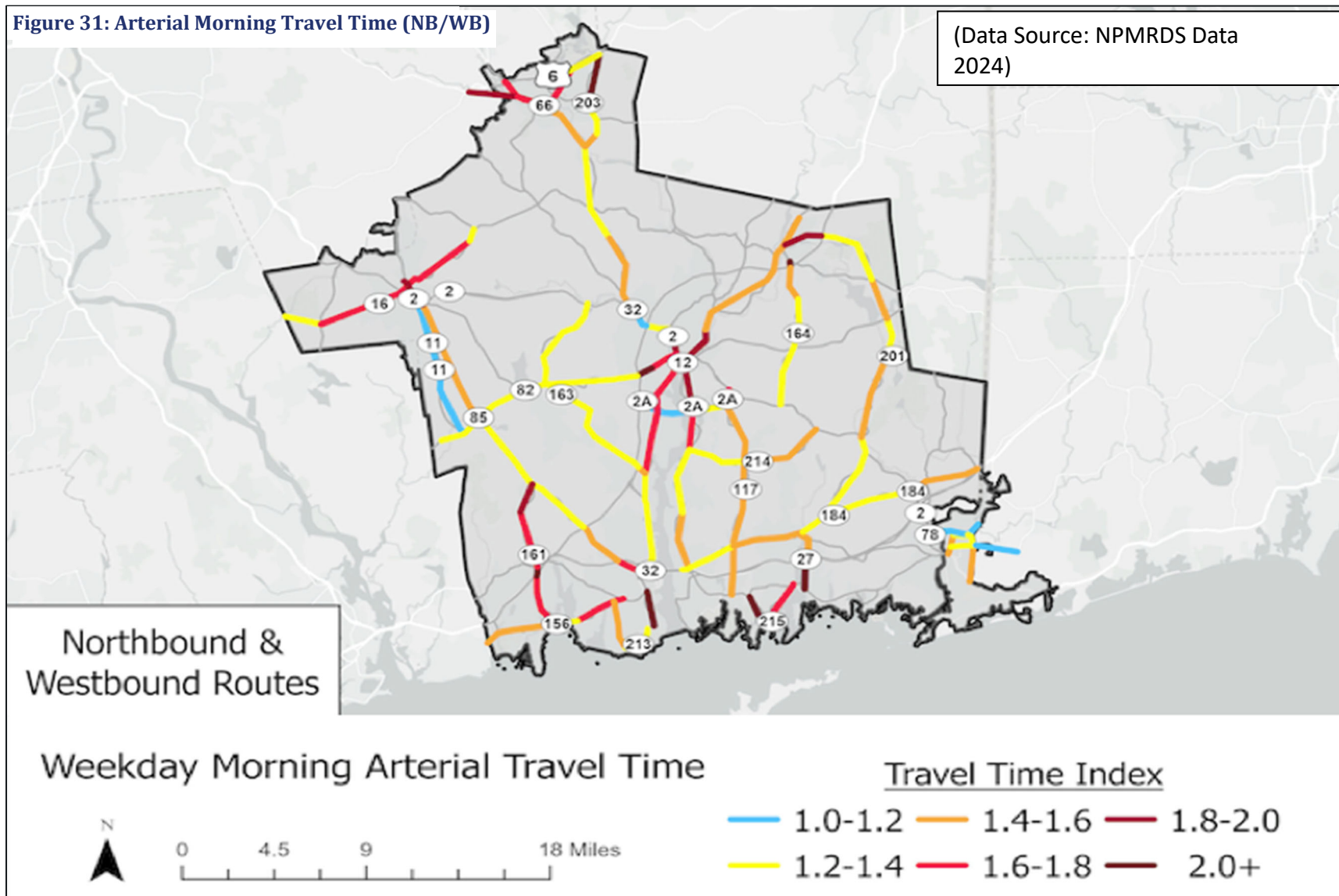


Figure 32: Arterial Morning Travel Time (SB/EB)

(Data Source: NPMRDS Data
2024)

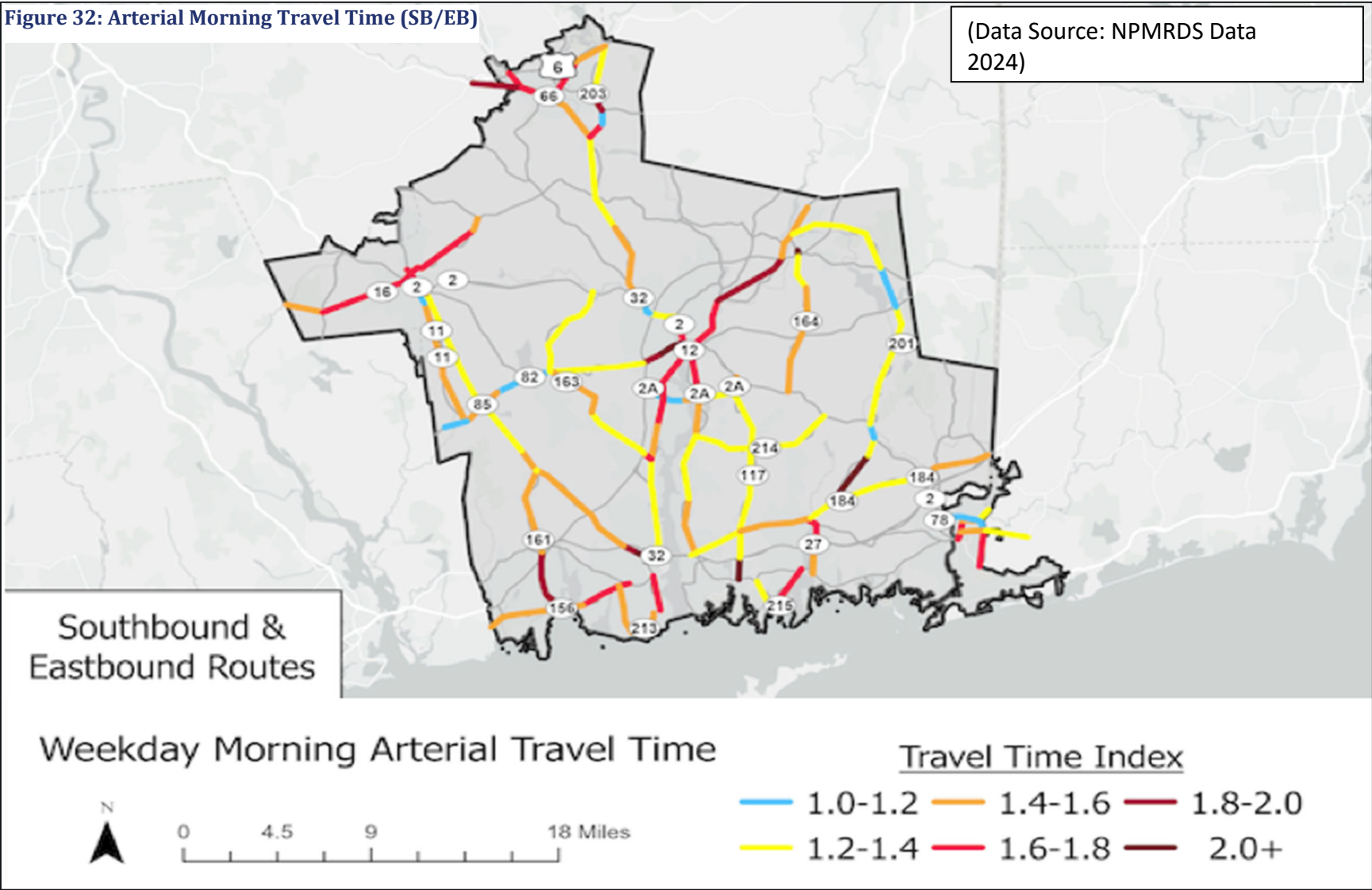
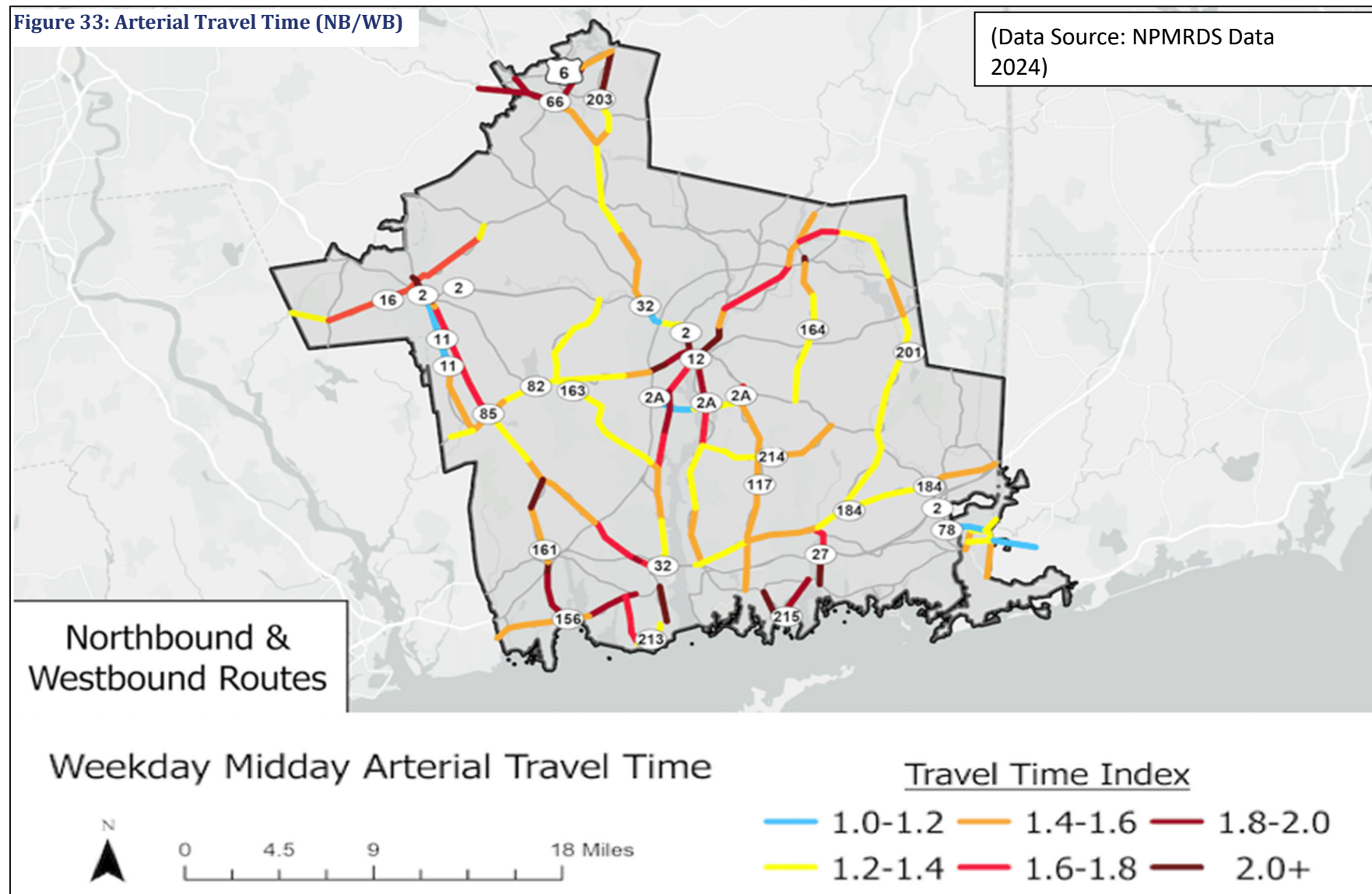
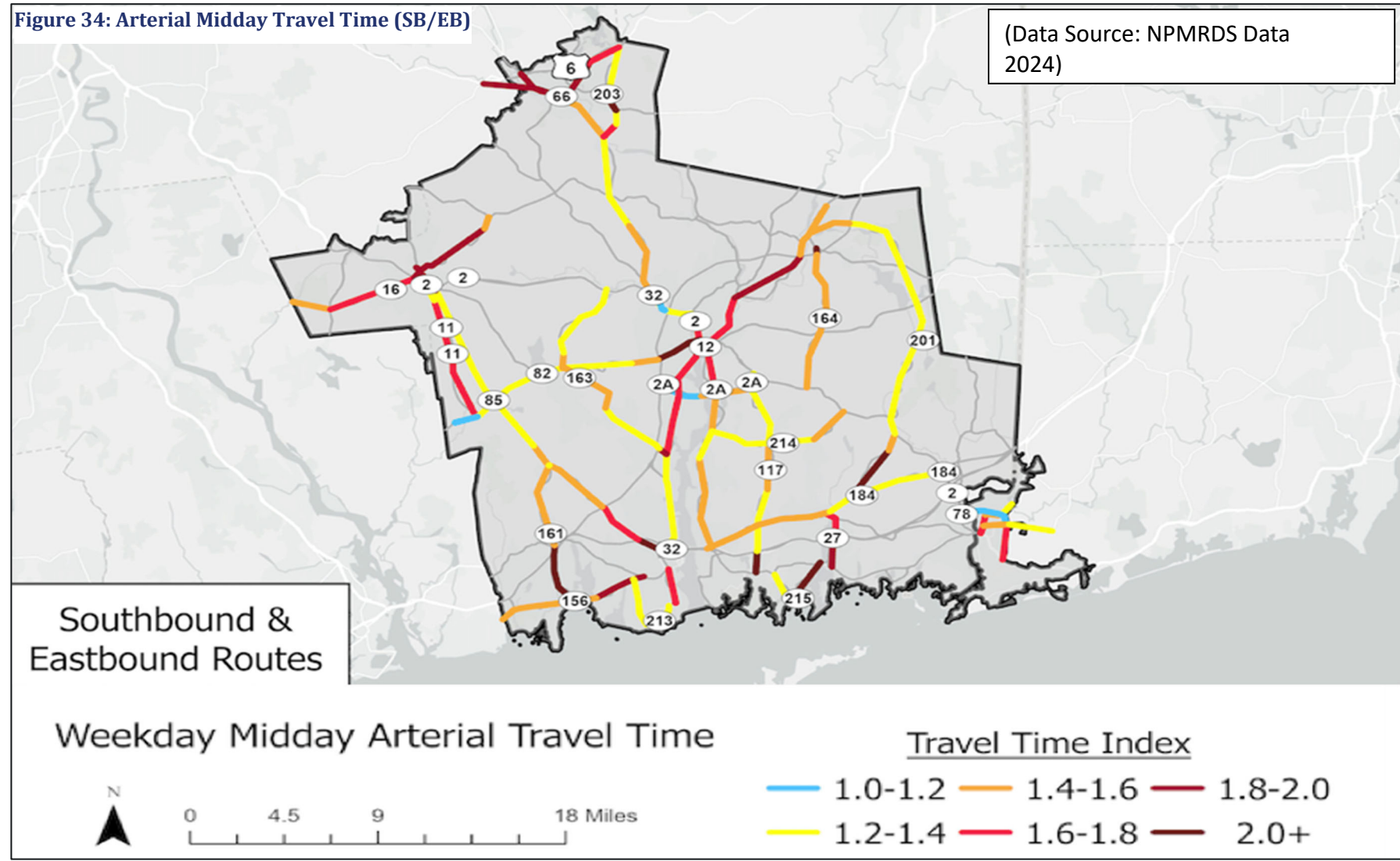


Figure 33: Arterial Travel Time (NB/WB)

(Data Source: NPMRDS Data
2024)





(Data Source: NPMRDS Data 2024)

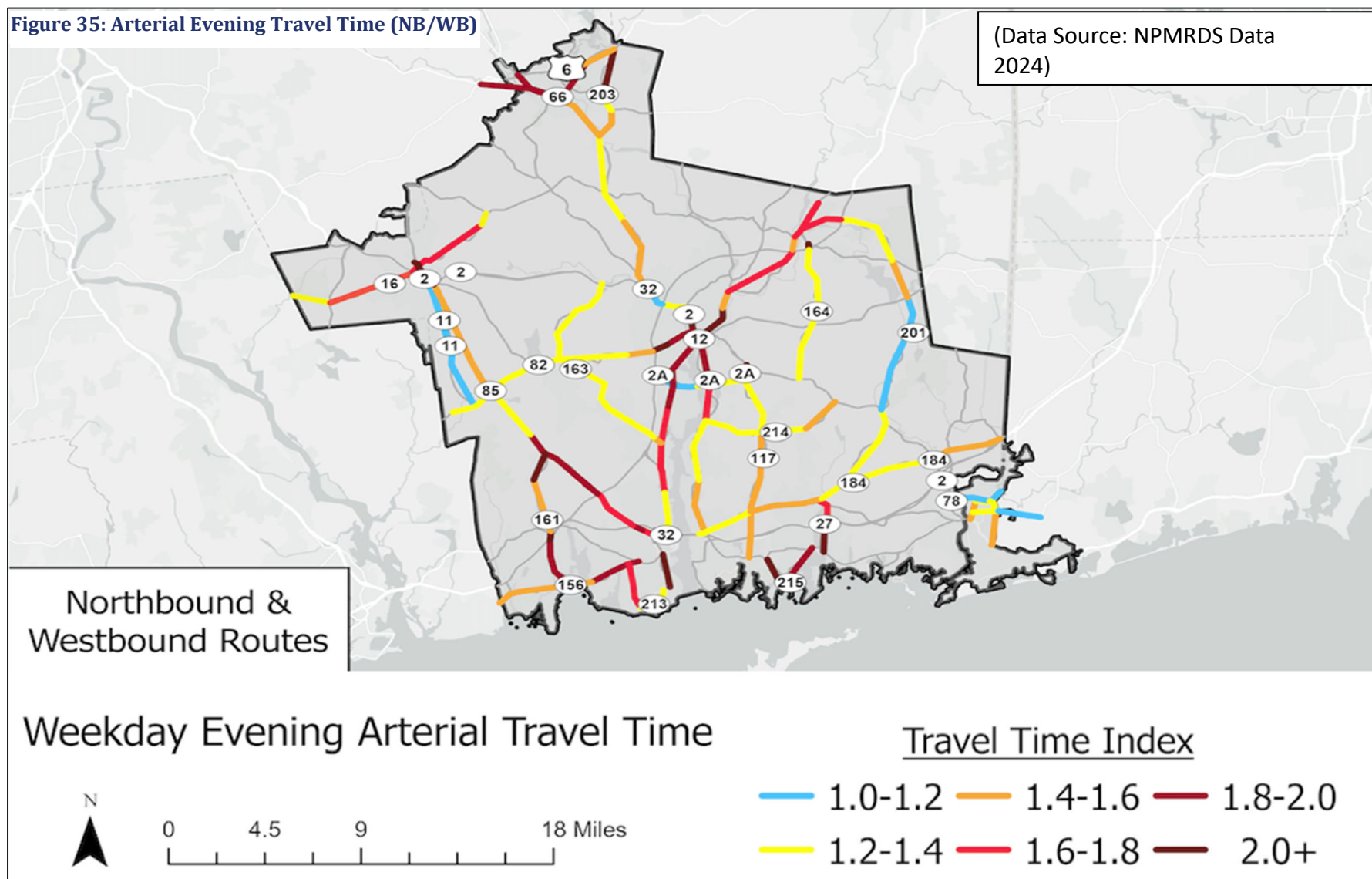
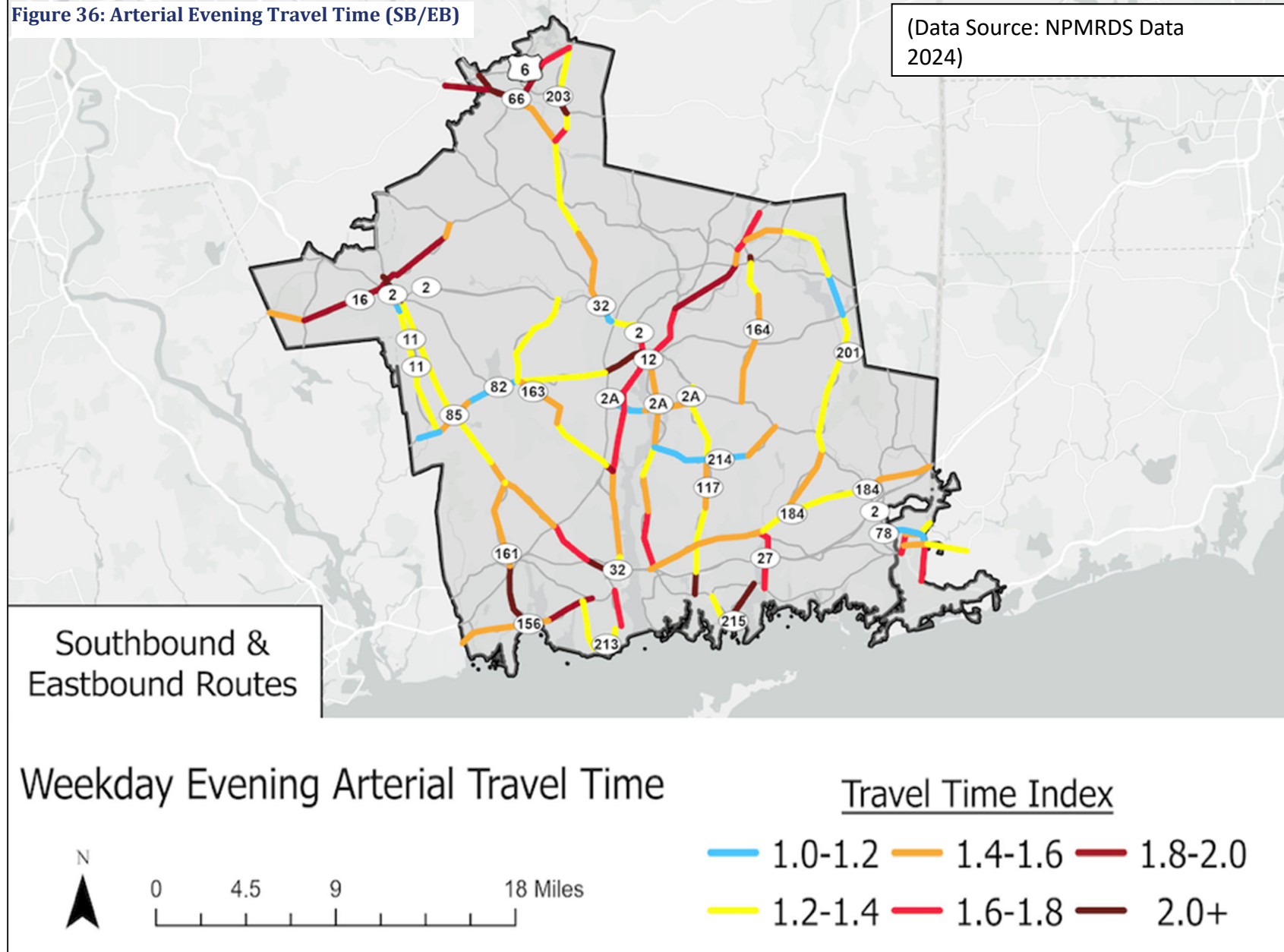


Figure 36: Arterial Evening Travel Time (SB/EB)

(Data Source: NPMRDS Data
2024)



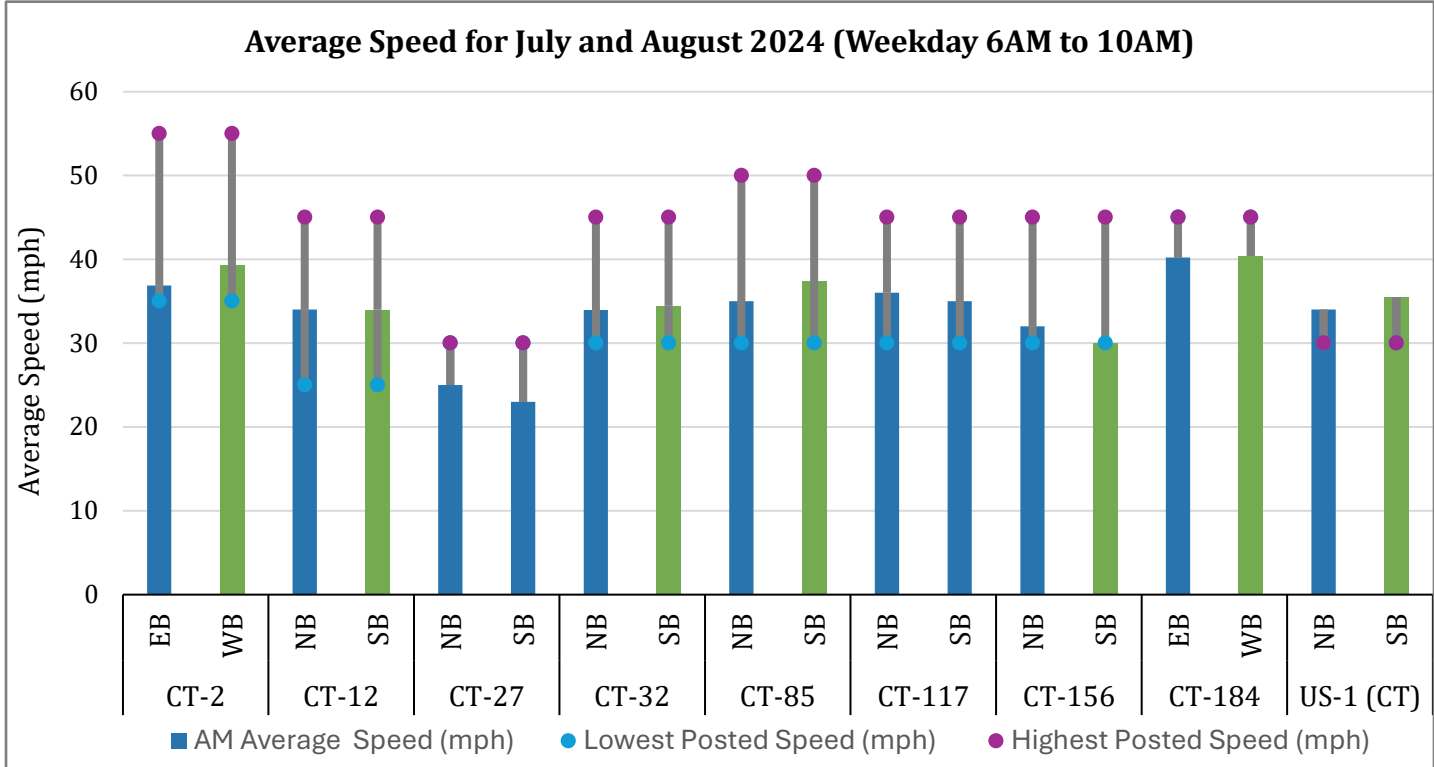
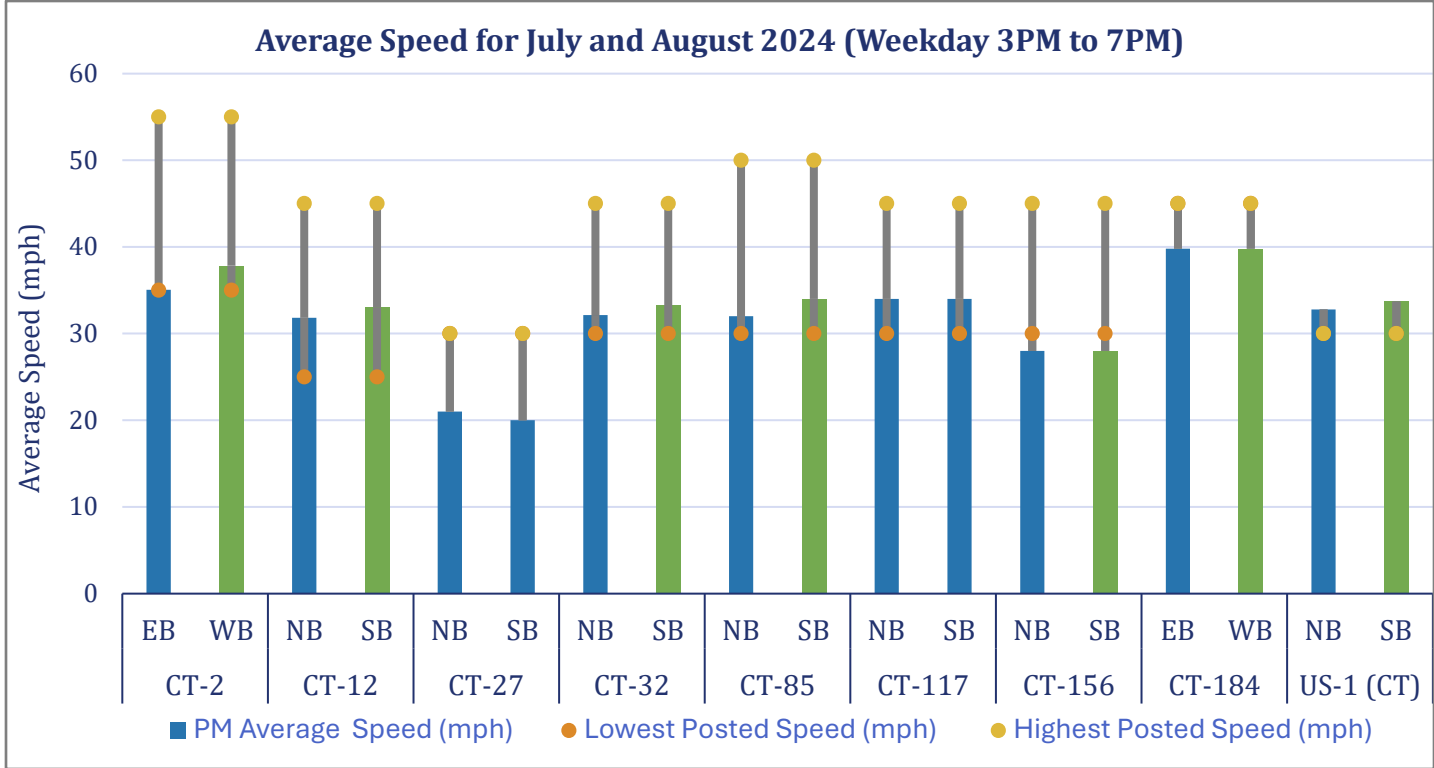
Summertime Beach Traffic

Summertime beach traffic data for the months of July and August has been collected from the NPMRDS for the year 2024 and is included in **Appendix B, Table 3**. The summertime data is summarized in **Figures 37** and **38**. Review of the arterial roadways at this time of year are of particular interest. The analysis includes CT-2, CT-12, CT-27, CT-32, CT-85, CT-117, CT-156, CT-184, and US-1. These locations typically see increased traffic due to the variations the SECOG region experiences during the warmer months. This analysis can also be used to demonstrate the impact of potential interstate detours onto US-1, CT-156, CT-184.

A review of weekday and weekend conditions during July and August 2024, compared to the remainder of the year, indicates that average segment speeds and travel time index values (TTI) were generally consistent with annual averages. CT-27 was the only segment analyzed that had a slightly lower average speed and greater TTI during the summertime months. CT-156 had a TTI of 1.8 during July and August, slightly higher than the weekday average of 1.6. Overall, the differences between the weekday and weekend speeds and TTI were minimal.

Table 3 in Appendix B shows a breakdown of the roadway segments analyzed for summertime weekday traffic. **Table 4** in Appendix B shows similar details for weekend traffic in July and August. Both tables include the average speeds and TTI's for the entire year as a basis for comparison to the July and August weekday and weekend traffic.

Figure 37: Arterial Average Summertime Weekday and Weekend Speed Profile
(Source: NPMRDS Data 2024)



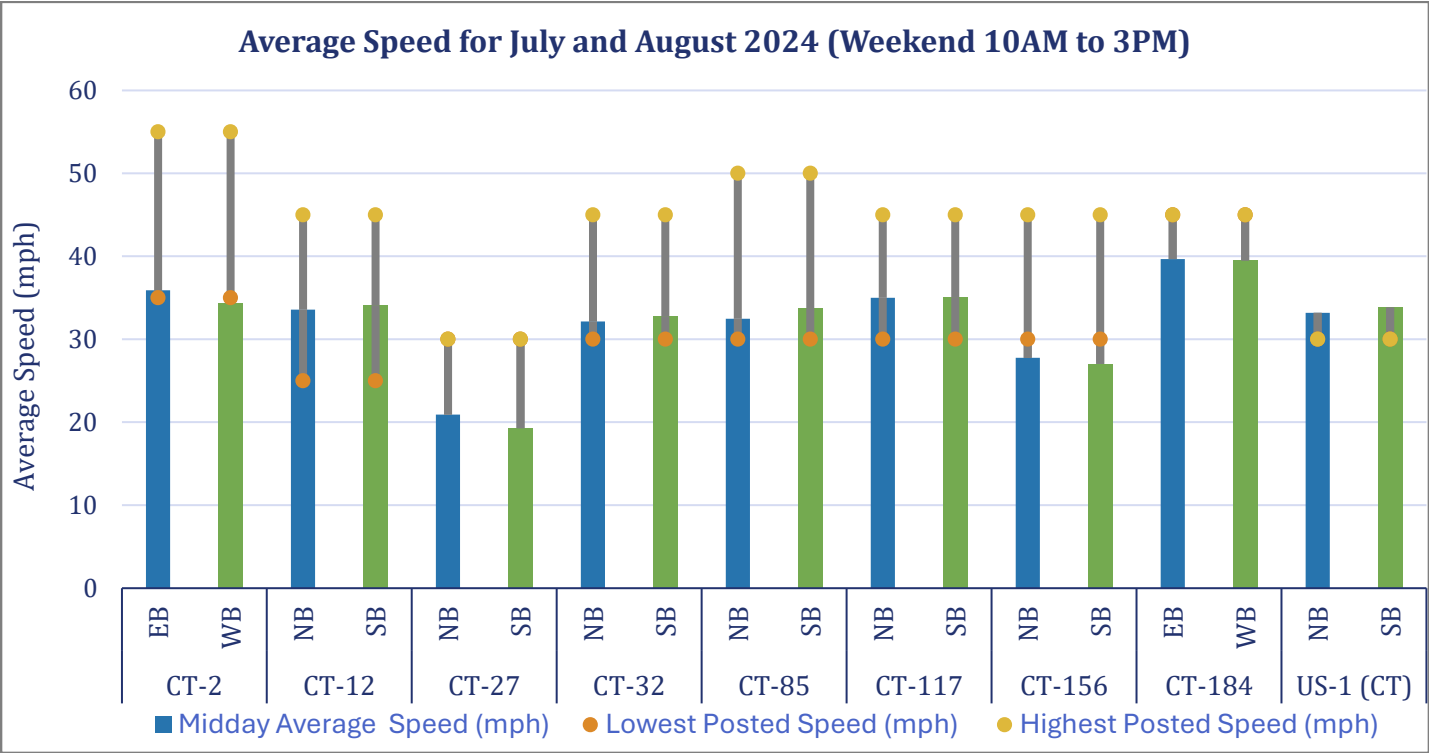
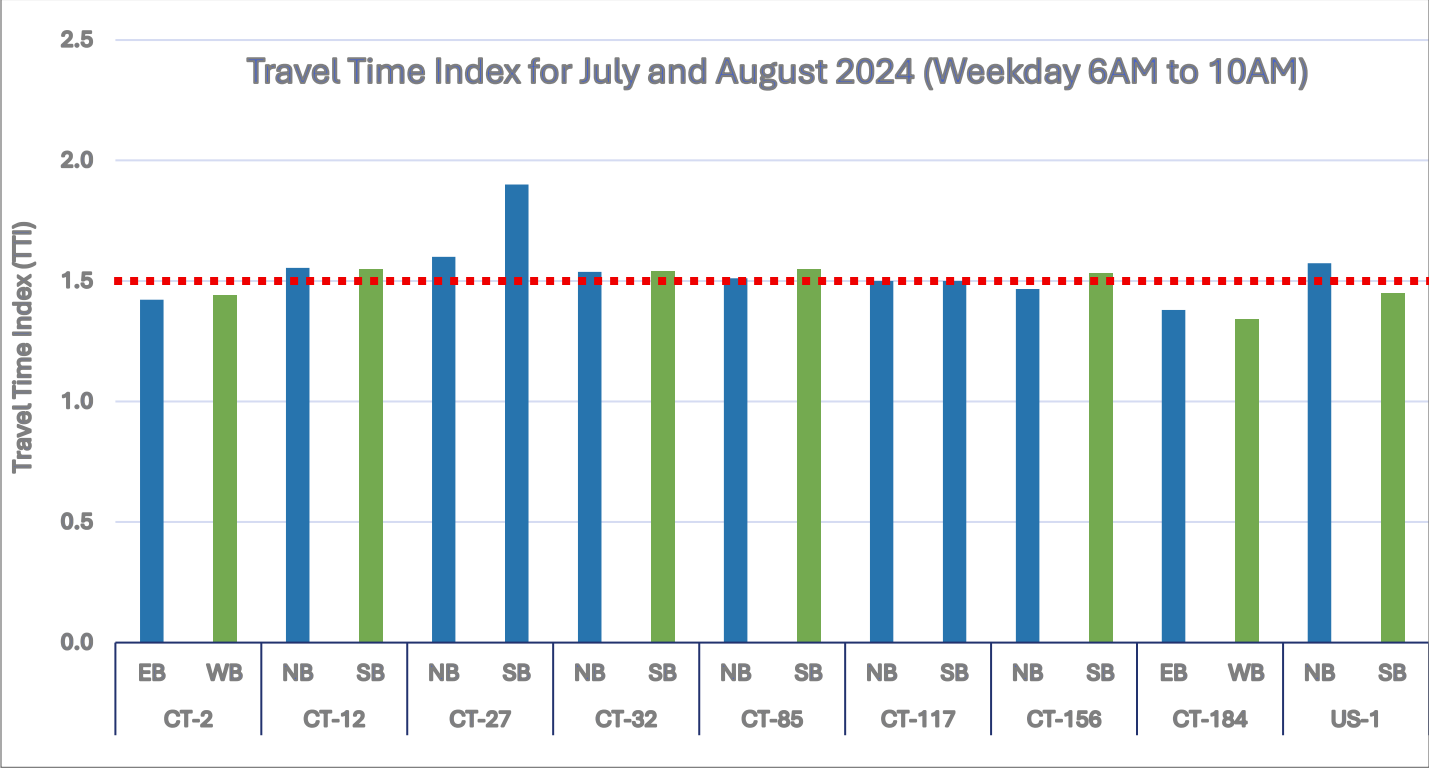
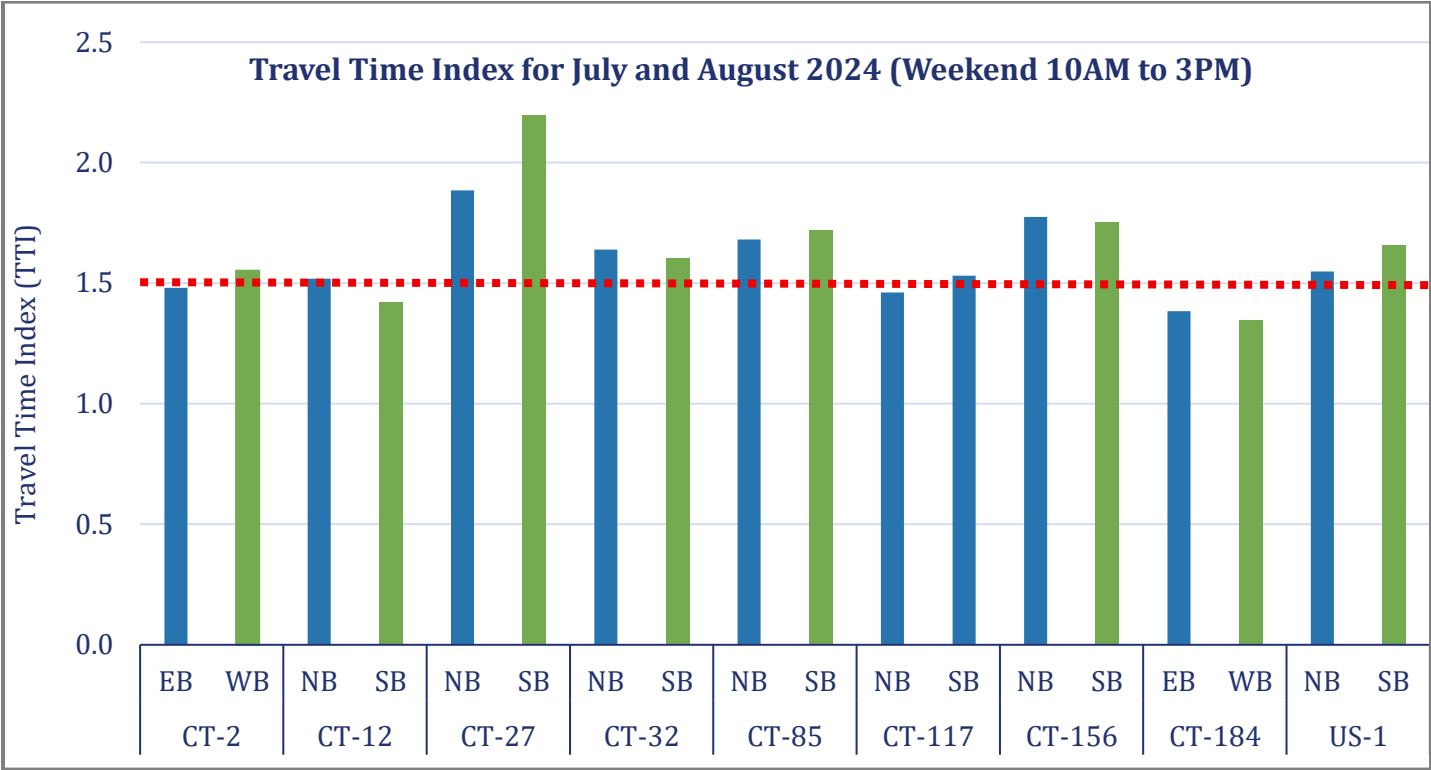
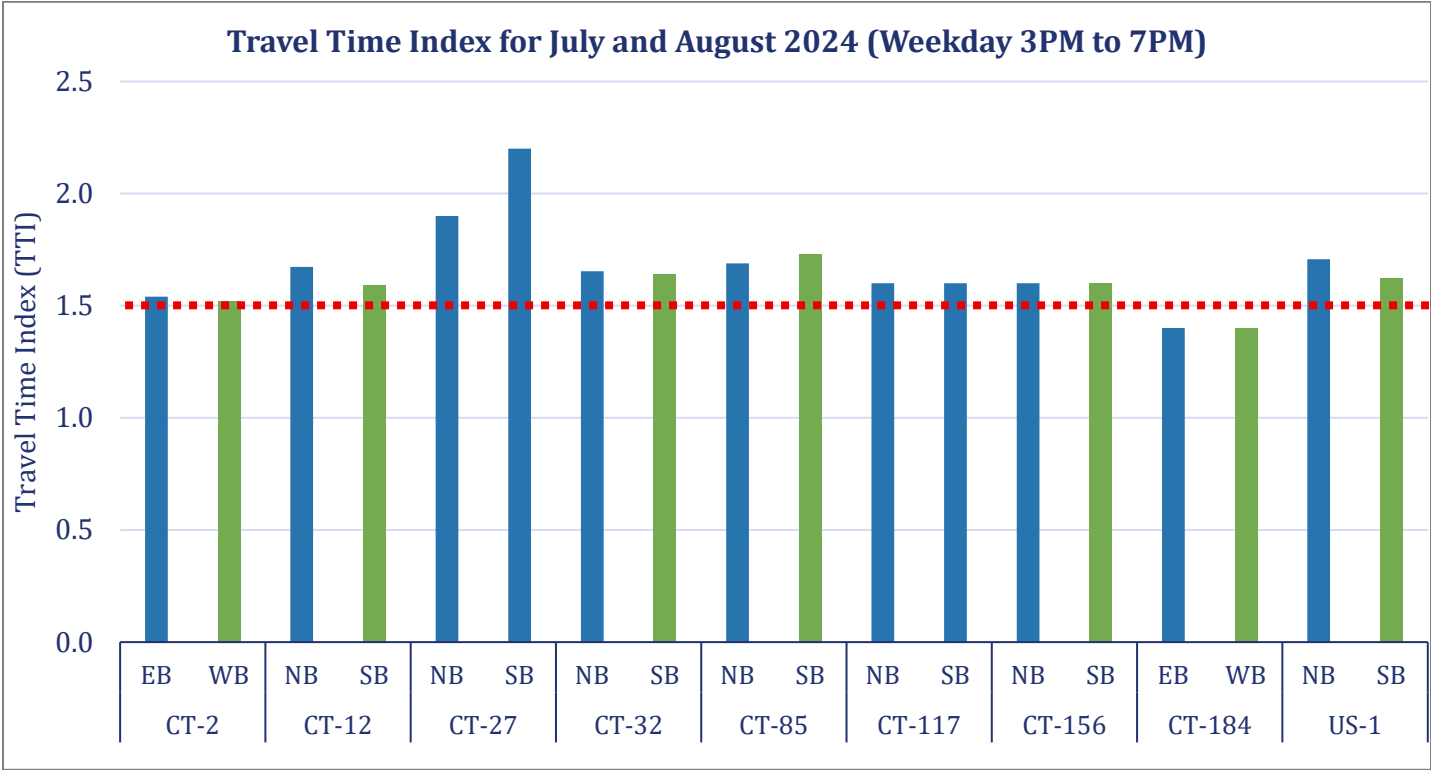


Figure 38: Arterial Summertime Weekday and Weekend TTI Profile
(Source: NPMRDS Data 2024)





Overall Performance Results

Peak Hours of Excessive Delay

Peak Hour Excessive Delay (PHED) is the measurement of additional delay over the regular delay in rush hour traffic. This measure is applicable in urban areas with a population of 200,000 or more. CTDOT publishes this measure for all urbanized areas in the state and provides a yearly comparison. This measure is calculated for the time periods between 6:00 am and 10:00 am and 3:00 pm and 7:00 pm on weekdays. **Figure 39** illustrates the changes in PHED for the New London UA over the last several years.

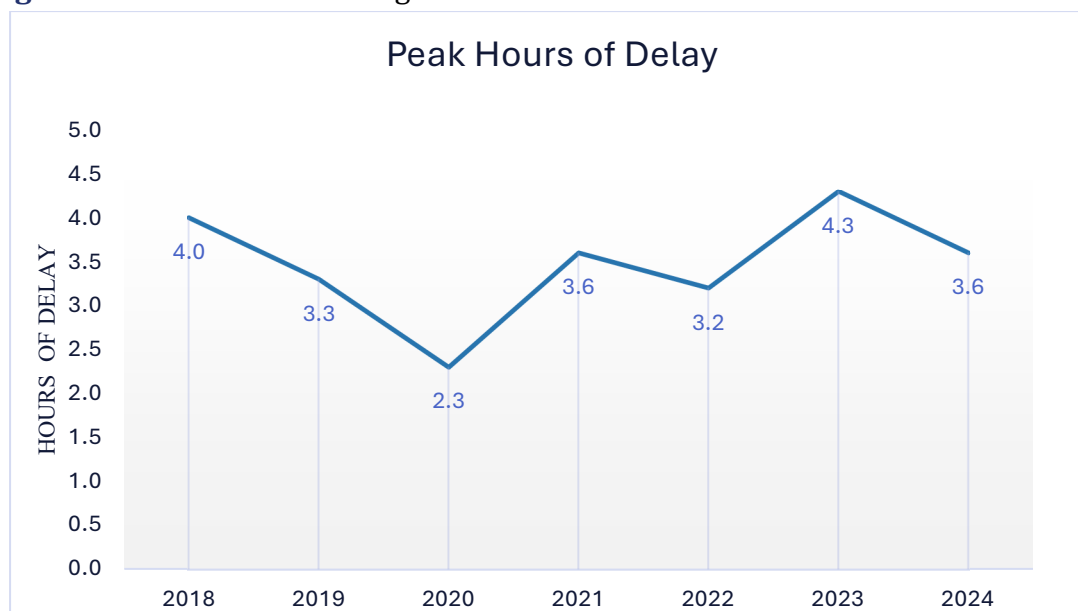


Figure 39: Peak Hours of Delay in New London UA

(Source: CTDOT)

Travel Time Reliability is calculated by dividing the 80th percentile travel time by the 50th percentile travel time for each segment. Higher values of this index indicate less reliable travel time, while lower values indicate more reliable travel. CTDOT calculates the level of reliability for all COGS and reports annually. A value of 1.5 has been established as a threshold, and any value above this is considered unreliable. As shown in **Figure 40**, data collected over the past five years (2018-2023) indicates a steady increase in travel time reliability. In 2018, CTDOT reported a rating of 0.3% unreliable, dropping to 0.8% in 2019. In 2020, data indicates a slight improvement, followed by a sharp increase to 100% reliability from 2021 through 2023.

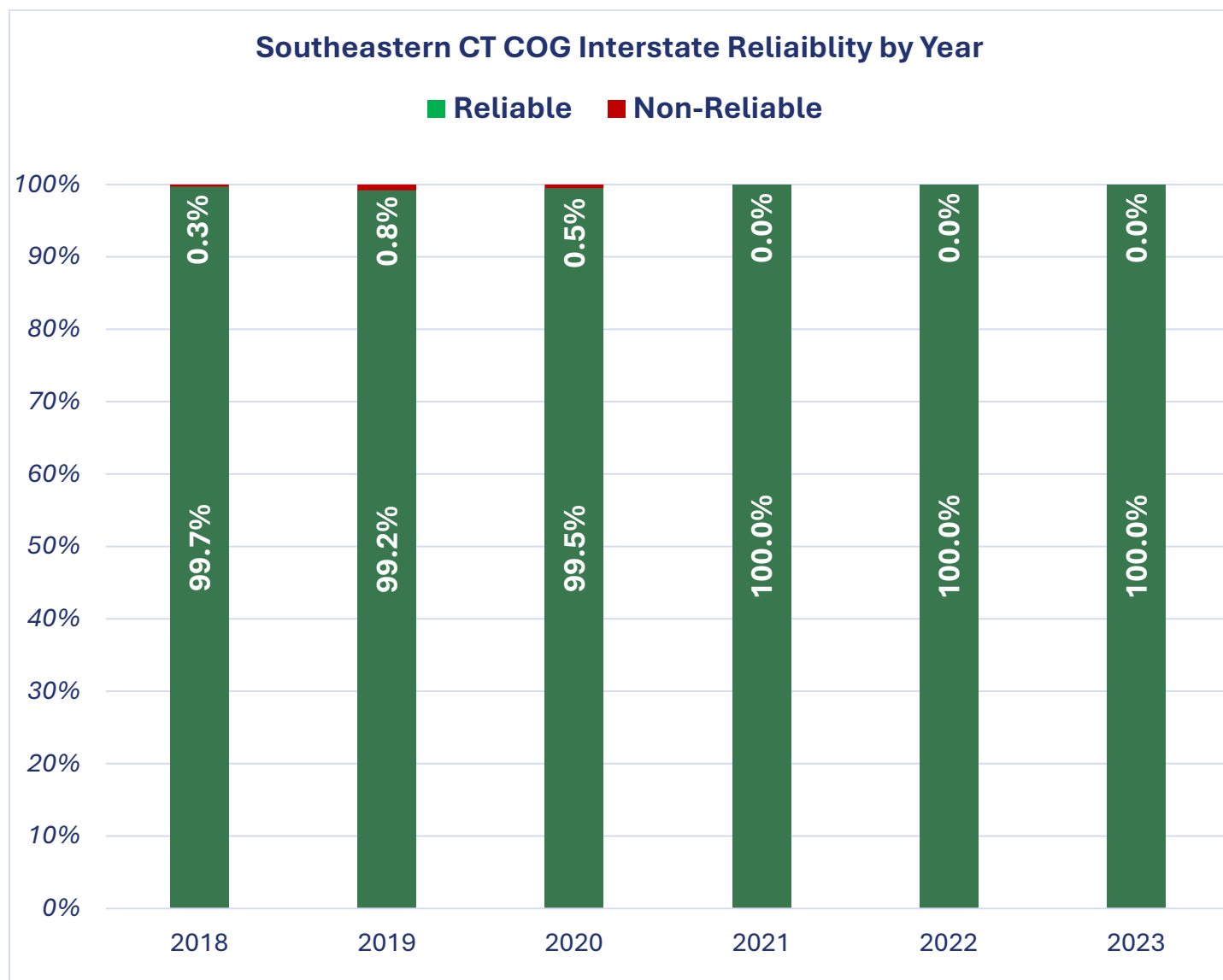


Figure 40: SECOG Interstate Reliability by Year

(Source: CTDOT)

Congested Segments

Comprehensive analysis of SECOG's extensive roadway network has identified corridors of concern through a combination of survey and NPMRDS data. The survey distributed amongst municipal employees and officials provided an opportunity to document their concerns about the roadways within their municipality. **Table 6** documents the roadway segments that are of concern based on congestion and municipal survey data.

Table 6:6 Locations of Concern from Survey & Congestion Data

Municipality	Route	Peak TTI
Borough of Stonington	Water Street	1.6 (WB Midday & PM)
Bozrah	RT-608	<i>No Data</i>
	RT-163	1.4 (SB Midday)
	RT-82	1.6 (EB Midday)
Colchester	RT 16- Cabin Road to RT 85	2.0 (WB & EB PM)
East Lyme	RT 1- Exit 75 Off Ramp to RT 161	1.9 (SB PM)
	RT 161- Flanders High School to RT 156	2.5 (NB & SB Midday)
	RT-156 Waterford Town Line to Rocky Neck State Park/ I-95 Interchanges	1.5 (SB Midday & PM)
Franklin	RT-32 Norwich to Willimantic	1.5 (NB & SB)
Griswold	State Route 12 to Main Street	1.8 (NB PM)
Groton (City)	Mitchell Street	<i>No Data</i>
	Rainville Avenue	<i>No Data</i>
Ledyard	CT-2 between Groton and Preston	1.3 (EB PM)
	CT-117 between Groton and Preston	1.5 (SB Midday)
	CT-214 Between Route 12 and Route 2	1.5 (EB Midday)
Groton Naval Base	RT-95	1.1 (NB & SB)
	RT-12	1.6 (SB Midday & PM)
	Goldstar Bridge	1.1 (NB & SB)
	Mohegan Pequot Bridge	1.2 (EB)
New London	Howard Street to Bank Street	<i>No Data</i>
	Water Street to Route 95 Ramp	<i>No Data</i>
Preston	RT-2	1.6 (EB Midday & PM)
	RT-2A	1.5 (EB Midday & PM)
	RT-164	1.6 (SB PM)
Salem	RT-82	1.5 (WB PM)
	R-85	1.6 (NB)
	RT-11	1.1 (NB & SB AM & Midday)
Town of Stonington	RT-27 from Exit 90 to Downtown Mystic	2.4 (SB Midday)
	RT-2 from Exit 92 to Downtown Pawcatuck	1.9 (WB PM)
	RT-1 from Mystic to Pawcatuck	1.8 (SB Midday; NB Midday & PM)
	RT-27 Mystic	2.4 (SB Midday)
	RT-1 Mystic	1.8 (SB Midday)
Windham	Walnut Street	<i>No Data</i>
	Mainstreet	2.0 (EB PM)
	High Street	<i>No Data</i>

Congestion Mitigation Strategies

The identification and assessment of appropriate congestion mitigation strategies is an integral component of the CMP. Despite multiple comprehensive strategies currently available, it is essential to carefully evaluate specific strategies against the congestion management objectives established for the region. Strategies should also align with the community's context and promote safety, economic vitality, system preservation, and air quality, in addition to improved operational performance. FHWA groups the congestion management strategies into the following categories.

Demand Management Strategies

Demand management strategies aim to reduce traffic congestion by influencing travel behavior and encouraging alternatives to single-occupancy vehicle use. These strategies include promoting telecommuting and remote work, mode shifts to walking, cycling, and micro mobility options, and greater use of public transit and shared mobility services such as carpooling and vanpooling. Additional approaches include peak spreading through flexible work hours, staggered shifts, and pricing strategies like congestion charges or parking management to discourage peak-hour driving. Collectively, these measures help optimize roadway capacity, improve traffic flow, and support sustainable transportation choices.

Traffic Operations Strategies

Traffic operations strategies focus on maximizing the efficiency of the existing transportation network rather than expanding infrastructure. These strategies leverage advanced traffic management systems, signal optimization, incident management, and real-time traveler information to improve flow and reduce delays. Many of these approaches are supported by innovative roadway design treatments, such as roundabouts, reversible lanes, road diets, and managed lanes, which enhance safety and capacity without major construction. By integrating technology and operational improvements, these strategies aim to deliver immediate and cost-effective congestion relief.

Public Transportation Strategies

Public transportation strategies for addressing congestion aim to make public transport more attractive, efficient, and convenient, thereby reducing reliance on private vehicles and easing traffic flow.

Road Capacity Strategies

This category of strategies addresses adding more base capacity to the existing roadway network, as well as redesigning specific bottlenecks to increase their capacity. Given the expense and possible adverse environmental impacts, this category should be considered a last resort if the other strategies fail to address ongoing congestion issues.

The strategies selected from these four categories should help in achieving one or more of the following benefits.

1. Reduce single-occupancy vehicle (SOV) trips.
2. Increase public transit ridership.
3. Reduce greenhouse gas emissions.
4. Increase nonmotorized trips.
5. Improve pedestrian and bicycle safety.
6. Reduce vehicle trips.
7. Reduce travel time.
8. Improve roadway capacity.
9. Reduce the number of crashes.
10. Reduce delay due to non-recurring incidents.

Most strategies overlap across multiple categories and can yield varying levels of results depending on how each is implemented. **Figure 41** illustrates congestion management strategies that can be applied in the Southeastern region. To reduce congestion and increase the overall efficiency and reliability of the transportation network, SECOG needs to partner with neighboring Councils of Governments, CTDOT, transit agencies, and member municipalities.

Figure 41: CMP Strategies

Congestion Management Strategies	DEMAND MANAGEMENT STRATEGY	TRAFFIC OPERATIONS STRATEGY	PUBLIC TRANSPORTATION STRATEGY	ROAD CAPACITY STRATEGY
Mixed Use Development	✓			
Transit Oriented Development (TOD)	✓		✓	
Trail Oriented Development	✓			
Round Abouts	✓	✓	✓	
New Pedestrians and Bicycle Facilities	✓			
Improvement of Existing Facilities		✓		
Complete Streets		✓		✓
Infill Redevelopment of Urban areas	✓	✓	✓	
Enhanced Transit Services	✓		✓	
Bus Rapid Transit	✓			
CMAQ Program		✓		✓

Focus Strategies

Mixed-Use Development

Mixed-use development is a distinct style of urban planning and design that combines residential, commercial, cultural, and industrial spaces within a single integrated area. This approach fosters a more walkable, accessible, and vibrant community by strategically placing homes and businesses in the same vicinity. It aims to reduce the need for long commutes in personal vehicles, promote sustainable land use, and create more dynamic and livable neighborhoods. Mixed-use developments are frequently found in cities and urban centers but are increasingly being incorporated into suburban areas. This strategy improves traffic congestion by reducing the need for long-distance travel and promoting more efficient land use. By integrating residential, commercial, office, and recreational spaces in the same area, mixed-

use development encourages walking, cycling, and the use of public transportation, thereby reducing reliance on personal automobiles.

Transit-Oriented Development

Transit-Oriented Development is an urban planning and design approach that emphasizes the creation of compact, walkable communities centered around a high-capacity public transit system, such as rail lines and transit bus routes. The primary objective of Transit-Oriented Development is to reduce automobile dependency by facilitating convenient access to housing, employment, retail, and public services within a short distance of transit stops or stations. These developments are characterized by a balanced mix of land uses, higher-density construction, and pedestrian-friendly infrastructure. Transit-Oriented Development supports sustainable growth, mitigates traffic congestion and environmental impacts, and fosters a more connected, livable community. This category of congestion management strategies aims to improve transit efficiency, frequency, span, and geography while encouraging the implementation of statewide fare payment systems to improve interoperability between regional transit districts.

Trail-Oriented Development

Trail-Oriented Development is an emerging urban and regional planning strategy that focuses on integrating multi-use trail networks, such as walking, cycling, and recreational trails into the core of community development. This approach aims to promote active transportation, enhance connectivity, and support healthier, more sustainable lifestyles by encouraging proximity to trails for both residential and commercial uses. Trail-Oriented Development often involves mixed-use buildings, public spaces, and infrastructure designed to accommodate non-motorized travel through trails, effectively reducing reliance on personal vehicles. By aligning land use planning with trail systems, Trail-Oriented Development ensures regional economic vitality and community development, reduces traffic congestion, and improves the overall quality of life for residents.

Roundabouts

Roundabouts are an effective congestion management strategy that enables continuous vehicle flow and reduces frequent delays commonly found at signalized intersections. Unlike stop signs or traffic signals, roundabouts force drivers to yield only when necessary, effectively reducing stop and go traffic patterns that create backups. Furthermore, roundabouts involve fewer conflict points, contributing to fewer crashes that contribute to delays. Roundabouts improve efficiency compared to signalized intersections by removing red light cycles. Their design slightly slows traffic flow but increases overall throughput by reducing braking, idling, and severe queues. This report's recommendation section further reviews roundabouts in the context of the region.

New Pedestrian and Bicycle Facilities

The development and improvement of new pedestrian and bicycle facilities contribute to safer, healthier, and more sustainable communities while actively mitigating the effects of traffic congestion by providing

practical and accessible alternatives to the use of personal vehicles. By facilitating walking and cycling for short-distance trips, these facilities reduce the overall number of cars on roadways, resulting in decreased traffic volumes. This strategy also mitigates bottlenecks during peak travel times, promoting a more balanced distribution of travel modes while reducing congestion in urban and suburban environments.

Complete Streets

The Complete Streets program is a policy initiative that encourages communities to design and operate streets that safely and equitably serve all road users, including pedestrians, cyclists, motorists, and transit riders. Complete Streets can reduce congestion by designing roadways to accommodate all users. By providing dedicated infrastructure such as bike lanes, wider sidewalks, and improved transit stops, Complete Streets encourages people to choose alternatives to driving, reducing the number of single-occupancy vehicles on the road. This directly alleviates traffic bottlenecks and peak-hour congestion.

Infill Redevelopment of Urban Areas

Infill redevelopments involve large-scale projects that build new housing, offices, and commercial areas on underused or vacant land within existing urban areas. These redevelopments can improve traffic congestion in several ways. First, it results in shorter travel distances, as homes, jobs, and commercial centers are located closely together. Shorter trips reduce the number of vehicles on the road for long periods and encourage non-driving alternatives. Secondly, infill redevelopments allow more efficient use of existing transportation options such as bus routes, bike lanes, greenways, sidewalks, and rail services. This directly reduces dependence on personal vehicles, thereby mitigating the negative effects of traffic congestion.

Enhanced Transit Services

Enhanced transit services reduce traffic congestion by providing accessible, reliable, and convenient alternatives to driving that reduce the number of vehicles on the road. When transit options like buses, trains, and rail lines run more frequently, operate throughout a larger service area, and serve a wider range of destinations or trip types, ridership increases. This mode shift effectively lowers traffic volumes and shortens travel times. As fewer vehicles compete for limited road space, the negative effects of congestion decrease while system efficiency increases. SEAT's system conversion to a stop-based system, from a flag down system, will enhance efficiency. Additionally, the Statewide Comprehensive Operational Analysis will review and revise routing of all transit districts statewide to maximize system efficiency and convenience.

Bus Rapid System

A Bus Rapid System (BRT) is a high-quality bus-based transportation service that delivers faster, more efficient, and reliable travel by using dedicated lanes, priority at traffic signals, and streamlined boarding processes. A Bus Rapid System mitigates traffic congestion by offering fast, reliable, and efficient

alternatives to private automobile travel, thereby incentivizing a modal shift to public transportation. Through the implementation of dedicated lanes and traffic signal priority, a BRT vehicle can bypass typical roadway delays, resulting in increased transit speed and reliability. By facilitating the movement of passengers promptly, BRT systems reduce the number of private vehicles on the road and alleviate and mitigate congestion related challenges.

Congestion Mitigation and Air Quality (CMAQ) Program

The CMAQ Program is a federal initiative designed to improve air quality and reduce traffic congestion by funding transportation projects that lower emissions and promote sustainable travel options. As part of a congestion management strategy, CMAQ supports a wide range of projects, including public transit enhancements, bicycle and pedestrian infrastructure, ridesharing programs, and traffic flow improvements such as signal optimization and intelligent transportation systems (ITS). CMAQ prioritizes projects that reduce vehicle miles traveled (VMT) and improve air quality in nonattainment and maintenance areas and helps regions meet federal air quality standards while addressing congestion. The costs associated with CMAQ projects vary widely from corridor signal interconnection retiming projects to complete replacement of antiquated signal systems, which typically include the replacement of ADA ramps and pavement markings.

Table 6 outlines the described focus strategies, along with other potential strategies, for consideration with their associated costs and implementation timelines.

Table 6: CMP Strategies by Cost and Timeframe

Strategy	Overview	Cost	Timeframe
Mixed-Use Development	Mixed-use developments integrate residential, commercial, cultural, and recreational spaces within a single area. This approach aims to create walkable, self-sustaining communities where residents can access daily needs and activities without relying on personal vehicles.	Low to Medium (Municipal policy changes would be minimal cost compared to large infrastructure projects.)	Short to Long Term
Trail-Oriented Development	Trail-oriented development is an urban design framework that links people to local businesses, community spaces, public services, and neighborhoods through trails and trail-supportive infrastructure.	Low to Medium (Costs range from \$100k to \$2M)	Short to Long Term
Transit-Oriented Development	Transit-oriented developments (TOD) concentrate on development around public transportation hubs, encouraging more people to utilize public transit and reducing reliance on personal vehicles.	Low to Medium (Municipal policy changes would be minimal cost compared to large infrastructure projects.)	Short to Long Term
New Pedestrian and Bicycle Facilities	Providing new infrastructure and connectivity of bicycle and pedestrian facilities encourages people to use these modes of travel more frequently.	Low to Medium (Cost dependent on available road width) (\$20k to \$500k+ depending on length)	Short Term
Improvement of Existing Pedestrian, Bicycle, and Transit Facilities	Maintaining lighting, signage, striping, and installing curb cuts, curb extensions, median refuges, and raised crosswalks can increase bicycle and pedestrian safety. Bicycle racks and bike lockers at transit stations and other trip destinations increase security.	Low (Cost dependent on available road width) (\$20k to \$500k+ depending on length)	Short Term

Strategy	Overview	Cost	Timeframe
Complete Streets	Complete Streets policy may address a wide range of elements, such as sidewalks, bicycle lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, modified vehicle travel lanes, and landscape treatments.	Low	Short Term
Enhanced Transit Services	Increasing trip coverage and frequency makes public transit more attractive to use and provides better accessibility to a greater share of the population	Medium	Short Term
Bus Rapid Transit (BRT)	Bus Rapid Transit (BRT) delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms, and enhanced stations. Currently, CT <i>transit</i> 's express bus service is limited within the region. SEAT has launched its EB/Norwich route and has proposed RT-32 express service that will require signal prioritization.	Medium to High	Medium to Long Term
Employer Incentive Programs for Transit	Encourages additional transit use through transit subsidies of mass transit fares provided by employers. Suggests coordination with CT <i>rides</i> initiative and employer-based incentives.	Medium to High	Medium to Long Term
Congestion Mitigation and Air Quality Improvements (CMAQ)	CMAQ strategies include intersection improvements or coordination, signal improvements, and roundabouts implementation.	Low to Medium (Lower Costs for signal retiming – higher for signal replacements. Assume (\$350k to \$650k per intersection)	Short to Long Term
Infill Redevelopments	Infill redevelopments are projects that build new housing, offices, and commercial spaces on vacant land within existing urban areas. By increasing density, they reduce the need to travel by personal vehicles.	High	Long Term

Project Recommendations

This CMP offers several recommendations aimed at alleviating the negative impacts of congestion in the Southeastern region. These recommendations strive to address concerns impacting specific segments of SECOG’s extensive roadway network identified in this report, as well as actions to strengthen the region on a larger scale. Many of the corridors identified in this report are in various stages of improvement.

Primary Recommendations: Improvement Projects

Roundabout Implementation Projects

A roundabout, referenced earlier in this report, is a circular intersection where drivers travel counterclockwise and yield to traffic entering the circle, allowing vehicles to move continuously rather than stop at traffic signals or stop signs. Roundabouts improve congestion by reducing the need for full stops, eliminating long signal cycles, and keeping traffic flowing smoothly, even in busy periods. Rather than waiting for a green light or stopping altogether, drivers only yield when there is circulating traffic, meaning that during lighter or moderately busy periods, cars often enter with little to no delays. The design of roundabouts forces lower, more consistent speeds, which minimizes abrupt braking and creates steadier movement through the intersection. Due to reduced conflict points, roundabouts, when used correctly, result in fewer crashes and minimized congestion caused by roadway crashes. This report examines several locations whose roadway geometry potentially enables the installation of a roundabout. These locations experience varying levels of congestion, but all would benefit from traffic calming measures.

Table 7: Roundabout Locations

Municipality	Route	Cross street	Plan Reference	Status
Colchester	Main St (RT-85)/ Broadway St (RT-85)	Lebanon Ave (RT-16), Cragin Court	SAP2026	Identified
Colchester	Main St (RT-85)	Linwood Avenue (RT-16)	SAP2026	Identified
New London	Broad St (RT-85)	Williams Street SR635)	LOTICIP	In construction (Spring 2026)
New London	Vauxhall St	Vauxhall Street Ext, Phillips Street	LOTICIP	In design
Norwich	Chelsea Harbor Dr. (RT- 2)	Water Street, Courthouse Square	RTSP 2022, Norwich Downtown Mobility 2024	Planned

Norwich	W. Main St (RT-82)	Chelsea Harbor Drive (RT-82), Main Street, Church Street	Norwich Downtown Mobility 2024	Planned
Norwich	West Side Blvd (RT-82)	Washington Street (RT-2)	Norwich Downtown Mobility 2024	Planned
Norwich	West Main St (RT-82)	Osgood Street/Crane Avenue and Asylum Street/Mechanic Street.	103-0274, RTSP 2022	In Design, construction obligated
Norwich	West Main St (RT-82)	Norman Road, Dunham Street,	103-0275, RTSP 2022	In design, construction obligated.
Norwich	8th St/Smith Ave	Roosevelt Avenue	RTSP 2022	Identified
Norwich	Town Street	West Town Street	SAP2026	Identified

Road Diets

A road diet involves converting a four-lane road to three lanes, with one travel lane in each direction and a center turn lane. This design strategy can improve congestion by eliminating delays that can occur on multi-lane corridors. By removing left-turning vehicles from the through lanes, a road diet prevents the frequent shutdowns and lane-weaving that can occur when turning traffic blocks a lane, resulting in smoother and more predictable traffic flow. With fewer lanes and less chaotic lane changing, traffic can move at more consistent speeds, which allows traffic signals to be timed more efficiently and reduces queue buildup at intersections along the roadway. Road diets also involve significant value regarding safety, reducing crashes that can contribute to more severe traffic congestion. For corridors carrying moderate to heavy traffic volumes, the reduction in turning-vehicle delays and lane-changing friction often outweighs the loss of a through lane, meaning that overall travel times stay the same or improve.

Table 8: Road Diet Locations

Municipality	Route	Cross streets	Plan Reference	Status	CMP Measure
City of Groton	Chester St (RT-349)/ Rainville Ave (RT-349)	Eastern Point Road and Benham Road	CTDOT Road Diet Study	Cancelled due to OSTA permitted EB renovation	120+13758 120+13759
New London	Howard St	Bank Street to Willets Avenue	2026 SAP	Identified	N/A
Stonington	Coogan Blvd	RT-27 to Jerry Browne Road	2026SAP	Identified	N/A
Norwich	West Main St (RT-82)	Dunham St to Mechanic St	103-0274	In design	N/A
Lisbon	River Rd (RT-12)	Lee Rd to Lisbon Landing	2026 SAP	Identified	XX
Groton	Long Hill Road (RT-1)	Wayne Rd to Poquonnock Rd	2026 SAP	Identified	XX
Montville	Norwich New London Turnpike (RT-32)	Shantok Rd To Golden Rd	2026 SAP	Identified	XX
Waterford	Boston Post Rd (RT-1)	Rope Ferry Rd to Miner Ln	2026 SAP	Identified	XX

Parking Management

Parking management within the Southeastern region can improve congestion by reducing the amount of unnecessary driving that occurs when motorists search for, compete for, or rely heavily on convenient curbside parking. When parking is well-regulated through strategies like priced parking, time limits, shared parking, or better off-street options, drivers spend less time circling blocks which directly reduces traffic volumes in busy areas. Pricing and enforcement also encourage some drivers to shift to public transit, carpooling, or remote lots. These factors reduce peak-hour demand on roadways. Comprehensively designed parking policies can increase curb space, allowing SECOG municipalities to allocate lanes for loading, transit, or pedestrian and bicycle facilities. By eliminating illegal stopping, double-parking, and curb use, parking management reduces cruising traffic, soothes curbside operations, and aligns itself with more balanced travel choices and reduced congestion.

Parking management would be best suited to areas with high population density in the region, such as New London, Mystic, the City of Groton, and Norwich. In the Southeastern region, existing parking management can be identified in Norwich and New London. These municipalities manage congestion through parking prices and time limits on meters while maintaining parking for residents. Mobile applications, such as SpotHero, support drivers in finding, comparing, and reserving parking spots in advance at garages, parking lots, and valet locations in cities across the country. This technology lets drivers pre-pay and reserves a parking spot in advance.

This report also encourages the creation of short-term parking lots and municipal parking authorities to oversee all parking concerns. Both Norwich and New London utilize Parking Authorities established by municipal ordinance, per CT Statute Sec. 7-203. Parking Authorities offer a flexible vehicle to purchase and lease land; construct, maintain, and operate parking facilities; collect fees; and enforce parking regulations. The presence of a centralized parking authority improves parking management's efficacy and enforcement, supports economic development, and enables parking revenues to be reinvested into parking, safety, and transportation improvements.

Table 9: Parking Management Locations

Municipality	Authority	Preview	Plan Reference	Status
City of Groton	Police			Ordinance-215-PDF
Groton-Mystic	Police		Downtown Mystic Parking Study	Ordinance
Stonington-Mystic	Police			2024 ordinance update
New London	New London Parking Authority	Garage, metered lots and on-street		Parking Info – New London Parking Authority
Niantic	Police			
Norwich	Norwich Parking Authority	Garage, metered lots and on-street		Public Parking Norwich, CT - Official Website

Signal Optimization

Traffic signal optimization improves congestion by coordinating and timing traffic lights to allow vehicles to move more smoothly through intersections with fewer stops and delays. By adjusting signal timing based on identified traffic patterns, such as peak hour volumes and turning movements, cars encounter fewer red lights, which reduces stop-and-go traffic and ensures that traffic flows steadily. Well-optimized signals can create “green waves” that enable groups of vehicles to travel through several intersections without stopping. Modern systems can also adjust signals in real time using sensors that adapt to unexpected changes including increased turning traffic, bicycle and pedestrian activity, or traffic

crashes. By coordinating signals and harmonizing how intersections operate together, traffic signal optimization reduces delays, improves throughput, and can significantly decrease congestion on busy corridors.

Table 10: Signal Optimization Locations

Municipality	Route	Cross street	Plan Reference	Status	TMC
Waterford/New London	RT-85	Jefferson Ave to Cross Road	MTP2023, CMP2017	152-0164 (signal rehab) in design	120+11493 to 120+11495, 120-11493 to 12011495
Groton	RT-12	Crystal Lake Rd to Meridian St Ext.		Identified	120-08290 to 120N13299
Norwich	RT-82	Surrey Ln to Briar Ln			120-12958
New London/Waterford	RT-32	Deshon St to Benham Ave	RT32 Corridor Study	172-0535 (signal rehab) is incorporated into 94-0207 (Corridor Improvement)	120P09505
New London	Bank Street	Lee Ave to Howard St	SS4A grant	identified	N/A

Open Space Preservation and Development

Open space preservation is a strategy to improve traffic congestion by influencing land use and travel behavior. The preservation of parks, natural areas, and underdeveloped land limits urban sprawl, reducing the need for long car trips across widely dispersed developments. Urban sprawl describes the uncontrolled expansion of cities into surrounding rural or undeveloped areas. When communities grow more compactly, and new development is concentrated near existing roads, transit, and services, trips tend to be shorter, more walkable, and easier to serve with public transportation or biking, thereby reducing the number of vehicles on the road. Furthermore, open space preservation can provide corridors suitable for multimodal transportation, such as bike paths or pedestrian trails, that offer practical and reliable alternative means of transportation. By managing land use and encouraging efficient development patterns, open space preservation reduces traffic volumes while skyrocketing overall roadway efficiency. SECOG provides further recommendations for conservation and development in both the Regional Plan of Conservation and Development and other topical plans.

Extending Shore Line East to Westerly, RI: Case Study on Transit Oriented Development

Transit-Oriented Development (TOD) enables low-income residents to gain improved access to higher-paying jobs and attract investments that can create employment opportunities throughout the Southeastern region. More specifically, TOD can mitigate the negative impacts of automobile usage, such as congestion. An example of transit-oriented development (TOD) includes the expansion of existing rail

lines within the region, extending the reach of public transportation to hubs within and outside the boundaries of the Southeastern region and the state of Connecticut.

CTDOT has completed a study examining the feasibility of extending the Shore Line East rail service to the state of Rhode Island via the Northeast Corridor (NEC). The study analyzed the establishment of a new passenger rail service from the City of New London to the City of Norwich, extension of existing service from New Haven to Westerly and creation of a new passenger train station in Groton, Stonington and Montville. The study identified the need for improved bus transit service to support the rail stations. The infrastructure improvements needed to maintain hourly commuter rail service along such lines include upgrades to track, structures, grade crossings, the construction of new stations, and renovations of existing stations to ensure ADA compliance. Strategies to achieve this goal include increasing frequency and travel speeds, implementing new routes, expanding service hours, infrastructure upgrades, and improving accessibility to locations along the existing network. Rail improvements have the potential to bring significant benefits to the region's economic vitality, connectivity, and accessibility. Impediments to implementation are cost, lack of a rail yard, and interstate/interagency coordination. The Study concluded that additional employer and residential density was needed to support rail expansion.

Evidence of the region's transit-oriented development work includes significant employment growth in General Dynamic's Electric Boat installation in Groton, New London, Waterford and North Stonington. [Data Haven's](#) 2026 housing report indicated the region's most significant housing growth between 2020 and 2025 occurred in New London and Groton. Other regional towns have updated their zoning regulations to permit accessory dwelling units and reduce parking minimums.

Massachusetts Bay Transit Authority (MBTA) operates commuter bus and rail service in the Boston area and has recently improved service to Providence and the T.F. Green Airport in Rhode Island. The extension of MBTA service to Westerly, and connection to Shoreline East service provides an opportunity to better connect employees and employers. RIDOT has included the design of a high platform at Westerly Station within their Transportation Improvement Program, however, the construction of the platform is not yet obligated.

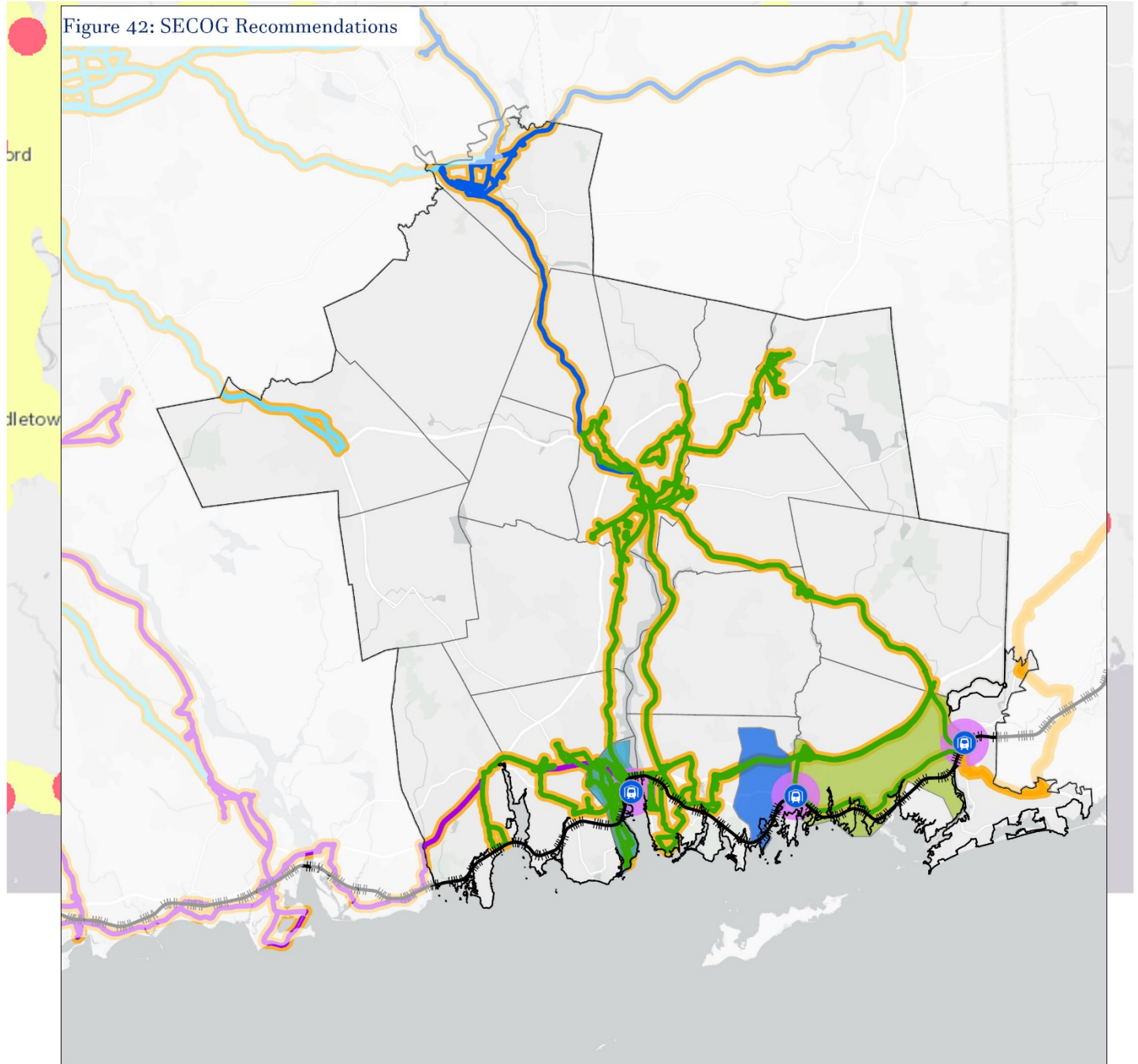
Expanding Existing Transit Bus and Micro Transit Service

Expanding existing transit bus and micro transit service frequency and geography can significantly reduce congestion by reducing car dependency, effectively reducing the number of vehicles on the road at a given time. This can be achieved by expanding existing service routes and increasing bus frequency within the transit network. When individuals choose to utilize bus services for their mobility needs, it removes vehicles from the road and maximizes the efficiency of limited lane space, since a single bus can transport dozens of passengers. Dedicated bus lanes and Bus Rapid Transit systems make bus services

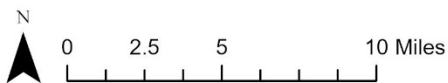
more reliable and efficient, encouraging shifts away from single-occupant vehicle travel. Highway expansion typically results in higher traffic volumes. In contrast, transit bus systems offer sustainable mobility without impacting vehicle volumes. Coordination and planning between bus transit districts and other transit providers improves user experience and functionality of the network. Congestion metrics can be utilized to target expansion in service.

Expansion of transit districts to include non-district towns along existing routes in Preston, eastern Ledyard, and Franklin would provide connections to the region's urban centers, allowing commuters to utilize single-occupant alternatives while maximizing the benefits of a comprehensive bus transportation system.

Figure 42: SECOG Recommendations



Transportation Network Recommendations



Legend

- Shoreline East Station
- 1/4 Mile Bus Route Buffer
- 1 Mile Rail Station Buffer
- New London Micro Transit Service Area
- Groton Micro Transit Service Area
- Stonington Micro Transit Service Area
- Southeast Area Transit (SEAT)
- Rhode Island Public Transit Authority (RIPTA)
- River Valley Transit
- Windham Region Transit District (WRTD)
- CTtransit
- Amtrak And Shore Line East Rail Line

Potential Expansion Locations:

- Preston
- Eastern Ledyard
- Franklin

For areas whose development and land use does not support a traditional fixed route transit service, the creation and improvement of micro transit options may be best suited. These options still encourage mobility for riders in less urban areas. For some municipalities, these programs already exist but would benefit from increased funding and ridership. A list of potential locations to expand and enhance micro transit are included below.

Potential Locations:

- Western Montville (Route 163)
- Bozrah
- East Lyme (Niantic)

Casino Congestion Management Strategies

Traffic from Mohegan Sun Casino and Foxwoods Resort Casino is a significant source of congestion in the Southeastern region, particularly along Route 2, Route 12, Route 32, I-395, and local roads in the area. Trips to these locations are predictable and occur in concentrated arrival and departure periods, such as events and concerts, congestion can be mitigated through proactive and coordinated management. Key strategies include temporary signal timing adjustments to address any peak surges. Additional strategies include improved express shuttle services, incentives for the use of public transit or shared rides to casino-related destinations, and staggered employee shift changes. Additionally, the use of explicit wayfinding and event-specific signage can direct traffic to open parking, reducing the need for drivers to search of a parking spot. Further strategies include real-time traffic updates and parking assistance on casino apps that indicate which lots or garages are at or near full capacity. Improved transparency regarding parking at or around the Southeastern region's casinos will address and improve congestion-related concerns in the region on a larger scale.

Existing casino developments have not addressed non-motorist access. Future developments, such as Riverwalk and infill of existing sites offer opportunities to better connect the developments with surrounding land uses and reduce congestion. Route 32 is likely to benefit most from non-motorist infrastructure due to its proximity to housing and retail uses. The Route 2A bridge, also called the Mohegan Pequot Bridge, presents a transportation barrier for non-motorists and is routinely congested

at the intersection with Route 12, consideration of access and congestion should be given to improvement plans for this facility.

Seasonal Tourism Management Strategies

Seasonal traffic operations are a key congestion management strategy for the Southeastern region. Traffic demand fluctuates significantly due to summer tourism, shoreline recreation, ferry transportation, and special events along the Long Island Sound. Congestion regularly intensifies during peak summer weekends and holidays along I-95, Route 1, Route 27, Route 161, Route 156, and local roads that provide access to beaches, waterfronts, and ferry terminals in New London. Compared to expanding the capacity of coastal roadways, requiring extensive year-round improvements, key strategies include implementing summer-specific traffic signal timing plans that prioritize dominant travel movements, using temporary traffic control measures at congestion-prone locations, and using variable message boards that provide real-time travel information and direct visitors to alternative routes and parking locations. Enhanced public transit and shuttle services to popular shoreline destinations will further improve congestion. Ridesharing apps, such as Uber and Lyft, and numerous micro mobility options can further mitigate congestion issues experienced in peak summertime months at designated “kiss and ride” parking facilities that allow brief stops for dropping off and picking up riders. These strategies, used in combination, will improve mobility, reliability, and safety during the Southeastern region’s busiest seasonal periods without needing year-round system and infrastructure improvements. These corridors have been examined in this report’s Summertime Beach Traffic chapter. To summarize, our analysis identified that average segment speeds and TTI values were generally consistent with the annual averages in non-summer months. Analysis of speed data from RT-27 and RT-2 showed average speeds were slightly below the posted speed limit, indicating moderate congestion.

Encourage Ridesharing and Carpooling throughout the Region

Increasing the frequency of ridesharing and carpooling is an effective strategy for reducing traffic congestion that requires limited financial investment. Regional ridesharing programs and mobile apps can connect drivers and riders based on shared schedules and destinations, effectively taking vehicles off the road at predictable times. This report supports lowered parking minimums, compact development, employer utilization of CTDOT’s CTrides program, and supports the emerging micromobility options throughout the region. Major employers in the Southeastern region, such as maritime vessel manufacturer General Dynamics Electric Boat, can encourage their employees to rideshare, effectively reducing congestion in the region. Employees frequently share the same working hours which enable effective ridesharing. Carpooling has decreased by 20% from its peak in 2017, largely influenced by the emergence of a hybrid work environment following the 2020 COVID-19 pandemic. Public awareness campaigns, community engagement, and partnerships with ride-sharing apps can alter perceptions and highlight the many benefits of ridesharing. Additionally, this report emphasizes the significance of app-

based transportation services such as Uber and Lyft for transportation. Carpooling requires riders who share the same destination and origin, so these on-demand services are often more convenient and practical.

New London Ferry Congestion Management

Several ferry services operate from New London, a coastal port and transit hub location within the Southeastern region. Examples include the Cross Sound Ferry, the Block Island Express, and Fisher's Island Ferry. Travel related to these locations creates localized recurring congestion, particularly during the summer months. Vehicle queues frequently form, disrupting commuter traffic, public transit accessibility, and pedestrian activity. To mitigate traffic concerns related to ferries in New London, this report recommends implementing ferry-specific traffic management strategies. Examples include adjusting signal timing to accommodate increased traffic volumes, designated ferry staging zones, and real-time travel updates that notify drivers of terminal congestion, available parking, and recommended arrival times to ensure travelers reach the ferry terminal while addressing congestion-related concerns. Ferry congestion in Connecticut has been a priority in recent years, leading to several ongoing and future projects. These projects strive to increase accessibility and connectivity, while decreasing levels of ferry-related congestion in New London. This report will review ongoing projects related to New London's ferry services.

The following projects have been completed:

- Signal improvements at Ferry Street and Governor Winthrop Boulevard in New London. This project prioritized intersection design conformance, ADA accessibility, reducing delay, improving safety, and the approval of an Amtrak signal involving a grade rail crossing.
- The Soldiers and Sailors Monument area has been rehabilitated, including pedestrian control of a blind curve in the area.

The following projects are currently ongoing and are funded:

- Funding was acquired to expand the existing parking garage.
- The construction of a new office, bike storage and elevators, moving the intermodal center in front of the Garage on Water Street.
- Construction of a skybridge providing access to the garage, rail platform, and United States Coast Guard Museum.
- The improvement of bulkheads and terminals for Block Island and Cross Sound Ferries.

The following projects are currently ongoing and have been permitted:

- Developing the Day Complex in New London.
- Temporarily closing Atlantic-Street to provide open space for downtown New London residents, employees, and visitors during peak summer months

To support with these infrastructure improvements focused on New London's ferry related congestion, this report encourages the Southeastern Connecticut Council of Governments to apply for discretionary funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, now known as the Better Utilizing Investments to Leverage Development (BUILD) program to enhance and upgrade transportation infrastructure at New London's ferry port. This federal funding source provides 1.5 billion dollars for eligible surface transportation projects.

Real-Time Traffic Monitoring

Planning ahead can mitigate congestion-related challenges, specifically by using real-time traffic apps such as iMaps, Google Maps, or Waze. By using live traffic data, these mobile apps can suggest alternative routes that avoid congested segments and roadways, thereby reducing the frequency and duration of bottlenecks. These apps allow drivers to report crashes, road closures, and hazards, all of which contribute to increased levels of congestion. By identifying congested roadway segments and providing alternate routes, traffic congestion on SECOG's transportation network can be reduced by limiting the number of vehicles on a given roadway at a specific time.

Conclusion and Next Steps

The Congestion Management Process encompasses a continuous program of activities and is a key component of the transportation planning process. The Southeastern Connecticut Council of Governments is actively addressing regional congestion by conducting planning studies, implementing improvement plans, and developing multimodal transportation projects.

Next Steps

- Continue collaboration between partners, COGs, and member municipalities.
- Continue to monitor the federal performance measures and identify additional performance measures to assess congestion.
- Develop planning studies for recommendations
- Continue to promote non-motorized travel modes through policies and projects.
- Continue to partner with regional transit agencies to expand and promote public transit.
- Integrate recommendations from other studies completed for SECOG.

Appendix A:

Table 1: Highway Segment Breakdown showing Speed, Delay, and TTI

Road	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Difference from Free Flow Speed (mph)			Total Delay (Hour)			Travel Time Index (TTI)		
							AM	Mid-Day	PM	AM	Mid-Day	PM	AM	Mid-Day	PM	AM	Mid-Day	PM
I-95	Old Lyme/East Lyme Border	-	Society Rd	East Lyme	2.35	NB	66	64	63	5	7	9	8	17	22	1.1	1.2	1.3
						SB	65	62	59	6	9	12	11	32	48	1.1	1.2	1.3
	Society Rd	East Lyme	RT-161 (Flanders Rd)	East Lyme	1.26	NB	60	58	57	7	10	10	12	26	29	1.2	1.3	1.3
						SB	59	56	55	9	13	14	7	15	15	1.2	1.3	1.3
	RT-161 (Flanders Rd)	East Lyme	I-395	Waterford	1.24	NB	59	58	58	8	9	9	7	11	9	1.1	1.2	1.2
						SB	60	57	56	8	11	12	3	10	17	1.1	1.2	1.4
	I-395	Waterford	Waterford Parkway S	Waterford	2.27	NB	66	65	66	3	4	3	3	6	3	1.1	1.1	1.1
						SB	65	63	63	6	8	8	6	13	14	1.1	1.2	1.2
	Waterford Parkway S	Waterford	RT-85 (Broad St)	Waterford	1.07	NB	66	65	66	3	4	3	3	4	3	1.1	1.1	1.1
						SB	63	61	61	6	8	8	3	5	4	1.1	1.1	1.1
	RT-85 (Broad St)	Waterford	State Pier Rd.	New London	1.62	NB	65	64	64	5	5	5	2	3	3	1.1	1.1	1.1
						SB	66	64	65	5	7	6	1	3	2	1.1	1.1	1.1
	State Pier Rd.	New London	North St	Groton	1.38	NB	63	62	62	6	7	7	6	8	7	1.1	1.1	1.1
						SB	64	62	62	6	8	8	6	9	8	1.1	1.1	1.1
	North St	Groton	RT-349 (Clarence B Sharp Hwy)	Groton	1.23	NB	69	69	70	3	3	2	1	2	1	1.1	1.1	1.0
						SB	68	66	66	5	6	6	5	9	7	1.1	1.1	1.1

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Difference from Free Flow Speed (mph)			Total Delay (Hour)			Travel Time Index (TTI)		
							AM	Mid-Day	PM	AM	Mid-Day	PM	AM	Mid-Day	PM	AM	Mid-Day	PM
I-95	RT-349 (Clarence B Sharp hwy)	Groton	RT-117 (Newtown Rd)	Groton	1.56	NB	71	70	71	2	3	2	3	5	4	1.0	1.0	1.0
						SB	70	68	70	4	6	5	9	18	11	1.1	1.1	1.1
	RT-117 (Newtown Rd)	Groton	Allyn St	Groton	2.50	NB	70	68	69	3	5	4	13	29	12	1.1	1.2	1.1
						SB	66	62	64	6	10	8	13	33	12	1.2	1.4	1.2
	Allyn St	Groton	RT-27 (Greenmanville Ave)	Stonington	1.40	NB	66	64	66	6	8	7	9	17	10	1.1	1.2	1.1
						SB	67	63	66	6	10	7	23	79	25	1.2	1.7	1.2
	RT-27 (Greenmanville Ave)	Stonington	RT-234 (Pequot Trail)	Stonington	2.80	NB	71	70	70	1	2	2	5	13	8	1.0	1.0	1.0
						SB	69	67	67	4	6	6	10	16	22	1.1	1.1	1.2
	RT-234 (Pequot Trail)	Stonington	RT-2 (Norwich Westerly Rd)	Stonington	3.30	NB	71	70	71	1	2	0	3	7	5	1.0	1.0	1.0
						SB	68	66	66	4	5	5	2	3	5	1.1	1.1	1.2
	RT-2 (Norwich Westerly Rd)	Stonington	RT-49 (Pendleton-Hill Rd)	N Stonington	1.08	NB	72	71	72	-1	0	2	0	1	1	1.0	1.0	1.0
						SB	68	67	67	3	4	4	4	7	10	1.1	1.1	1.1
I-395	RT-49 (Pendleton-Hill Rd)	N Stonington	CT/RI Border	-	2.68	NB	72	71	72	0	1	0	0	1	0	1.0	1.0	1.0
						SB	68	67	68	4	5	4	0	1	1	1.1	1.1	1.1
	I-95	East Lyme	RT-85 (Hartford Turnpike)	Waterford	2.39	NB	65	65	66	7	7	5	4	5	3	1.1	1.1	1.1
						SB	64	63	63	8	9	8	7	10	8	1.1	1.2	1.2
	RT-85 (Hartford Turnpike)	Waterford	RT-32 (Mohegan Ave Parkway)	Montville	3.16	NB	67	67	69	7	7	5	10	17	9	1.1	1.2	1.1
						SB	66	65	66	6	7	6	7	10	6	1.1	1.1	1.1
	RT-32 (Mohegan Ave Parkway)	Montville	RT-163 (Depot Rd)	Montville	1.01	NB	65	64	65	8	9	8	7	10	7	1.1	1.2	1.1
						SB	67	65	68	7	9	6	20	39	13	1.1	1.2	1.1

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Difference from Free Flow Speed (mph)			Total Delay (Hour)			Travel Time Index (TTI)		
							AM	Mid-Day	PM	AM	Mid-Day	PM	AM	Mid-Day	PM	AM	Mid-Day	PM
I-395	RT-163 (Depot Rd)	Montville	RT-2A	Montville	3.26	NB	67	66	67	6	6	6	19	27	19	1.1	1.1	1.1
						SB	65	64	66	6	7	5	9	13	7	1.1	1.1	1.1
	RT-2A	Montville	RT-82 (Salem Turnpike)	Norwich	1.58	NB	67	66	66	6	6	7	8	11	13	1.1	1.1	1.2
						SB	66	65	67	7	8	6	15	20	12	1.1	1.1	1.1
	RT-82 (Salem Turnpike)	Norwich	RT-2 (Veterans of Foreign Wars Hwy.)	Norwich	2.42	NB	60	59	59	11	12	12	18	27	33	1.2	1.2	1.3
						SB	64	63	64	7	9	8	4	6	4	1.1	1.2	1.1
	RT-2 (Veterans of Foreign Wars Hwy.)	Norwich	W Town St	Norwich	0.61	NB	64	64	65	9	9	7	3	4	3	1.2	1.1	1.1
						SB	67	66	68	5	6	4	17	24	12	1.1	1.1	1.1
	W Town St	Norwich	RT-97 (Taftville-Occum Rd)	Norwich	3.72	NB	67	67	69	7	7	5	18	21	15	1.1	1.1	1.1
						SB	67	65	67	5	6	4	6	10	6	1.1	1.1	1.1
	RT-97 (Taftville-Occum Rd)	Norwich	RT-169 (S Burnham Hwy)	Lisbon	1.42	NB	67	67	69	5	5	3	5	8	4	1.1	1.1	1.0
						SB	67	66	68	5	6	4	5	8	5	1.1	1.1	1.1
	RT-169 (S Burnham Hwy)	Lisbon	RT-12 (River Rd)	Lisbon	1.77	NB	68	68	69	5	5	4	5	6	4	1.1	1.1	1.1
						SB	67	66	67	5	5	5	3	3	3	1.1	1.1	1.1
	RT-12 (River Rd)	Lisbon	RT-138 (Voluntown Rd)	Griswold	1.12	NB	66	66	68	5	5	4	2	2	1	1.1	1.1	1.1
						SB	68	68	69	5	5	4	2	3	2	1.1	1.1	1.1
	RT-138 (Voluntown Rd)	Griswold	Griswold/Plainfield Border	-	3.41	NB	69	69	71	5	5	3	4	5	3	1.1	1.1	1.1
						SB	69	69	70	4	4	3	3	3	2	1.1	1.1	1.0

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Difference from Free Flow Speed (mph)			Total Delay (Hour)			Travel Time Index (TTI)		
							AM	Mid-Day	PM	AM	Mid-Day	PM	AM	Mid-Day	PM	AM	Mid-Day	PM
CT-2A	I-395	Montville	RT-32 (Norwich-New London Turnpike)	Montville	1.00	EB	60	59	60	10	10	10	3	4	3	1.2	1.2	1.2
						WB	59	59	60	8	9	8	2	3	2	1.1	1.2	1.1
	RT-32 (Norwich-New London Turnpike)	Montville	Montville/Preston Border	Montville	0.95	EB	61	60	61	9	10	9	3	4	3	1.2	1.2	1.2
						WB	58	56	57	6	7	6	3	4	3	1.1	1.1	1.1
	Montville/Preston Border	-	RT-12 (Laurel Hill Rd),	Preston	0.70	EB	43	41	40	13	15	16	14	21	19	1.4	1.5	1.5
						WB	47	45	44	7	9	10	5	8	7	1.2	1.2	1.2
CT-2	RT-149 (Westchester Rd.)	Colchester	RT-85 (New London Rd.)	Colchester	4.20	EB	68	68	70	7	7	5	3	5	2	1.1	1.1	1.1
						WB	69	68	70	6	7	5	3	4	2	1.1	1.1	1.1
	RT-85 (New London Rd.)	Colchester	Colchester/Lebanon Border	-	3.61	EB	68	68	71	6	5	3	5	6	4	1.1	1.1	1.1
						WB	68	68	69	6	7	5	6	8	5	1.1	1.1	1.1
	Colchester/Lebanon Border	-	Lebanon/Bozrah border	-	2.62	EB	69	69	71	6	5	3	9	10	6	1.1	1.1	1.1
						WB	69	68	70	6	6	5	9	11	7	1.1	1.1	1.1
	Lebanon/Bozrah border	-	RT-163 (Bozrah St)	Bozrah	2.46	EB	68	69	71	6	6	4	5	6	3	1.1	1.1	1.1
						WB	68	67	69	6	7	5	5	7	4	1.1	1.1	1.1
	RT-163 (Bozrah St)	Bozrah	Bozrah/Norwich Border	-	1.82	EB	67	67	70	7	7	4	4	4	2	1.1	1.1	1.1
						WB	65	65	67	8	8	6	5	7	4	1.1	1.1	1.1

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Difference from Free Flow Speed (mph)			Total Delay (Hour)			Travel Time Index (TTI)		
							AM	Mid-Day	PM	AM	Mid-Day	PM	AM	Mid-Day	PM	AM	Mid-Day	PM
CT-2/32	RT-2 (Franklin Turnpike)	Norwich	I-395, Norwich	Norwich	1.32	EB	58	57	60	8	9	6	3	4	2	1.2	1.2	1.2
						WB	59	58	59	9	10	8	3	4	2	1.2	1.2	1.2
	I-395, Norwich	Norwich	RT-169 (Harland Rd.)	Norwich	1.30	EB	48	47	48	11	12	11	5	6	5	1.3	1.3	1.3
						WB	50	48	50	10	12	10	2	4	3	1.2	1.3	1.3
CT-11	RT-82 (E Haddam Rd.)	Salem	Salem/Colchester Border	-	4.03	NB	69	68	71	7	8	3	1	2	1	1.1	1.1	1.1
						SB	69	69	70	7	8	3	2	3	1	1.1	1.1	1.0
	Salem/Colchester Border	-	RT-2 (Veterans of Foreign Wars hwy.)	Colchester	3.66	NB	65	59	66	5	15	5	1	4	1	1.1	1.4	1.1
						SB	59	59	59	17	17	17	4	5	4	1.4	1.5	1.5
CT-32	Norwich/Franklin Border	-	I-395	Norwich	1.55	NB	55	54	55	10	11	9	2	3	2	1.3	1.3	1.3
						SB	44	44	46	12	12	10	3	3	2	1.3	1.3	1.3
	I-395	Norwich	RT-169 (Harland Rd.)	Norwich	1.17	NB	49	48	50	11	12	10	3	4	3	1.3	1.3	1.3
						SB	48	47	48	11	12	11	5	6	5	1.3	1.3	1.3
	RT-636 (Mohegan Ave Parkway)	New London	RT-641 (Huntington St)	New London	1.00	NB	47	49	50	13	12	11	10	3	3	1.3	1.3	1.3
						SB	47	49	50	11	10	9	2	3	2	1.3	1.2	1.2
RI-78	CT/RI Border	Westerly	RT-3 (Nooseneck Hill Rd.)	Westerly	1.65	EB	55	55	56	5	5	4	2	2	1	1.1	1.1	1.1
						WB	55	54	55	9	10	9	2	3	2	1.2	1.2	1.2
	RT-3 (Nooseneck Hill Rd.)	Westerly	RT-91 (Oak St)	Westerly	0.73	EB	54	54	56	7	7	5	2	2	1	1.1	1.1	1.1
						WB	54	53	53	10	12	11	3	3	3	1.2	1.2	1.2
	RT-91 (Oak St)	Westerly	US-1 (Franklin St.)	Westerly	1.84	EB	41	40	42	12	13	12	8	12	10	1.6	1.7	1.8
						WB	44	42	43	11	13	13	7	10	9	1.5	1.5	1.5

Freeway Average Speed Summary

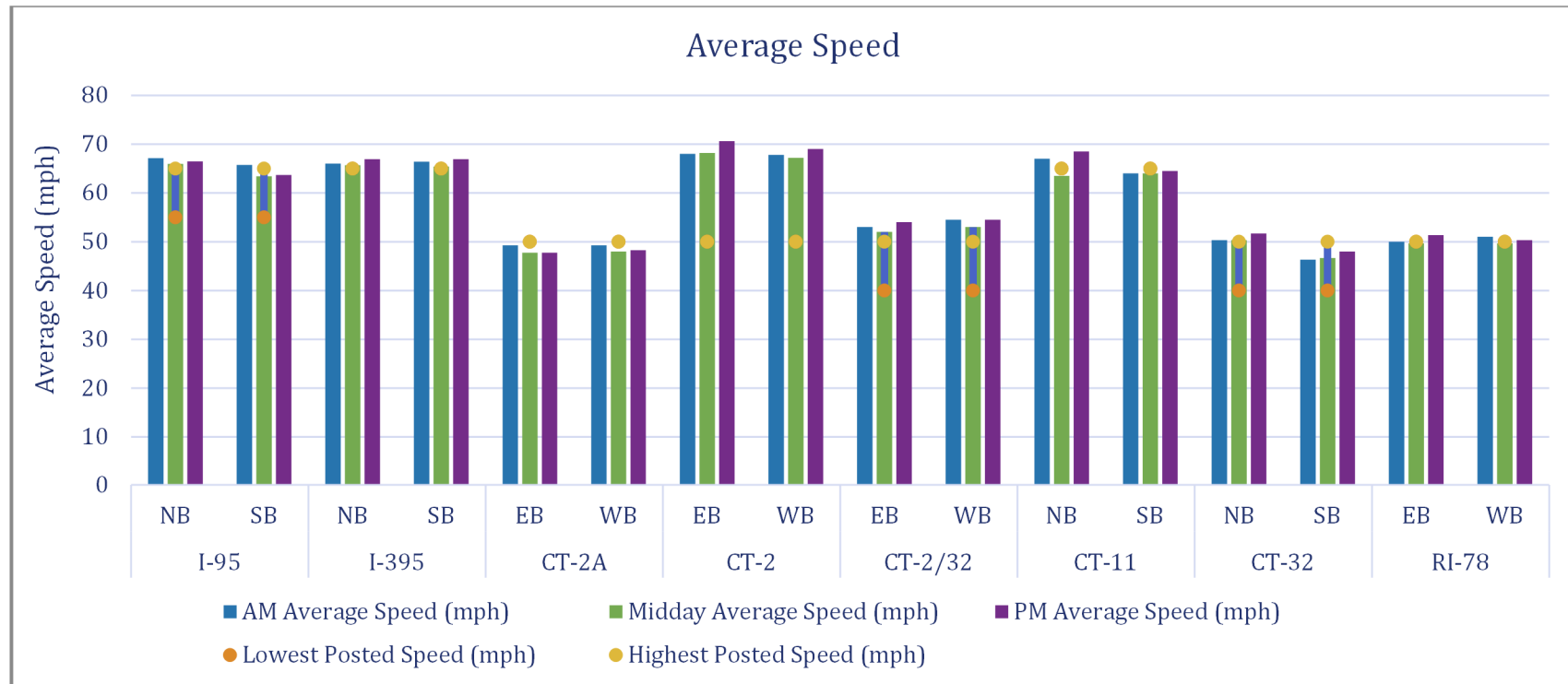


Table 2: Freeway Speed, Delay, and TTI Summary

Road	Direction	Average Travel Speed (mph)			Difference in Speed (mph)			Total Delay (hr)			Travel Time Index (TTI)		
		AM	Midday	PM	AM	Midday	PM	AM	Midday	PM	AM	Midday	PM
I-95	NB	67	66	66	3	5	4	5	10	8	1.1	1.1	1.1
	SB	66	63	64	5	8	8	7	17	13	1.1	1.2	1.2
I-395	NB	66	66	67	7	7	6	9	12	10	1.1	1.1	1.1
	SB	66	65	67	6	7	5	8	12	7	1.1	1.1	1.1
CT-2A	EB	49	48	48	10	11	11	6	9	8	1.3	1.3	1.4
	WB	49	48	48	8	9	9	5	6	5	1.2	1.2	1.2
CT-2	EB	68	68	71	6	6	4	5	6	3	1.1	1.1	1.1
	WB	68	67	69	6	7	5	6	8	5	1.1	1.1	1.1
CT-2/32	EB	53	52	54	10	11	9	4	5	4	1.3	1.3	1.3
	WB	55	53	55	10	11	9	3	4	3	1.2	1.3	1.3
CT-11	NB	67	64	69	6	12	4	1	3	1	1.1	1.3	1.1
	SB	64	64	65	12	13	10	3	4	3	1.3	1.3	1.3
CT-32	NB	50	50	52	11	12	10	5	3	3	1.3	1.3	1.3
	SB	46	47	48	11	11	10	3	4	3	1.3	1.3	1.3
RI-78	EB	50	50	51	8	8	7	4	5	4	1.3	1.3	1.3
	WB	51	50	50	10	12	11	4	5	5	1.3	1.3	1.3

Table 3: Most Congested Arterials (>2 TTI value)

QA?QC Road	From	To	Municipality
CT-2	CT-169 (Harland Rd)	CT-12 (N Main Street)	Norwich
CT-2	CT-12 (N Main Street)	Norwich/Preston Border	Norwich
CT-12	Water Street (Norwich)	Boswell Street (Norwich)	Norwich
CT-27	Williams Avenue (Stonington)	I-95 (Stonington)	Stonington
CT-16	CT-2 (Veterans of Foreign Wars Hwy)	Colchester/Lebanon Border	Norwich/Lebanon
CT-32	CT-66 (Columbia Ave)	CT-289 (Mountain Street)	Lebanon/Windham
CT-32	RT-169 (Harland Rd)	Chelsea Harbor Drive	Norwich
CT-66	CT-14 (Main Street)	CT-32 (Main Street)	Windham
CT-82	Washington Street (Norwich)	New London Turnpike (Norwich)	Norwich
CT-82	New London Turnpike (Norwich)	I-395 (Norwich)	Norwich
CT-85	US-1 (Boston Post Road)	New London/Waterford Border	New London
CT-85	New London/Waterford Border	I-95 (Waterford)	Waterford
CT-85	Waterford/Montville Border	Montville/Salem Border	Montville
CT-85	CT-2 (Veterans of Foreign Wars Hwy)	Amston Road (Colchester)	Montville/Colchester
CT-117	US-1 (Boston Post Road)	I-95 (Groton)	Groton
CT-117	CT-2A (Lincoln Park Rd)	CT-2 (Norwich-Westerly Rd)	Groton
CT-156	East Lyme/Waterford Border	Black Point Road (East Lyme)	East Lyme
CT-161	CT-156 (Main Street)	I-95 (East Lyme)	East Lyme
CT-161	I-95 (East Lyme)	US-1 (Boston Post Road)	East Lyme

Road	From	To	Municipality
CT-161	East Lyme/Montville Border	CT-85 (Hartford-New London Turnpike)	Montville
CT-164	CT-138 (Slater Ave)	I-395 (Griswold)	Griswold
CT-201	CT-184 (New London Turnpike)	Stonington/N. Stonington Border	Stonington
CT-201	I-395 (Griswold)	CT-12 (N. Main Street)	Griswold
CT-203	CT-14 (Scotland Rd)	Brick Top Road (Windham)	Windham
CT-203	Brick Top Rd (Windham)	US-6 (Willimantic Rd.)	Windham
CT-213	CT-213 (Niles Hill Rd)	US-6 (Willimantic Rd.)	Windham
CT-215	US-1 (Fort Hill Road)	Groton Long Point Road (Groton)	Groton
CT-215	Groton Long Point Road (Groton)	US-1 (W Main Street)	Groton
US-1 (CT)	CT-161 (Flanders Rd)	East Lyme/Waterford Border	East Lyme
US-1 (CT)	Bank Street (Waterford)	I-95 Entrance Ramp (Waterford)	Waterford
US-1 (CT)	I-95 Entrance Ramp (Waterford)	Waterford/Groton Border	Waterford
US-1 (RI)	Westerly Town Line/CT/RI Border	Tower Street (Westerly)	Westerly
US-1 (RI)	Tower Street (Westerly)	CT-78 (Veterans Way)	Westerly
US-1 (RI)	CT-78 (Veterans Way)	Dunns Corner Road (Westerly)	Westerly

Table 4: Most Congested Freeways (>1.5 TTI value)

Road	From	To	Municipality
I-95	Allyn St (Groton)	RT-27 (Greenmanville Ave)	Groton
CT-2A	Montville/Preston Border	RT-12 (Laurel Hill Rd)	Montville/Preston
CT-2A	RT-12 (Laurel Hill Road)	RT-117 (Hallville-Poquetanuck Rd)	Preston
CT-11	Salem/Colchester Border	RT-2 (Veterans of Foreign Wars Hwy)	Colchester
RT-78	RT-91 (Oak Street)	US-1 (Franklin Street)	New London

Appendix B:

Table 1: Arterial Segment Breakdown showing Speed, Delay, and TTI

Road	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Annual Average Delay (Difference from Free Flow Speed (mph))			Travel Time Index (TTI)		
							AM	Mid Day	PM	AM	Mid Day	PM	AM	Mid Day	PM
CT-1A	US-1 (Stonington Rd.)	Stonington	Alpha Ave	Stonington	0.84	EB	25	25	26	7	7	7	1.4	1.4	1.4
						WB	22	22	22	6	7	6	1.5	1.6	1.6
	Alpha Ave	Stonington	US-1 (Stonington Rd.)	Stonington	1.09	EB	32	30	30	7	8	8	1.4	1.5	1.6
						WB	34	35	34	11	10	11	1.4	1.4	1.4
CT-2	CT-169 (Halland Rd.)	Norwich	CT-12 (N Main St.)	Norwich	2.07	EB	19	18	18	13	15	15	1.9	2.1	2.2
						WB	18	17	17	14	15	15	2.0	2.1	2.1
	CT-12 (N Main St.)	Norwich	Norwich/Preston Border	-	0.93	EB	26	25	25	11	11	12	1.5	1.6	1.6
						WB	26	26	24	11	11	13	1.5	1.6	1.7
	Norwich/Preston Border	-	CT-2A (Hallville-Poquetanuck Rd.)	Preston	1.83	EB	39	37	37	15	16	17	1.5	1.6	1.6
						WB	45	44	43	9	10	12	1.2	1.3	1.3
	CT-2A (Hallville-Poquetanuck Rd.)	Preston	Preston/Ledyard Border	-	2.93	EB	44	43	42	10	11	12	1.3	1.3	1.4
						WB	45	44	43	9	10	12	1.2	1.3	1.3
	Preston/Ledyard Border	-	Ledyard/N Stonington Border	-	2.06	EB	51	50	51	6	7	6	1.2	1.2	1.3
						WB	49	50	50	8	7	7	1.2	1.2	1.2
	Ledyard/N Stonington Border	-	Mains Crossing Rd.	N Stonington	3.12	EB	43	41	40	10	12	12	1.3	1.4	1.5
						WB	47	46	45	7	7	8	1.2	1.2	1.2
	Mains Crossing Rd.	N Stonington	CT-184 (Providence-New London Turnpike)	N Stonington	3.24	EB	36	36	36	8	9	9	1.3	1.3	1.3
						WB	36	36	35	8	9	9	1.3	1.3	1.3
	CT-184 (Providence-New London Turnpike)	N Stonington	N Stonington/Stonington Border	-	0.99	EB	40	39	38	7	9	9	1.3	1.3	1.3
						WB	36	35	35	11	11	12	1.4	1.4	1.4
	N Stonington/Stonington Border	-	CT-78 (Veterans Hwy)	Stonington	1.40	EB	37	34	33	13	15	16	1.5	1.6	1.7
						WB	34	32	31	17	19	20	1.7	1.8	1.9

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Annual Average (Difference from Free Flow Speed (mph))			Travel Time Index (TTI)		
							AM	Mid Day	PM	AM	Mid Day	PM	AM	Mid Day	PM
CT-12	CT-184 (Gold Star Hwy)	Groton	Groton/Ledyard Border	-	2.21	NB	36	36	35	13	14	15	1.5	1.5	1.5
						SB	36	34	33	13	15	16	1.4	1.6	1.6
	Groton/Ledyard Border	-	Whalehead Road	Ledyard	2.72	NB	40	40	39	11	12	12	1.4	1.4	1.4
						SB	39	38	38	12	13	13	1.4	1.4	1.4
	Whalehead Road	-	CT-214 (Stoddards Wharf Rd.)	Ledyard	1.60	NB	45	45	45	10	10	10	1.4	1.3	1.3
						SB	45	45	45	9	9	9	1.2	1.3	1.2
	CT-214 (Stoddards Wharf Rd.)	Ledyard	Ledyard/Preston Border	-	1.33	NB	36	36	35	16	16	17	1.7	1.6	1.7
						SB	42	41	42	12	13	12	1.3	1.4	1.3
	Ledyard/Preston Border	-	Preston/Norwich Border	-	1.46	NB	32	31	30	10	11	12	1.5	1.6	1.7
						SB	34	30	29	14	12	13	1.5	1.5	1.6
	Preston/Norwich Border	-	Water St	Norwich	2.47	NB	29	28	29	17	18	17	1.8	1.9	1.9
						SB	30	31	32	16	15	14	1.7	1.6	1.6
	Water St	Norwich	Boswell Ave	Norwich	2.14	NB	22	21	21	14	15	15	1.9	2.0	2.3
						SB	23	23	23	12	12	12	1.7	1.7	1.7
	Boswell Ave	Norwich	Norwich/Lisbon Border	-	1.13	NB	33	32	33	9	10	10	1.5	1.5	1.5
						SB	31	30	31	12	13	13	1.7	1.7	1.7
	Norwich/Lisbon Border	-	I-395	Lisbon	4.30	NB	33	30	30	10	13	13	1.5	1.7	1.7
						SB	29	27	28	15	16	16	1.8	1.9	1.9
CT-16	East Hampton/Colchester Border	-	CT-149 (Westchester Rd)	Colchester	1.85	NB	31	30	29	9	10	11	1.5	1.5	1.6
						SB	33	31	31	10	12	12	1.4	1.5	1.5
	Lisbon/Griswold Border	-	Lily Pond Road	Griswold	2.25	NB	30	27	24	8	11	13	1.4	1.6	1.8
						SB	29	28	27	10	12	13	1.5	1.6	1.7
	CT-149 (Westchester Rd)	Colchester	CT-2 (Veterans of Foreign Wars Hwy.)	Colchester	4.30	EB	44	43	43	14	15	15	1.4	1.5	1.4
						WB	48	46	46	10	12	12	1.3	1.3	1.3

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Annual Average (Difference from Free Flow Speed (mph))			Travel Time Index (TTI)		
							AM	Mid Day	PM	AM	Mid Day	PM	AM	Mid Day	PM
CT-16	CT-2 (Veterans of Foreign Wars Hwy.)	Colchester	Colchester/Lebanon Border	-	2.90	EB	30	28	29	15	18	17	1.7	1.9	2.0
						WB	30	33	27	16	15	18	1.8	1.7	2.0
	Colchester/Lebanon Border	-	CT-207 (Exeter Rd.)	Lebanon	2.50	EB	40	39	40	14	14	14	1.5	1.6	1.6
						WB	41	39	41	9	11	9	1.3	1.4	1.3
CT-27	Williams Ave	Stonington	I-95	Stonington	1.60	NB	26	23	23	9	13	14	1.5	1.9	1.8
						SB	23	20	21	14	18	17	2.1	2.4	2.3
	I-95	Stonington	CT-184 (Gold Star Hwy)	Stonington	1.60	NB	24	23	23	10	12	11	1.7	1.8	1.8
						SB	25	24	24	10	12	11	1.6	1.7	1.6
CT-32	US-6	Windham	CT-66 (Columbia Ave)	Windham	0.95	NB	28	25	25	14	18	18	1.7	1.9	1.9
						SB	28	25	24	16	19	20	1.7	1.9	2.0
	CT-66 (Columbia Ave)	Windham	CT-289 (Mountain Street)	Windham	1.06	NB	20	18	18	11	13	14	1.8	2.0	2.1
						SB	21	19	18	13	16	17	1.8	2.1	2.3
	CT-289 (Mountain Street)	Windham	CT-203 (Windham Center Rd.)	Windham	3.53	NB	36	36	34	12	13	14	1.4	1.4	1.6
						SB	36	36	34	13	14	15	1.5	1.5	1.6
	CT-203 (Windham Center Rd.)	Windham	Windham/Franklin Border	-	1.66	NB	42	41	40	14	15	16	1.4	1.5	1.5
						SB	43	43	43	13	13	13	1.4	1.4	1.3
	Windham/Franklin Border	-	Meeting House Hill Rd.	Franklin	3.53	NB	44	43	43	13	13	13	1.4	1.4	1.4
						SB	44	43	44	11	12	10	1.3	1.3	1.3
	Meeting House Hill Rd.	Franklin	Norwich/Franklin Border	-	3.81	NB	38	38	38	14	14	14	1.5	1.5	1.5
						SB	37	37	37	14	13	13	1.5	1.5	1.5
	RT-169 (Harland Rd.)	Norwich	Chelsea Harbor Drive	Norwich	1.45	NB	20	19	19	14	15	15	1.9	2.0	2.1
						SB	24	22	23	13	14	14	1.7	1.8	1.8
	Chelsea Harbor Drive	Norwich	Norwich/Montville Border	-	2.53	NB	26	25	25	12	13	13	1.7	1.8	1.8
						SB	27	26	27	13	14	13	1.7	1.7	1.7
	Norwich/Montville Border	-	Derry Hill Rd	Montville	2.33	NB	26	25	24	15	16	16	1.8	1.8	1.9
						SB	28	26	27	14	15	15	1.7	1.7	1.7

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Annual Average (Difference from Free Flow Speed (mph))			Travel Time Index (TTI)		
							AM	Mid Day	PM	AM	Mid Day	PM	AM	Mid Day	PM
CT-32	Derry Hill Rd	Montville	Montville/Waterford Border	-	2.95	NB	31	31	31	13	14	14	1.7	1.6	1.6
						SB	32	31	31	15	16	16	1.6	1.7	1.7
	Montville/Waterford Border	-	Waterford/New London Border	-	2.50	NB	44	43	39	14	16	20	1.4	1.4	1.6
						SB	45	44	43	14	15	16	1.3	1.3	1.4
	Waterford/New London Border	-	CT-636 (Mohegan Ave Parkway)	New London	0.90	NB	43	42	40	16	14	16	1.4	1.4	1.5
						SB	42	41	40	13	14	15	1.3	1.4	1.4
CT-66	Willimantic/Windham Border	-	CT-14 (Main St.)	Windham	1.70	EB	28	26	26	14	16	16	1.8	1.9	1.9
						WB	29	28	28	14	15	15	1.8	1.9	1.9
	CT-14 (Main St.)	Windham	CT-32 (Main St.)	Windham	1.90	EB	23	19	19	12	15	15	1.7	1.9	2.0
						WB	22	19	19	12	14	14	1.7	1.9	1.9
	CT-32 (Main St.)	Windham	Willimantic/Columbia Border	-	0.80	EB	32	29	30	17	20	19	1.7	1.9	1.8
						WB	30	28	28	16	17	18	1.7	1.8	1.8
CT-82	Washington St	Norwich	New London Turnpike	Norwich	1.48	EB	21	17	17	15	18	19	2.1	2.4	2.6
						WB	26	22	22	13	16	16	1.6	1.9	2.0
	New London Turnpike	Norwich	I-395	Norwich	0.81	EB	23	20	19	17	21	21	2.1	2.4	2.4
						WB	25	22	21	16	19	19	1.9	2.1	2.1
	I-395	Norwich	Norwich/Bozrah Border	-	0.64	EB	33	28	29	12	17	16	1.6	1.8	1.8
						WB	32	31	33	11	13	11	1.5	1.6	1.4
	Norwich/Bozrah Border	-	Bozrah/Montville Border	-	4.25	EB	38	35	35	10	13	13	1.4	1.6	1.5
						WB	37	36	37	10	11	9	1.4	1.4	1.3
	Bozrah/Montville Border	-	Montville/Salem Border	-	2.86	EB	44	43	43	9	10	9	1.3	1.3	1.3
						WB	43	43	43	8	8	8	1.2	1.2	1.2
	Montville/Salem Border	-	Music Vale Rd	Salem	2.04	EB	45	43	44	9	11	10	1.3	1.3	1.3
						WB	45	44	45	6	8	7	1.2	1.2	1.2
	Music Vale Rd	Salem	CT-11	Salem	2.11	EB	42	41	42	10	12	11	1.4	1.4	1.4
						WB	41	40	40	9	9	10	1.4	1.4	1.5

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Annual Average (Difference from Free Flow Speed (mph))			Travel Time Index (TTI)		
							AM	Mid Day	PM	AM	Mid Day	PM	AM	Mid Day	PM
CT-82	CT-11	Salem	Salem/East Haddam Border	-	1.10	EB	47	46	47	8	9	8	1.2	1.2	1.2
						WB	47	47	47	5	5	5	1.1	1.2	1.2
CT-85	US-1 (Boston Post Rd.)	New London	New London/Waterford Border	-	0.57	NB	26	24	24	11	14	14	1.6	1.8	1.8
						SB	23	20	20	15	17	18	2.3	2.7	2.7
	New London/Waterford Border	-	I-95	Waterford	0.51	NB	25	22	22	12	15	15	1.7	1.8	1.9
						SB	25	20	21	18	22	21	1.9	2.4	2.4
	I-95	Waterford	I-395	Waterford	2.47	NB	37	34	33	13	16	17	1.5	1.6	1.6
						SB	36	34	33	16	19	19	1.5	1.7	1.7
	I-395	Waterford	Waterford/Montville Border	-	1.42	NB	44	43	44	9	10	9	1.2	1.3	1.3
						SB	43	42	43	11	12	10	1.3	1.4	1.3
	Waterford/Montville Border	-	Montville/Salem Border	-	3.25	NB	40	38	34	12	14	18	1.4	1.5	2.0
						SB	39	39	39	14	14	15	1.4	1.5	1.5
	Montville/Salem Border	-	CT-82 (Norwich Rd.)	Salem	3.02	NB	44	44	44	10	11	11	1.3	1.3	1.3
						SB	46	45	45	11	12	12	1.3	1.3	1.3
	CT-82 (Norwich Rd.)	Salem	Salem/Colchester Border	-	3.22	NB	37	37	38	14	15	14	1.6	1.6	1.6
						SB	38	45	45	11	12	12	1.4	1.3	1.3
	Salem/Colchester Border	-	CT-2 (Veterans of Foreign Wars hwy.)	Colchester	3.32	NB	37	36	36	13	14	14	1.5	1.5	1.5
						SB	41	38	39	10	12	10	1.3	1.4	1.4
CT-117	US-1 (Boston Post Rd.)	Groton	I-95	Groton	1.20	NB	33	32	31	11	13	13	1.5	1.5	1.6
						SB	27	26	25	14	15	16	2.2	2.3	2.4
	I-95	Groton	Groton/Ledyard Border	-	3.40	NB	37	37	35	11	11	13	1.4	1.4	1.5
						SB	39	38	38	10	10	11	1.3	1.3	1.4
	Groton/Ledyard Border		CT-214 (Iron St.)	Ledyard	2.50	NB	37	36	36	10	11	11	1.4	1.4	1.4
						SB	37	37	36	12	12	12	1.4	1.5	1.4

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Annual Average (Difference from Free Flow Speed (mph))			Travel Time Index (TTI)		
							AM	Mid Day	PM	AM	Mid Day	PM	AM	Mid Day	PM
CT-117	CT-214 (Iron St.)	Ledyard	Ledyard/Preston Border	-	3.40	NB	41	40	40	11	12	12	1.4	1.4	1.4
						SB	38	39	40	10	10	9	1.3	1.3	1.3
	CT-2A (Lincoln Park Rd.)	Preston	CT-2 (Norwich-Westerly Rd.)	Preston	0.80	NB	30	29	27	10	11	13	1.7	1.8	2.0
						SB	32	34	33	12	10	11	1.5	1.4	1.4
CT-156	US-1 (Boston Post Rd.)	Waterford	East Lyme/Waterford Border	-	2.60	NB	34	33	32	11	12	13	1.4	1.5	1.5
						SB	31	30	29	11	12	12	1.5	1.5	1.5
	East Lyme/Waterford Border	-	Black Point Rd	East Lyme	1.70	NB	28	24	24	12	15	16	1.6	1.8	1.9
						SB	27	25	25	15	17	17	1.7	1.9	1.8
	Black Point Rd	East Lyme	East Lyme/Old Lyme Border		3.10	NB	34	33	33	10	11	11	1.4	1.4	1.4
						SB	32	32	32	11	12	12	1.4	1.5	1.5
CT-161	CT-156 (Main St.)	East Lyme	I-95	East Lyme	2.90	NB	28	25	26	15	18	17	1.7	1.9	1.8
						SB	26	24	25	17	19	19	1.9	2.1	2.0
	I-95	East Lyme	US-1 (Boston Post Rd.)	East Lyme	0.49	NB	20	17	19	17	20	19	2.1	2.5	2.2
						SB	23	18	21	16	20	17	1.9	2.5	2.1
	US-1 (Boston Post Rd.)	East Lyme	East Lyme/Montville Border	-	3.50	NB	38	39	39	14	13	13	1.6	1.5	1.5
						SB	42	40	41	11	13	12	1.4	1.5	1.5
	East Lyme/Montville Border		CT-85 (Hartford-New London Turnpike)	Montville	1.20	NB	35	33	32	15	14	16	1.9	2.1	2.3
						SB	45	44	45	9	10	9	1.3	1.3	1.3
CT-163	CT-32 (Norwich New London Turnpike)	Montville	I-395	Montville	0.48	NB	30	30	29	10	12	11	1.4	1.5	1.5
						SB	24	23	23	9	11	11	1.7	1.8	1.9
	I-395	Montville	Fellows Rd	Montville	3.46	NB	32	32	33	8	9	8	1.3	1.4	1.3
						SB	33	32	32	7	8	8	1.3	1.3	1.4
	Fellows Rd	Montville	CT-82 (Norwich-Salem Turnpike)	Montville	3.51	NB	38	37	38	8	8	7	1.3	1.3	1.3
						SB	40	38	38	13	15	15	1.4	1.6	1.6
	CT-82 (Norwich-Salem Turnpike)	Montville	Montville/Bozrah Border	-	0.81	NB	43	42	43	9	10	9	1.3	1.3	1.3
						SB	43	42	43	14	15	14	1.4	1.5	1.4

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Annual Average (Difference from Free Flow Speed (mph))			Travel Time Index (TTI)		
							AM	Mid Day	PM	AM	Mid Day	PM	AM	Mid Day	PM
CT-163	Montville/Bozrah Border	-	CT-2 (Veterans of Foreign Wars Highway)	Bozrah	4.50	NB	46	44	45	8	10	9	1.2	1.3	1.3
						SB	44	42	44	12	13	11	1.3	1.4	1.3
CT-164	CT-138 (Slater Ave)	Griswold	I-395	Griswold	0.34	NB	21	21	20	17	17	17	2.4	2.3	2.4
						SB	24	23	22	18	19	21	2.1	2.2	2.3
	I-395	Griswold	Griswold/Preston Border	-	1.82	NB	41	40	41	10	11	10	1.4	1.5	1.4
						SB	42	41	43	10	11	8	1.4	1.4	1.3
	Griswold/Preston Border	-	CT-165 (Shetucket Turnpike)	Preston	2.58	NB	45	43	43	8	9	9	1.2	1.3	1.3
						SB	42	41	41	10	11	12	1.4	1.5	1.6
	CT-165 (Shetucket Turnpike)	Preston	CT-2 (Norwich-Westerly Rd.)	Preston	3.14	NB	44	42	42	7	8	9	1.3	1.3	1.3
						SB	43	42	42	9	10	10	1.5	1.5	1.5
CT-184	US-1	Groton	CT-117 (N Rd.)	Groton	2.72	EB	44	42	41	10	13	14	1.3	1.4	1.5
						WB	43	41	41	10	12	13	1.3	1.3	1.4
	CT-117 (N Rd.)	Groton	Groton/Stonington Border	Groton	3.58	EB	39	40	40	13	13	13	1.5	1.4	1.4
						WB	40	38	38	12	13	14	1.4	1.5	1.5
	Groton/Stonington Border	-	Stonington/N Stonington Border	-	4.32	EB	45	45	46	8	8	8	1.3	1.2	1.2
						WB	46	45	46	8	9	8	1.2	1.3	1.3
	Stonington/N Stonington Border	-	CT-2	N Stonington	1.64	EB	36	36	35	7	7	7	1.2	1.3	1.3
						WB	35	36	36	8	7	7	1.3	1.3	1.3
CT-201	CT-2	N Stonington	CT/RI Border	-	3.38	EB	37	36	37	12	13	13	1.6	1.6	1.6
						WB	38	38	38	11	12	12	1.5	1.5	1.5
	CT-184 (new London Turnpike)	Stonington	Stonington/N. Stonington Border	-	1.91	NB	38	39	39	9	8	7	1.3	1.3	1.3
						SB	33	32	39	17	19	7	2.1	2.3	1.3
	Stonington/N. Stonington Border	-	Mains Crossing Rd.	N Stonington	2.23	NB	36	37	36	8	7	7	1.3	1.3	1.3
						SB	39	38	38	12	14	14	1.4	1.4	1.4
	Mains Crossing Rd.	N Stonington	CT-2 (Norwich-Westerly Rd.)	N Stonington	0.78	NB	44	43	42	8	9	10	1.2	1.2	1.3
						SB	46	45	45	8	9	9	1.2	1.2	1.2

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Annual Average (Difference from Free Flow Speed (mph))			Travel Time Index (TTI)		
							AM	Mid Day	PM	AM	Mid Day	PM	AM	Mid Day	PM
CT-201	CT-2 (Norwich-Westerly Rd.)	N Stonington	Griswold/N. Stonington Border	-	3.92	NB	41	43	46	11	9	6	1.4	1.4	1.2
						SB	43	41	42	9	10	10	1.3	1.4	1.3
	Griswold/N. Stonington Border	-	CT-165 (Shetucket Turnpike)	Griswold	3.25	NB	37	38	40	7	7	6	1.3	1.3	1.2
						SB	40	37	38	8	11	9	1.3	1.4	1.3
	CT-165 (Shetucket Turnpike)	Griswold	CT-138 (Voluntown Rd.)	Griswold	2.24	NB	35	34	35	9	10	9	1.4	1.5	1.5
						SB	36	35	37	4	5	3	1.2	1.2	1.2
	CT-138 (Voluntown Rd.)	Griswold	Bitgood Rd.	Griswold	2.01	NB	38	36	37	7	9	8	1.2	1.3	1.3
						SB	35	33	35	7	9	7	1.3	1.3	1.3
	Bitgood Rd.	Griswold	I-395	Griswold	1.85	NB	30	30	30	6	7	6	1.3	1.3	1.3
						SB	32	30	31	4	6	5	1.2	1.3	1.3
CT-203	CT-32 (Windham Rd.)	Windham	Jerusalem Rd	Windham	0.95	NB	25	27	28	11	9	8	1.9	1.7	1.7
						SB	32	30	29	7	9	9	1.4	1.5	1.5
	Jerusalem Rd	Windham	CT-14 (Scotland Rd.)	Windham	0.74	NB	33	33	33	12	12	11	1.5	1.6	1.5
						SB	30	30	30	11	11	11	1.7	1.7	1.7
	CT-14 (Scotland Rd.)	Windham	Brick Top Rd	Windham	0.83	NB	35	34	34	9	10	10	1.3	1.4	1.4
						SB	39	39	40	7	7	6	1.2	1.2	1.2
	Brick Top Rd	Windham	US-6 (Willimantic Rd.)	Windham	2.79	NB	35	35	35	8	8	8	1.3	1.3	1.3
						SB	29	28	26	12	13	15	1.9	2.0	2.5
	CT-156 (Rope Ferry Rd)	Waterford	Shore Rd	Waterford	2.54	NB	28	25	28	16	18	15	2.3	2.5	2.4
						SB	35	34	35	7	9	7	1.3	1.4	1.3
CT-213	Shore Rd	Waterford	Waterford/New London Border	-	1.86	EB	36	35	35	10	10	10	1.4	1.4	1.4
						WB	34	33	33	11	12	12	1.5	1.6	1.7
	CT-213 (Niles Hill Rd)	Waterford	Bank Street	New London	1.89	EB	29	28	28	4	5	5	1.2	1.2	1.3
						WB	29	29	29	8	8	8	1.3	1.3	1.3
						NB	19	19	17	12	12	14	2.1	2.1	2.4
						SB	25	24	23	12	13	14	1.6	1.7	1.8

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Annual Average (Difference from Free Flow Speed (mph))			Travel Time Index (TTI)		
							AM	Mid Day	PM	AM	Mid Day	PM	AM	Mid Day	PM
CT-214	CT-12	Ledyard	CT-117 (Colonel Ledyard Hwy.)	Ledyard	2.91	EB	34	34	35	5	5	4	1.2	1.2	1.2
						WB	33	33	33	6	5	5	1.3	1.3	1.3
	CT-117 (Colonel Ledyard Hwy.)	Ledyard	Shewville Rd	Ledyard	2.20	EB	35	35	36	6	6	5	1.2	1.3	1.2
						WB	33	33	33	10	10	9	1.4	1.4	1.4
	Shewville Rd	Ledyard	CT-2 (Norwich-Westerly Rd.)	Ledyard	2.16	EB	34	32	33	7	9	8	1.3	1.5	1.4
						WB	33	33	33	10	11	11	1.4	1.4	1.4
CT-215	US-1 (Fort Hill Rd)	Groton	Groton Long Point Rd	Groton	1.71	EB	37	38	39	8	6	6	1.3	1.2	1.2
						WB	29	28	27	13	13	14	2.4	2.5	2.7
	Groton Long Point Rd	Groton	US-1 (W Main St.)	Groton	2.93	EB	24	21	20	8	10	11	1.6	2.1	2.2
						WB	24	22	22	11	12	12	1.8	2.0	2.0
US-1 (CT)	Grassy Hill Rd	Old Lyme	Old Lyme/East Lyme Border	-	1.88	NB	46	44	45	6	7	6	1.2	1.2	1.2
						SB	45	45	46	4	4	3	1.1	1.1	1.1
	Old Lyme/East Lyme Border	-	CT-161 (Flanders Rd)	East Lyme	3.83	NB	36	36	37	13	14	12	1.6	1.6	1.5
						SB	37	37	38	10	10	9	1.4	1.4	1.3
	CT-161 (Flanders Rd)	East Lyme	East Lyme/Waterford border	-	0.87	NB	35	33	33	10	11	11	1.3	1.4	1.4
						SB	35	33	32	14	16	17	1.5	1.7	1.9
	East Lyme/Waterford border	-	Rope Ferry Rd	Waterford	4.03	NB	33	32	31	10	11	12	1.4	1.4	1.5
						SB	33	32	32	10	11	11	1.4	1.4	1.4
	Rope Ferry Rd	Waterford	Bank Street	Waterford	1.38	NB	17	14	14	17	20	20	2.4	2.9	2.9
						SB	21	19	19	15	17	17	1.9	2.0	2.1
	Bank Street	New London	I-95 Entrance Ramp	New London	1.53	NB	20	18	17	12	14	15	1.8	2.0	2.2
						SB	21	18	17	13	16	17	1.8	2.1	2.3
	I-95 Entrance Ramp	New London	CT-32 Entrance Ramp	New London	0.58	NB	37	33	32	18	20	20	1.9	2.1	2.1
						SB	42	41	41	12	13	12	1.4	1.5	1.5
	CT-32 Entrance Ramp	New London	Waterford/Groton Border	-	1.08	NB	59	58	59	9	10	9	1.2	1.2	1.2
						SB	64	63	63	6	7	7	1.1	1.1	1.1

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Annual Average (Difference from Free Flow Speed (mph))			Travel Time Index (TTI)		
							AM	Mid Day	PM	AM	Mid Day	PM	AM	Mid Day	PM
US-1 (CT)	Waterford/Groton Border	-	CT- 349 (Clarence B Sharp Hwy)	Groton	1.02	NB	46	45	46	16	17	15	1.5	1.5	1.5
						SB	45	42	42	11	14	14	1.3	1.5	1.5
	CT- 349 (Clarence B Sharp Hwy)	Groton	CT-215 (Groton Long Point Rd.)	Groton	3.14	NB	28	25	25	15	17	17	1.7	1.8	1.9
						SB	27	24	24	15	18	18	1.7	1.9	1.9
	CT-215 (Groton Long Point Rd.)	Groton	Groton/Stonington Border	-	2.79	NB	28	28	27	12	13	13	1.7	1.8	1.8
						SB	29	26	26	10	12	12	1.5	1.8	1.9
	Groton/Stonington Border	-	CT-1A (Flanders Rd.), Stonington	Stonington	3.23	NB	34	32	31	10	13	12	1.4	1.5	1.6
						SB	34	30	31	12	15	15	1.5	1.8	1.7
	CT-1A (Flanders Rd.)	Stonington	Farmholme Rd.	Stonington	2.23	NB	40	40	40	13	13	13	1.4	1.4	1.4
						SB	39	38	39	11	12	11	1.3	1.4	1.4
	Farmholme Rd.	Stonington	Westerly Town Line (CT/RI Border)	-	2.66	NB	26	23	22	11	13	13	1.6	1.8	1.8
						SB	25	23	22	9	11	11	1.4	1.5	1.6
US-1 (RI)	Westerly Town Line (CT/RI Border)	-	Tower St.	Westerly	0.83	NB	21	18	18	8	12	12	1.5	1.9	2.0
						SB	20	16	16	9	12	13	1.6	2.0	2.2
	Tower St.	Westerly	CT-78 (Veterans Way)	Westerly	1.40	NB	23	20	21	17	20	18	1.9	2.2	2.0
						SB	24	20	21	15	19	17	1.8	2.1	1.9
	CT-78 (Veterans Way)	Westerly	Dunns Corner Rd.	Westerly	2.10	NB	34	31	33	15	18	16	1.7	1.9	1.8
						SB	31	27	29	21	24	23	2.3	2.6	2.5
	Dunns Corner Rd.	Westerly	CT-1A (Shore Rd.)	Westerly	1.30	NB	45	43	44	12	14	13	1.3	1.4	1.3
						SB	42	39	40	18	21	20	1.5	1.7	1.7
	CT-1A (Shore Rd.)	Westerly	Westerly/Charlestown Border	-	1.46	NB	48	47	49	9	11	8	1.2	1.2	1.2
						SB	43	41	43	18	19	17	1.6	1.6	1.6
US-6	CT-66 (Boston Post Rd.)	Windham	CT-203 (N Windham Rd Ext)	Windham	2.38	EB	38	34	36	18	19	19	1.6	1.7	1.7
						WB	46	42	44	13	17	15	1.3	1.5	1.4
RI-1A	Langworthy Rd	Westerly	Watch Hill Road	Westerly	3.65	NB	35	35	35	10	10	9	1.3	1.3	1.3
						SB	34	33	34	5	6	5	1.2	1.2	1.2

Road	From	Town	To	Town	Length	Direction	Average Travel Speed (mph)			Annual Average (Difference from Free Flow Speed (mph))			Travel Time Index (TTI)		
							AM	Mid Day	PM	AM	Mid Day	PM	AM	Mid Day	PM
RI-1A	Watch Hill Road	Westerly	East Ave	Westerly	1.44	NB	35	34	35	6	6	6	1.2	1.2	1.2
						SB	33	33	34	7	8	7	1.3	1.3	1.2
	East Ave	Westerly	Elm St	Westerly	1.57	NB	32	31	32	7	8	7	1.3	1.3	1.3
						SB	31	31	32	9	10	8	1.3	1.4	1.3
	Elm St	Westerly	US-1	Westerly	0.57	NB	25	23	24	5	6	6	1.2	1.4	1.4
						SB	25	23	24	6	9	8	1.3	1.4	1.4
RI-3	US-1 (Broad St)	Westerly	High St	Westerly	1.07	NB	25	25	25	9	9	9	1.5	1.5	1.5
						SB	22	21	21	8	9	9	1.6	1.8	1.8
	High St	Westerly	RI-78 (Veterans Wy.)	Westerly	0.84	NB	37	36	37	6	7	6	1.3	1.3	1.4
						SB	34	33	32	10	11	11	1.4	1.5	1.6
	RI-78 (Veterans Wy.)	Westerly	Westerly/Hopkinton Border	-	0.68	NB	39	38	39	6	7	6	1.2	1.2	1.2
						SB	37	37	37	9	9	9	1.3	1.3	1.3
RI-91	RI-3 (High Street)	Westerly	RI-78 (Veterans Wy.)	Westerly	1.21	EB	30	30	32	10	11	9	1.5	1.5	1.5
						WB	28	27	27	4	5	4	1.3	1.3	1.4
	RI-78 (Veterans Wy.)	Westerly	Dunns-Corner Rd.	Westerly	2.17	EB	39	39	41	9	9	7	1.3	1.3	1.2
						WB	39	38	40	4	4	3	1.1	1.2	1.1

Table 2: Arterial Speed, Delay, and TTI Summary

Road	Direction	Average Travel Speed (mph)			Difference from Free Flow Speed (mph)			Travel Time Index (TTI)		
		AM	Midday	PM	AM	Midday	PM	AM	Midday	PM
CT-1A	EB	29	28	28	7	8	8	1.4	1.5	1.5
	WB	28	29	28	9	9	9	1.5	1.5	1.5
CT-2	EB	37	36	36	10	12	12	1.4	1.5	1.5
	WB	37	37	36	10	11	12	1.4	1.5	1.5
CT-12	NB	33	32	32	12	13	13	1.6	1.6	1.7
	SB	31	31	31	12	13	13	1.6	1.6	1.6
CT-16	EB	38	37	37	16	17	17	1.6	1.7	1.7
	WB	39	39	37	13	14	15	1.5	1.5	1.6
CT-27	NB	25	23	23	10	13	13	1.6	1.9	1.8
	SB	24	22	23	12	15	14	1.9	2.1	2.0
CT-32	NB	33	32	31	14	15	15	1.6	1.6	1.7
	SB	34	33	33	14	15	15	1.5	1.6	1.6
CT-66	EB	28	25	25	14	17	17	1.7	1.9	1.9
	WB	27	25	25	14	15	16	1.7	1.9	1.9
CT-82	EB	37	34	35	11	14	13	1.6	1.7	1.7
	WB	37	36	36	10	11	11	1.4	1.5	1.5
CT-85	NB	35	33	33	12	14	14	1.5	1.6	1.7
	SB	35	34	34	13	15	15	1.6	1.7	1.7
CT-117	NB	36	35	34	11	12	12	1.5	1.5	1.6
	SB	35	35	34	12	11	12	1.5	1.6	1.6
CT-156	NB	32	30	30	11	13	13	1.5	1.6	1.6
	SB	30	29	29	12	14	14	1.5	1.6	1.6
CT-161	NB	30	29	29	15	16	16	1.8	2.0	2.0
	SB	34	32	33	13	16	14	1.6	1.9	1.7
CT-163	NB	40	39	40	8	9	8	1.3	1.3	1.3

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

	SB	37	35	36	11	12	12	1.4	1.5	1.5
CT-164	NB	38	37	37	11	11	11	1.6	1.6	1.6
	SB	38	37	37	12	13	13	1.6	1.7	1.7
CT-184	EB	40	40	40	10	11	11	1.4	1.4	1.4
	WB	40	40	40	10	11	11	1.3	1.4	1.4
CT-201	NB	36	36	37	8	8	7	1.4	1.4	1.3
	SB	37	36	37	8	10	8	1.4	1.4	1.3
CT-203	NB	33	32	33	11	12	11	1.6	1.7	1.7
	SB	33	33	33	9	10	10	1.5	1.6	1.7
CT-213	EB	28	27	27	9	9	10	1.6	1.6	1.7
	WB	29	29	28	10	11	11	1.5	1.5	1.6
CT-214	EB	34	34	35	6	7	6	1.2	1.3	1.3
	WB	33	33	33	9	9	8	1.4	1.4	1.4
CT-215	EB	31	30	30	8	8	9	1.5	1.7	1.7
	WB	27	25	25	12	13	13	2.1	2.3	2.4
US-1 (CT)	NB	35	33	33	12	14	13	1.6	1.7	1.7
	SB	36	34	34	11	13	12	1.5	1.6	1.6
US-1 (RI)	NB	34	32	33	12	15	13	1.5	1.7	1.7
	SB	32	29	30	16	19	18	1.8	2.0	2.0
US-6	EB	38	34	36	18	19	19	1.6	1.7	1.7
	WB	46	42	44	13	17	15	1.3	1.5	1.4
RI-1A	NB	32	31	32	7	8	7	1.3	1.3	1.3
	SB	31	30	31	7	8	7	1.3	1.3	1.3
RI-3	NB	34	33	34	7	8	7	1.3	1.3	1.4
	SB	31	30	30	9	10	10	1.4	1.5	1.6
RI-91	EB	35	35	37	10	10	8	1.4	1.4	1.4
	WB	34	33	34	4	5	4	1.2	1.3	1.3

Table 3: Beach Traffic for Arterials during Weekday (July and August 2024) – Average Speed and TTI

Road	From	Town	To	Town	Length	Direction	Weekday Summer Average Travel Speed (mph)		Weekday Summer Travel Time Index (TTI)		All Year Average Travel Speed (mph)		All Year Travel Time Index (TTI)	
							AM	PM	AM	PM	A M	P M	A M	P M
CT-2	CT-169 (Halland Rd.)	Norwich	CT-12 (N Main St.)	Norwich	2.07	EB	20	18	1.9	2.1	19	18	1.9	2.2
						WB	18	17	2.0	2.1	18	17	2.0	2.1
	CT-12 (N Main St.)	Norwich	Norwich/Preston Border	-	0.93	EB	27	25	1.5	1.6	26	25	1.5	1.6
						WB	26	24	1.6	1.7	26	24	1.5	1.7
	Norwich/Preston Border	-	CT-2A (Hallville-Poquetanuck Rd.)	Preston	1.83	EB	34	34	1.9	1.9	39	37	1.5	1.6
						WB	38	37	1.6	1.7	45	43	1.2	1.3
	CT-2A (Hallville-Poquetanuck Rd.)	Preston	Preston/Ledyard Border	-	2.93	EB	43	41	1.3	1.4	44	42	1.3	1.4
						WB	44	42	1.3	1.4	45	43	1.2	1.3
	Preston/Ledyard Border	-	Ledyard/N Stonington Border	-	2.06	EB	52	51	1.1	1.1	51	51	1.2	1.3
						WB	49	51	1.2	1.1	49	50	1.2	1.2
	Ledyard/N Stonington Border	-	Mains Crossing Rd.	N Stonington	3.12	EB	43	40	1.3	1.4	43	40	1.3	1.5
						WB	46	44	1.2	1.3	47	45	1.2	1.2
	Mains Crossing Rd.	N Stonington	CT-184 (Providence-New London Turnpike)	N Stonington	3.24	EB	37	36	1.3	1.3	36	36	1.3	1.3
						WB	37	35	1.2	1.3	36	35	1.3	1.3
	CT-184 (Providence-New London Turnpike)	N Stonington	N Stonington/Stonington Border	-	0.99	EB	40	37	1.2	1.3	40	38	1.3	1.3
						WB	35	33	1.4	1.5	36	35	1.4	1.4
	-	-	CT-78 (Veterans Hwy)	Stonington	1.40	EB	37	33	1.4	1.6	37	33	1.5	1.7

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Weekday Summer Average Travel Speed (mph)		Weekday Summer Travel Time Index (TTI)		All Year Average Travel Speed (mph)		All Year Travel Time Index (TTI)	
							AM	PM	AM	PM	A M	P M	A M	P M
	N Stonington/Stonington Border					W B	33	29	1.8	2.0	34	31	1.7	1.9
CT-12	CT-184 (Gold Star Hwy)	Groton	Groton/Ledyard Border	-	2.21	NB	37	36	1.4	1.5	36	35	1.5	1.5
						SB	37	34	1.4	1.6	36	33	1.4	1.6
	Groton/Ledyard Border	-	Whalehead Road	Ledyard	2.72	NB	41	40	1.3	1.3	40	39	1.4	1.4
						SB	40	39	1.4	1.4	39	38	1.4	1.4
	Whalehead Road	-	CT-214 (Stoddards Wharf Rd.)	Ledyard	1.60	NB	46	46	1.3	1.2	45	45	1.4	1.3
						SB	46	46	1.2	1.2	45	45	1.2	1.2
	CT-214 (Stoddards Wharf Rd.)	Ledyard	Ledyard/Preston Border	-	1.33	NB	46	46	1.3	1.2	36	35	1.7	1.7
						SB	46	46	1.2	1.2	42	42	1.3	1.3
	Ledyard/Preston Border	-	Preston/Norwich Border	-	1.46	NB	32	30	1.6	1.7	32	30	1.5	1.7
						SB	44	44	1.3	1.3	34	29	1.5	1.6
	Preston/Norwich Border	-	Water St	Norwich	2.47	NB	30	32	1.7	1.6	29	29	1.8	1.9
						SB	32	33	1.6	1.5	30	32	1.7	1.6
CT-12	Water St	Norwich	Boswell Ave	Norwich	2.14	NB	22	21	1.9	2.2	22	21	1.9	2.3
						SB	24	24	1.6	1.6	23	23	1.7	1.7
	Boswell Ave	Norwich	Norwich/Lisbon Border	-	1.13	NB	29	33	1.7	1.5	33	33	1.5	1.5
						SB	31	32	1.6	1.6	31	31	1.7	1.7
	Norwich/Lisbon Border	-	I-395	Lisbon	4.30	NB	32	29	1.4	1.5	33	30	1.5	1.7
						SB	33	31	1.4	1.5	29	28	1.8	1.9
	I-395	Lisbon	Lisbon/Griswold Border	-	0.74	NB	32	29	1.4	1.5	31	29	1.5	1.6
						SB	33	31	1.4	1.5	33	31	1.4	1.5

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Weekday Summer Average Travel Speed (mph)		Weekday Summer Travel Time Index (TTI)		All Year Average Travel Speed (mph)		All Year Travel Time Index (TTI)	
							AM	PM	AM	PM	A M	P M	A M	P M
	Lisbon/Griswold Border	-	Lily Pond Road	Griswold	2.25	NB	30	24	1.4	1.8	30	24	1.4	1.8
						SB	29	27	1.5	1.6	29	27	1.5	1.7
CT-27	Williams Ave.	Mystic	I-95 Off Ramp	Mystic	1.64	NB	26	20	1.5	1.9	26	23	1.5	1.8
						SB	22	18	2.3	2.7	23	21	2.1	2.3
CT-27	I-95 Off Ramp	Mystic	RT-184	Mystic	1.64	NB	24	22	1.7	1.9	24	23	1.7	1.8
						SB	25	23	1.6	1.7	25	24	1.6	1.6
CT-32	US-6	Windham	CT-66 (Columbia Ave)	Windham	0.95	NB	29	25	1.6	1.8	28	25	1.7	1.9
						SB	29	24	1.7	2.0	28	24	1.7	2.0
	CT-66 (Columbia Ave)	Windham	CT-289 (Mountain Street)	Windham	1.06	NB	21	19	1.8	2.0	20	18	1.8	2.1
						SB	21	18	1.8	2.1	21	18	1.8	2.3
	CT-289 (Mountain Street)	Windham	CT-203 (Windham Center Rd.)	Windham	3.53	NB	37	35	1.4	1.5	36	34	1.4	1.6
						SB	37	36	1.4	1.5	36	34	1.5	1.6
	CT-203 (Windham Center Rd.)	Windham	Windham/Franklin Border	-	1.66	NB	43	41	1.4	1.5	42	40	1.4	1.5
						SB	44	44	1.3	1.3	43	43	1.4	1.3
	Windham/Franklin Border	-	Meeting House Hil Rd.	Franklin	3.53	NB	44	44	1.3	1.4	44	43	1.4	1.4
						SB	45	45	1.2	1.3	44	44	1.3	1.3
	Meeting House Hil Rd.	Franklin	Norwich/Franklin Border	-	3.81	NB	39	39	1.4	1.5	38	38	1.5	1.5
						SB	37	38	1.5	1.4	37	37	1.5	1.5
	RT-169 (Harland Rd.)	Norwich	Chelsea Harbor Drive	Norwich	1.45	NB	21	19	1.9	2.0	20	19	1.9	2.1
						SB	24	23	1.6	1.7	24	23	1.7	1.8
	Chelsea Harbor Drive	Norwich	Norwich/Montville Border	-	2.53	NB	26	25	1.7	1.8	26	25	1.7	1.8
						SB	27	27	1.7	1.7	27	27	1.7	1.7

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Weekday Summer Average Travel Speed (mph)		Weekday Summer Travel Time Index (TTI)		All Year Average Travel Speed (mph)		All Year Travel Time Index (TTI)	
							AM	PM	AM	PM	A M	P M	A M	P M
CT-32	Norwich/Montville Border	-	Derry Hill Rd	Montville	2.33	NB	26	24	1.7	1.9	26	24	1.8	1.9
						SB	28	26	1.6	1.7	28	27	1.7	1.7
	Derry Hill Rd	Montville	Montville/Waterford Border	-	2.95	NB	32	32	1.7	1.5	31	31	1.7	1.6
						SB	32	32	1.6	1.6	32	31	1.6	1.7
	Montville/Waterford Border	-	Waterford/New London Border	-	2.50	NB	45	39	1.3	1.6	44	39	1.4	1.6
						SB	46	44	1.3	1.4	45	43	1.3	1.4
CT-85	US-1 (Boston Post Rd.)	New London	New London/Waterford Border	-	0.57	NB	26	24	1.6	1.8	26	24	1.6	1.8
						SB	23	20	2.4	2.8	23	20	2.3	2.7
	New London/Waterford Border	-	I-95	Waterford	0.51	NB	25	22	1.7	1.9	25	22	1.7	1.9
						SB	25	21	1.9	2.4	25	21	1.9	2.4
	I-95	Waterford	I-395	Waterford	2.47	NB	37	33	1.5	1.6	37	33	1.5	1.6
						SB	35	33	1.6	1.7	36	33	1.5	1.7
	I-395	Waterford	Waterford/Montville Border	-	1.42	NB	43	42	1.3	1.3	44	44	1.2	1.3
						SB	41	42	1.5	1.3	43	43	1.3	1.3
	Waterford/Montville Border	-	Montville/Salem Border Border	-	3.25	NB	40	33	1.4	2.0	40	34	1.4	2.0
						SB	39	38	1.5	1.5	39	39	1.4	1.5
	Montville/Salem Border Border	-	CT-82 (Norwich Rd.)	Salem	3.02	NB	44	44	1.3	1.3	44	44	1.3	1.3
						SB	46	45	1.3	1.3	46	45	1.3	1.3
	CT-82 (Norwich Rd.)	Salem		-	3.22	NB	35	36	1.8	1.7	37	38	1.6	1.6

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Weekday Summer Average Travel Speed (mph)		Weekday Summer Travel Time Index (TTI)		All Year Average Travel Speed (mph)		All Year Travel Time Index (TTI)	
							AM	PM	AM	PM	A M	P M	A M	P M
			Salem/Colchester Border			SB	36	46	1.5	1.3	38	45	1.4	1.3
	Salem/Colchester Border	-	CT-2 (Veterans of Foreign Wars hwy.)	Colchester	3.32	NB	36	34	1.5	1.6	37	36	1.5	1.5
	CT-2 (Veterans of Foreign Wars hwy.	Colchester	Amston Rd.	Colchester	1.59	SB	40	39	1.3	1.4	41	39	1.3	1.4
						NB	25	22	1.8	2.1	25	22	1.8	2.2
						SB	26	22	1.7	2.0	25	22	1.7	2.1
CT-117	US-1	Groton	I-95	Groton	1.16	NB	33	31	1.5	1.6	33	31	1.5	1.6
	I-95	Groton	Groton/Ledyard Border	-	3.41	SB	26	23	2.2	2.7	27	25	2.2	2.4
						NB	37	35	1.4	1.5	37	35	1.4	1.5
	Groton/Ledyard Border	-	RT-214	Ledyard	2.55	SB	39	38	1.3	1.3	39	38	1.3	1.4
						NB	37	36	1.4	1.4	37	36	1.4	1.4
	RT-214	Ledyard	Ledyard/Preston Border	-	3.40	SB	38	37	1.3	1.4	37	36	1.4	1.4
						NB	41	41	1.3	1.4	41	40	1.4	1.4
	RT-2A	Preston	RT-214	Preston	0.80	SB	39	40	1.3	1.3	38	40	1.3	1.3
						NB	30	27	1.7	2.1	30	27	1.7	2.0
						SB	32	33	1.5	1.4	32	33	1.5	1.4
CT-156	US-1 (Boston Post Rd.)	Waterford	East Lyme/Waterford Border	-	2.60	NB	28	22	1.6	2.1	34	32	1.4	1.5
						SB	27	24	1.7	2.0	31	29	1.5	1.5
	East Lyme/Waterford Border	-	Black Point Rd	East Lyme	1.70	NB	33	32	1.4	1.4	28	24	1.6	1.9
						SB	31	30	1.5	1.5	27	25	1.7	1.8
	Black Point Rd	East Lyme	East Lyme/Old Lyme Border		3.10	NB	34	32	1.4	1.5	34	33	1.4	1.4
						SB	32	30	1.4	1.5	32	32	1.4	1.5

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Weekday Summer Average Travel Speed (mph)		Weekday Summer Travel Time Index (TTI)		All Year Average Travel Speed (mph)		All Year Travel Time Index (TTI)	
							AM	PM	AM	PM	A M	P M	A M	P M
CT-184	US-1	Groton	CT-117 (N Rd.)	Groton	2.72	EB	45	41	1.3	1.5	44	41	1.3	1.5
						WB	43	41	1.3	1.4	43	41	1.3	1.4
	CT-117 (N Rd.)	Groton	Groton/Stonington Border	Groton	3.58	EB	40	40	1.5	1.4	39	40	1.5	1.4
						WB	40	38	1.4	1.5	40	38	1.4	1.5
	Groton/Stonington Border	-	Stonington/N Stonington Border	-	4.32	EB	45	46	1.3	1.2	45	46	1.3	1.2
						WB	46	46	1.2	1.2	46	46	1.2	1.3
	Stonington/N Stonington Border	-	CT-2	N Stonington	1.64	EB	36	35	1.2	1.3	36	35	1.2	1.3
						WB	35	36	1.3	1.3	35	36	1.3	1.3
CT-184	CT-2	N Stonington	CT/RI Border	-	3.38	EB	37	36	1.6	1.6	37	37	1.6	1.6
						WB	37	37	1.5	1.5	38	38	1.5	1.5
	Grassy Hill Rd	Old Lyme	Old Lyme/East Lyme Border	-	1.88	NB	45	45	1.2	1.2	46	45	1.2	1.2
						SB	45	46	1.1	1.1	45	46	1.1	1.1
	Old Lyme/East Lyme Border	-	CT-161 (Flanders Rd)	East Lyme	3.83	NB	36	38	1.6	1.4	36	37	1.6	1.5
						SB	37	39	1.4	1.3	37	38	1.4	1.3
	CT-161 (Flanders Rd)	East Lyme	East Lyme/Waterford border	-	0.87	NB	36	33	1.3	1.4	35	33	1.3	1.4
						SB	35	32	1.5	1.9	35	32	1.5	1.9
	East Lyme/Waterford border	-	Rope Ferry Rd	Waterford	4.03	NB	34	32	1.3	1.4	33	31	1.4	1.5
						SB	33	32	1.4	1.4	33	32	1.4	1.4
	Rope Ferry Rd	Waterford	Bank Street	New lond	1.38	NB	16	14	2.5	2.8	17	14	2.4	2.9

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Weekday Summer Average Travel Speed (mph)		Weekday Summer Travel Time Index (TTI)		All Year Average Travel Speed (mph)		All Year Travel Time Index (TTI)	
							AM	PM	AM	PM	AM	PM	AM	PM
US-1 (CT)						SB	21	19	1.9	2.1	21	19	1.9	2.1
	Bank Street	New London	I-95 Entrance Ramp	New London	1.53	NB	20	17	1.7	2.1	20	17	1.8	2.2
						SB	21	17	1.8	2.3	21	17	1.8	2.3
	I-95 Entrance Ramp	New London	CT-32 Entrance Ramp	New London	0.58	NB	35	31	1.9	2.1	37	32	1.9	2.1
						SB	42	41	1.4	1.5	42	41	1.4	1.5
	CT-32 Entrance Ramp	New London	New London/Groton Border	-	1.08	NB	60	59	1.1	1.1	59	59	1.2	1.2
						SB	64	63	1.1	1.1	64	63	1.1	1.1
	New London/ Groton Border	-	CT- 349 (Clarence B Sharp Hwy)	Groton	1.02	NB	46	47	1.5	1.5	46	46	1.5	1.5
						SB	45	42	1.3	1.5	45	42	1.3	1.5
	CT- 349 (Clarence B Sharp Hwy)	Groton	CT-215 (Groton Long Point Rd.)	Groton	3.14	NB	28	25	1.6	1.8	28	25	1.7	1.9
SB						27	24	1.7	1.9	27	24	1.7	1.9	
CT-215 (Groton Long Point Rd.)	Groton	Groton/Stonington Border	-	2.79	NB	28	26	1.7	1.9	28	27	1.7	1.8	
					SB	29	26	1.5	1.9	29	26	1.5	1.9	
Groton/Stonington Border	-	CT-1A (Flanders Rd.), Stonington	Stonington	3.23	NB	33	30	1.5	1.7	34	31	1.4	1.6	
					SB	34	31	1.5	1.7	34	31	1.5	1.7	
CT-1A (Flanders Rd.)	Stonington	Farmholme Rd.	Stonington	2.23	NB	40	40	1.4	1.4	40	40	1.4	1.4	
					SB	39	39	1.3	1.4	39	39	1.3	1.4	
Farmholme Rd.	Stonington	Westerly Town Line (CT/RI Border)	-	2.66	NB	25	21	1.6	1.9	26	22	1.6	1.8	
					SB	25	22	1.4	1.7	25	22	1.4	1.6	

Table 4: Beach Traffic for Arterials during Weekend (July and August 2024) – Average Speed and TTI

Road	From	Town	To	Town	Length	Direction	Weekend Average Travel Speed (mph)	Weekend Travel Time Index (TTI)	All Year Average Travel Speed (mph)	All Year Travel Time Index (TTI)
							Midday	Midday	Midday	Midday
CT-2	CT-169 (Halland Rd.)	Norwich	CT-12 (N Main St.)	Norwich	2.07	EB	20	1.7	18	2.1
						WB	19	1.9	17	2.1
	CT-12 (N Main St.)	Norwich	Norwich/Preston Border	-	0.93	EB	25	1.5	25	1.6
						WB	25	1.6	26	1.6
	Norwich/Preston Border	-	CT-2A (Hallville-Poquetanuck Rd.)	Preston	1.83	EB	31	2.0	37	1.6
						WB	34	1.6	44	1.3
	CT-2A (Hallville-Poquetanuck Rd.)	Preston	Preston/Ledyard Border	-	2.93	EB	41	1.3	43	1.3
						WB	43	1.3	44	1.3
	Preston/Ledyard Border	-	Ledyard/N Stonington Border	-	2.06	EB	51	1.1	50	1.2
						WB	51	1.1	50	1.2
	Ledyard/N Stonington Border	-	Mains Crossing Rd.	N Stonington	3.12	EB	39	1.5	41	1.4
						WB	42	1.5	46	1.2
	Mains Crossing Rd.	N Stonington	CT-184 (Providence-New London Turnpike)	N Stonington	3.24	EB	35	1.5	36	1.3
						WB	35	1.3	36	1.3
	CT-184 (Providence-New London Turnpike)	N Stonington	N Stonington/Stonington Border	-	0.99	EB	37	1.4	39	1.3
						WB	31	1.6	35	1.4
	N Stonington/Stonington Border	-	CT-78 (Veterans Hwy)	Stonington	1.40	EB	37	1.4	34	1.6
						WB	29	2.0	32	1.8
		Groton		-	2.21	NB	37	1.4	36	1.5

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Weekend Average Travel Speed (mph)	Weekend Travel Time Index (TTI)	All Year Average Travel Speed (mph)	All Year Travel Time Index (TTI)
							Midday	Midday	Midday	Midday
CT-12	CT-184 (Gold Star Hwy)		Groton/Ledyard Border			SB	35	1.5	34	1.6
	Groton/Ledyard Border	-	Whalehead Road	Ledyard	2.72	NB	41	1.3	40	1.4
						SB	40	1.3	38	1.4
	Whalehead Road	-	CT-214 (Stoddards Wharf Rd.)	Ledyard	1.60	NB	47	1.2	45	1.3
						SB	47	1.2	45	1.3
	CT-214 (Stoddards Wharf Rd.)	Ledyard	Ledyard/Preston Border	-	1.33	NB	37	1.6	36	1.6
						SB	45	1.2	41	1.4
	Ledyard/Preston Border	-	Preston/Norwich Border	-	1.46	NB	32	1.7	31	1.6
						SB	30	1.4	30	1.5
	Preston/Norwich Border	-	Water St	Norwich	2.47	NB	32	1.4	28	1.9
						SB	33	1.3	31	1.6
	Water St	Norwich	Boswell Ave	Norwich	2.14	NB	23	1.8	21	2.0
						SB	25	1.5	23	1.7
	Boswell Ave	Norwich	Norwich/Lisbon Border	-	1.13	NB	35	1.4	32	1.5
						SB	33	1.5	30	1.7
	Norwich/Lisbon Border	-	I-395	Lisbon	4.30	NB	30	1.6	30	1.7
						SB	28	1.7	27	1.9
	I-395	Lisbon	Lisbon/Griswold Border	-	0.74	NB	29	1.6	30	1.5
						SB	31	1.4	31	1.5
	Lisbon/Griswold Border	-	Lily Pond Road	Griswold	2.25	NB	26	1.8	27	1.6
						SB	27	1.6	28	1.6

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Weekend Average Travel Speed (mph)	Weekend Travel Time Index (TTI)	All Year Average Travel Speed (mph)	All Year Travel Time Index (TTI)
							Midday	Midday	Midday	Midday
CT-27	Williams Ave.	Mystic	I-95 Off Ramp	Mystic	1.64	NB	19	2.0	23	1.9
						SB	17	2.5	20	2.4
	I-95 Off Ramp	Mystic	RT-184	Mystic	1.64	NB	23	1.8	23	1.8
						SB	22	1.9	24	1.7
CT-32	US-6	Windham	CT-66 (Columbia Ave)	Windham	0.95	NB	25	1.9	25	1.9
						SB	25	1.9	25	1.9
	CT-66 (Columbia Ave)	Windham	CT-289 (Mountain Street)	Windham	1.06	NB	18	2.0	18	2.0
						SB	19	2.1	19	2.1
	CT-289 (Mountain Street)	Windham	CT-203 (Windham Center Rd.)	Windham	3.53	NB	36	1.4	36	1.4
						SB	36	1.5	36	1.5
	CT-203 (Windham Center Rd.)	Windham	Windham/Franklin Border	-	1.66	NB	41	1.4	41	1.5
						SB	43	1.4	43	1.4
	Windham/Franklin Border	-	Meeting House Hill Rd.	Franklin	3.53	NB	43	1.4	43	1.4
						SB	43	1.3	43	1.3
	Meeting House Hill Rd.	Franklin	Norwich/Franklin Border	-	3.81	NB	38	1.5	38	1.5
						SB	37	1.5	37	1.5
	RT-169 (Harland Rd.)	Norwich	Chelsea Harbor Drive	Norwich	1.45	NB	19	2.0	19	2.0
						SB	22	1.8	22	1.8
	Chelsea Harbor Drive	Norwich	Norwich/Montville Border	-	2.53	NB	25	1.8	25	1.8
						SB	26	1.7	26	1.7
	Norwich/Montville Border	-	Derry Hill Rd	Montville	2.33	NB	25	1.8	25	1.8
						SB	26	1.7	26	1.7

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Weekend Average Travel Speed (mph)	Weekend Travel Time Index (TTI)	All Year Average Travel Speed (mph)	All Year Travel Time Index (TTI)
							Midday	Midday	Midday	Midday
CT-32	Derry Hill Rd	Montville	Montville/Waterford Border	-	2.95	NB	31	1.6	31	1.6
						SB	31	1.7	31	1.7
	Montville/Waterford Border	-	Waterford/New London Border	-	2.50	NB	43	1.4	43	1.4
						SB	44	1.4	44	1.3
	Waterford/New London Border	-	CT-636 (Mohegan Ave Parkway)	New London	0.90	NB	42	1.4	42	1.4
						SB	41	1.4	41	1.4
CT-85	US-1 (Boston Post Rd.)	New London	New London/Waterford Border	-	0.57	NB	25	1.6	24	1.8
						SB	21	2.4	20	2.7
	New London/Waterford Border	-	I-95	Waterford	0.51	NB	23	1.9	22	1.8
						SB	21	2.4	20	2.4
	I-95	Waterford	I-395	Waterford	2.47	NB	32	1.7	34	1.6
						SB	32	1.7	34	1.7
	I-395	Waterford	Waterford/Montville Border	-	1.42	NB	44	1.3	43	1.3
						SB	43	1.3	42	1.4
	Waterford/Montville Border	-	Montville/Salem Border Border	-	3.25	NB	36	1.6	38	1.5
						SB	37	1.5	39	1.5
	Montville/Salem Border Border	-	CT-82 (Norwich Rd.)	Salem	3.02	NB	43	1.3	44	1.3
						SB	45	1.3	45	1.3
	CT-82 (Norwich Rd.)	Salem	Salem/Colchester Border	-	3.22	NB	35	1.8	37	1.6
						SB	45	1.3	45	1.3
	Salem/Colchester Border	-	CT-2 (Veterans of Foreign Wars hwy.)	Colchester	3.32	NB	33	1.8	36	1.5
						SB	37	1.4	38	1.4

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Weekend Average Travel Speed (mph)	Weekend Travel Time Index (TTI)	All Year Average Travel Speed (mph)	All Year Travel Time Index (TTI)
							Midday	Midday	Midday	Midday
CT-85	CT-2 (Veterans of Foreign Wars hwy.	Colchester	Amston Rd.	Colchester	1.59	NB	21	2.1	23	2.0
						SB	21	2.2	23	1.9
CT-117	US-1	Groton	I-95	Groton	1.16	NB	32	1.4	32	1.5
						SB	25	2.5	26	2.3
	I-95	Groton	Groton/Ledyard Border	-	3.41	NB	38	1.4	37	1.4
						SB	39	1.2	38	1.3
	Groton/Ledyard Border	-	RT-214	Ledyard	2.55	NB	36	1.4	36	1.4
						SB	38	1.3	37	1.5
	RT-214	Ledyard	Ledyard/Preston Border	-	3.40	NB	41	1.2	40	1.4
						SB	40	1.3	39	1.3
CT-156	US-1 (Boston Post Rd.)	Waterford	East Lyme/Waterford Border	-	2.60	NB	20	2.3	33	1.5
						SB	22	2.1	30	1.5
	East Lyme/Waterford Border	-	Black Point Rd	East Lyme	1.70	NB	30	1.7	24	1.8
						SB	29	1.7	25	1.9
	Black Point Rd	East Lyme	East Lyme/Old Lyme Border		3.10	NB	33	1.4	33	1.4
						SB	31	1.4	32	1.5
CT-184	US-1	Groton	CT-117 (N Rd.)	Groton	2.72	EB	43	1.3	42	1.4
						WB	42	1.2	41	1.3
	CT-117 (N Rd.)	Groton	Groton/Stonington Border	Groton	3.58	EB	40	1.3	40	1.4
						WB	39	1.3	38	1.5

**SOUTHEASTERN CONNECTICUT
COUNCIL OF GOVERNMENTS**

Road	From	Town	To	Town	Length	Direction	Weekend Average Travel Speed (mph)	Weekend Travel Time Index (TTI)	All Year Average Travel Speed (mph)	All Year Travel Time Index (TTI)
							Midday	Midday	Midday	Midday
CT-184	Groton/ Stonington Border	-	Stonington/N Stonington Border	-	4.32	EB	45	1.3	45	1.2
						WB	45	1.3	45	1.3
	Stonington/ N Stonington Border	-	CT-2	N Stonington	1.64	EB	34	1.4	36	1.3
						WB	35	1.3	36	1.3
	CT-2	N Stonington	CT/RI Border	-	3.38	EB	35	1.6	36	1.6
						WB	36	1.6	38	1.5
US-1	Grassy Hill Rd	Old Lyme	Old Lyme/East Lyme Border	-	1.88	NB	45	1.1	44	1.2
						SB	45	1.1	45	1.1
	Old Lyme/East Lyme Border	-	CT-161 (Flanders Rd)	East Lyme	3.83	NB	38	1.3	36	1.6
						SB	38	1.3	37	1.4
	CT-161 (Flanders Rd)	East Lyme	East Lyme/Waterford border	-	0.87	NB	34	1.4	33	1.4
						SB	26	2.9	33	1.7
	East Lyme/Waterford border	-	Rope Ferry Rd	Waterford	4.03	NB	33	1.4	32	1.4
						SB	32	1.4	32	1.4
	Rope Ferry Rd	Waterford	Bank Street	Waterford	1.38	NB	15	2.5	14	2.9
						SB	20	2.0	19	2.0
	Bank Street	Waterford	I-95 Entrance Ramp	New London	1.53	NB	20	1.7	18	2.0
						SB	20	1.7	18	2.1
	I-95 Entrance Ramp	New London	CT-32 Entrance Ramp	New London	0.58	NB	31	1.8	33	2.1
						SB	43	1.3	41	1.5
	CT-32 Entrance Ramp	New London	New London/Groton Border	-	1.08	NB	59	1.2	58	1.2
						SB	66	1.1	63	1.1

Road	From	Town	To	Town	Length	Direction	Weekend Average Travel Speed (mph)	Weekend Travel Time Index (TTI)	All Year Average Travel Speed (mph)	All Year Travel Time Index (TTI)
							Midday	Midday	Midday	Midday
US-1	New London/Groton Border	-	CT- 349 (Clarence B Sharp Hwy)	Groton	1.02	NB	48	1.2	45	1.5
						SB	44	1.3	42	1.5
	CT- 349 (Clarence B Sharp Hwy)	Groton	CT-215 (Groton Long Point Rd.)	Groton	3.14	NB	27	1.5	25	1.8
						SB	26	1.6	24	1.9
	CT-215 (Groton Long Point Rd.)	Groton	Groton/Stoningt on Border	-	2.79	NB	26	1.9	28	1.8
						SB	25	2.2	26	1.8
	Groton/Stonington Border	-	CT-1A (Flanders Rd.), Stonington	Stonington	3.23	NB	31	1.5	32	1.5
						SB	29	2.0	30	1.8
	CT-1A (Flanders Rd.)	Stonington	Farmholme Rd.	Stonington	2.23	NB	39	1.3	40	1.4
						SB	37	1.5	38	1.4
	Farmholme Rd.	Stonington	Westerly Town Line (CT/RI Border)	-	2.66	NB	21	1.9	23	1.8
						SB	22	1.8	23	1.5