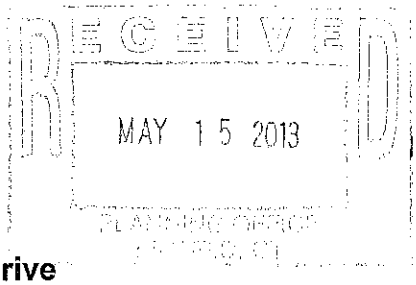
Bubaris Traffic
ASSOCIATES
Planning • Engineering • Design

James G. Bubaris, P.E.
Principal

February 1, 2013

Mr. Clifford Chapman
Mansions, LLC
75 Hockanum Boulevard
Vernon, CT 06066



Re: Site Traffic Evaluation Study
Proposed Mayfield Place Apartments
North Maple Street (CT Route 192) at Mayfield Drive
Enfield, Connecticut

Dear Mr. Chapman:

Reference is made to the proposal to develop a 340-unit luxury apartment complex consisting of one and two bedroom units on the parcel of land located at the northeast quadrant of the intersection of North Maple Street (CT Route 192) at Mayfield Drive, in the Town of Enfield, Connecticut. The north boundary of the parcel abuts the Longmeadow, Massachusetts town line.

Please refer to location maps included as Exhibit 1 of the Appendix which locate this site with respect to the surrounding roadway network.

Introduction

The proposed apartment complex will consist of 340 dwelling units to be developed over a 5-year period with full occupancy expected by 2017. Access and egress for this development will be provided via two site drives intersecting the north side of Mayfield Drive east of North Maple Street. The development will have a maintenance building and a clubhouse, and will be served by a total of 891 parking spaces: 850 spaces will be dedicated to the apartments; 29 spaces will be located at the clubhouse; 2 spaces will be at the maintenance building; and there will be 10 spaces for recreational vehicle parking.

Please refer to Exhibit 2 of the Appendix which provides a copy of the site plan for the proposed development.

Background Conditions

Route 192 (North Main Street) is a two-lane, bi-directional state highway running north-south in the vicinity of the site carrying about 3,600 vehicles per day, with a slight upgrade to the north, and a straight horizontal alignment. Route 192 is basically 30 feet in width, is posted at 35 miles per hour in both directions, with measured average speeds of 41 to 42 miles per hour, and 85th percentile speeds of about 46 to 47 miles per hour.

PO Box 4250 • Yalesville, CT 06492 • Phone: 203-265-8086 • Cell: 203-606-4742
• JimBubaris@hotmail.com •

Mayfield Drive is a two-lane, bi-directional town road, about 30 feet in width, running east-west with its western terminus at Route 192. The intersection of Route 192 at Mayfield Drive is an unsignalized T-intersection with the Mayfield Drive westbound (outbound) approach controlled by a Stop sign. Mayfield Drive currently serves only the 32-unit Mayfield/Dartmoor condominium development at its eastern terminus. The intersection of Route 192 at Mayfield Drive is illuminated.

Over the years, there have been three previous development proposals for Mayfield Drive as follows, all requiring Certificates of Operation due to their intended size from the former State Traffic Commission, now the Office of State Traffic Administration (OSTA):

- Certificate No. 900 was issued in 1989 for the development of a 122-unit congregate housing development with 40 condominiums. Only 32 of the 40 condominium units were built at the eastern end of Mayfield Drive, but the congregate housing which was to be situated on the site now proposed for the subject development, was not built.

- Certificate No. 900-A was issued in 1995 for the development of a 150-unit congregate housing development (an increase of 28 units over the 1989 proposal), and the number of condominiums was reduced from 40 to 32 units. This congregate housing proposal was also not built.

- Certificate No. 900-B was issued in 2001 for the development of a 159-unit assisted living retirement community and for the existing 32 condominium units. This retirement community was also not built.

Due to the size of the subject development proposal consisting of 340 apartment units, a review and approval by OSTA will be required for the subject proposal, with modification of the previous certificate of operations that was issued for the existing condominiums and previous development proposals.

Background Traffic Volumes

For the purposes of establishing background traffic volumes for the subject study area, weekday peak period manual turning movement counts were conducted in late-November 2012 to measure existing peak hour traffic volumes at the intersection of North Maple Street and Mayfield Drive.

Please refer to Exhibits 3 and 4 of the Appendix that represent the existing 2012 weekday commuter am and pm peak hour traffic volumes derived from the foregoing traffic counting exercise.

Please refer to Exhibits 5 and 6 of the Appendix that represent the background (no-build) 2017 weekday commuter am and pm peak hour traffic volumes when it is anticipated that the subject development will be fully built and occupied.

Exhibits 5 and 6 were developed by applying a 2 percent per year expansion factor to the existing traffic volumes shown in Exhibits 3 and 4 for each of five years (i.e., between the 2012 counts and the anticipated 2017 full occupancy date), or expanded by a factor of 1.10 (i.e., a 10 percent increase over existing 2012 levels), to represent normal growth trends for this study area from information provided by ConnDOT's Division of Policy and Planning.

Site-Generated Traffic Volumes and Distributions

For the purpose of estimating site-generated traffic volumes associated with the subject development, we utilized the data made available for this purpose a published in the latest 2012 edition of the Trip Generation Manual prepared by the Institute of Transportation Engineers (ITE). This data source compiles information from throughout the nation for actual trip generation measurements at various land uses. In the case of apartment dwelling uses comparable to the proposed use, trip generation estimates are based on the number of dwelling units proposed which in this case would be 340 units.

Please refer to Table A on the next page of this study which summarizes the trip generation estimates for the subject proposal based on the ITE trip generation calculations shown in Exhibit 7 of the Appendix. A trip is defined as a one-way vehicular movement traveling either to or from the site. A review of Table A shows that the subject 340-unit apartment complex will generate from 170 to 205 trips per hour during the weekday commuter am and pm peaks.

For the purpose of estimating the likely distribution of site-generated traffic on the surrounding roadway network for the proposed development, we relied on information provided by the Connecticut Economic Resource Center on census data for the Town of Enfield for journey-to-work trips (i.e., the majority of trips made during the weekday am and pm peak periods) made by the existing town population. Please refer to Exhibit 8 of the Appendix for journey-to-work information published in Town Profiles by the Connecticut Department of Economic and Community Development (DECD).

Please refer to Table B on the page following the next page of this study showing the likely trip distribution patterns for residents of the subject development as follows:

- To and from the north via Route 192 (North Maple Street): 70 percent
- To and from the south via Route 192 (North Maple Street): 30 percent

Please refer to Exhibits 9 and 10 of the Appendix for graphical representations of the 2017 site-generated weekday am and pm peak hour traffic volumes for the subject development, derived by multiplying the estimated trip generation volumes from Table A on the next page by the trip distribution estimates summarized above.

Table A
Trip Generation Estimates
Proposed Maple Place Apartments
North Maple Street (Route 192) at Mayfield Drive
Enfield, Connecticut

	340 Apartment Units
Weekday AM Peak Hour	
Inbound	34
Outbound	136
Total	170
Weekday PM Peak Hour	
Inbound	133
Outbound	72
Total	205

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February 2013

Table B
Distribution of Town Residents Commuting for Employment FROM Town of Enfield
Source: DECD Town Profiles, January 2010

Enfield Resident Commuters To	Number	Percent of Total	Likely Routes to be Traveled To / From Mayfield Place: To/From North via Route 192	To/From South via Route 192
Enfield	6,756	42.1%	29.4%	12.6%
Hartford	2,140	13.3%	9.3%	4.0%
Windsor	1,840	11.5%	8.0%	3.4%
East Windsor	924	5.8%	4.0%	1.7%
Windsor Locks	897	5.6%	3.9%	1.7%
Bloomfield	861	5.4%	3.8%	1.6%
Springfield, MA	838	5.2%	5.2%	
East Hartford	739	4.6%	3.2%	1.4%
South Windsor	606	3.8%	2.6%	1.1%
Manchester	465	2.9%	2.0%	0.9%
Total:	16,066	100%	72%	28%
For Mayfield Place:		**Call:**	**70%**	**30%**

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Operations Analysis

2012 existing weekday am and pm commuter peak analyses, representing existing conditions with only the Mayfield/Dartmoor condominiums in place, are based on the peak hour traffic volumes shown as Exhibits 3 and 4 of the Appendix.

2017 background (no-build) weekday am and pm commuter peak analyses, representing no-build conditions in the year when the proposed development will be fully occupied, but without the development's traffic and with the existing Mayfield/Dartmoor condominiums in place, are based on the peak hour traffic volumes shown as Exhibits 5 and 6 of the Appendix.

2017 combined (build) weekday am and pm commuter peak analyses, representing conditions when the proposed development is expected to be open for use, are based on the peak hour traffic volumes shown as Exhibits 11 and 12 of the Appendix. Exhibits 11 and 12 were developed by combining the background (no-build) peak hour traffic volumes from Exhibits 5 and 6 with the site-generated traffic volumes from Exhibits 9 and 10.

Intersection operational analyses were performed for the defined study intersection utilizing the methodology described in the latest edition of Highway Capacity Manual, Special Report 209, Transportation Research Board, 1985, updated to 2010. Application of this methodology was facilitated by use of Synchro Analysis Software, developed by the Trafficware Corporation, Version 7. Operational analyses are utilized to determine a Level of Service (LOS) for a given intersection operating under either signalized or unsignalized control.

In the case of unsignalized intersections similar to the intersection of North Maple Street at Mayfield Drive, Level of Service (LOS) is defined in terms of the average control delay for the approach or movement evaluated. Control delay involves movements at slower speeds and stops on intersection approaches as vehicles move up in the queue or slow down upstream of an intersection. The delay experienced by a motorist is comprised of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference time that would result during base conditions in the absence of incident, control, traffic, or geometric delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. At two-way stop-controlled and all-way stop-controlled intersections, control delay is the total elapsed time from a vehicle joining the queue until its departure from the stopped position at the head of the queue. The control delay also includes the time required to decelerate to a stop and to accelerate to the free-flow speed. Level of Service for a one-way or two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a one-way or two-way stop-controlled intersection is **not defined** for the intersection as a whole. In today's environment, Levels of Service D to F are common and are

often experienced on minor street approaches to major streets carrying relatively high traffic volumes. Please refer to Exhibit 13 in the Appendix, which provides details on the definitions of Levels of Service for unsignalized intersections.

The results of the operational analyses, which compare 2012 existing, 2017 background (no-build), and 2017 combined (build) conditions, are summarized in Table C on the next page of this study.

The computer-generated worksheets for these operational analyses are included as Exhibits 14 through 19 of the Appendix as follows:

- Exhibit 14 – 2012 Existing AM Peak
- Exhibit 15 – 2012 Existing PM Peak
- Exhibit 16 – 2017 Background (no-build) AM Peak
- Exhibit 17 – 2017 Background (no-build) PM Peak
- Exhibit 18 – 2017 Combined (build) AM Peak
- Exhibit 19 – 2017 Combined (build) PM Peak

A review of Table C shows that levels of service in the year 2017 when the subject development is expected to be in place will remain at virtually the same very good to excellent levels A to B as would otherwise exist without this development.

Therefore, the proposed development will not have an adverse impact on traffic operations that would otherwise exist within the defined study area without the subject development.

Traffic Crash Experience

A review was made of the most recent available three-year traffic crash experience for the subject study area as compiled by the Connecticut Department of Transportation for the three-year period which included 2008 through 2010.

A review of the available data showed that there were NO reported crashes on North Maple Street (Route 192) from 500 feet south to 500 feet north of Mayfield Drive.

This very favorable (i.e., non-existent) crash experience demonstrates that there are no recurring problems with roadway or traffic control conditions, or any reason to expect that this favorable experience may be exacerbated by the proposed development.

Table C
Traffic Operations Analyses
Levels of Service
Proposed Mayfield Place Apartments
North Maple Street at Mayfield Drive
Enfield, Connecticut

	2013 Existing		2017 Background (No-Build)		2017 Combined (Build)	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
North Maple Street at Mayfield Drive						
North Maple Street southbound left-turn (inbound)	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
North Maple Street northbound right-turn (inbound)	LOS A	LOS A	LOS A	LOS A	LOS A	LOS A
Mayfield drive westbound approach (outbound)	LOS A	LOS A	LOS A	LOS A	LOS B	LOS B

Refer to Exhibits 14 through 19 of Appendix
Source: Synchro Traffic Operations Analysis Software

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Sight Line Evaluation

Available sight lines to and from the North Maple Street at Mayfield drive intersection were evaluated utilizing the guidelines set forth by the Connecticut Department of Transportation for this purpose.

A review of the results of the automatic traffic recorder measurements conducted for this study on North Maple Street in the vicinity of Mayfield Drive are summarized in Table D on the next page. Please refer to Exhibit 20 of the Appendix for a tabular summary of the results. A review of Table D and Exhibit 20 shows that 85th percentile speeds on Route 192 are about 46 to 47 miles per hour.

The ConnDOT guidelines suggest minimum sight line distances of 700 feet for approaching speeds of 50 miles per hour. A review of Table D shows that available sight line distances are in excess of 700 feet to and from either direction.

Therefore, available sight line distances at the intersection of North Maple Street at Mayfield Drive are satisfactory.

Conclusions

It is the professional opinion of Bubaris Traffic Associates that the proposed Mayfield Place Apartments complex, to be located at the northeast quadrant of the intersection of North Maple Street (CT Route 192) at Mayfield Drive, with access to/egress from the surrounding roadway network via two site drives on Mayfield Drive, should not adversely impact traffic operations on the surrounding roadway network in the year 2017 when full occupancy of the 340 dwelling units is expected.

The proposed full-build development will generate from 170 to 205 trips per hour during the weekday commuter am and pm peak hours.

The traffic crash experience for the subject study area is non-existent, with no recurring problems that need to be corrected, or that may be exacerbated by the proposed development.

Operational analyses indicate that the full-build development should not have an adverse impact on the traffic operations that would otherwise exist without this development.

Available sight line distances at the immediate access/egress intersection of North Maple Street at Mayfield Drive were found to be satisfactory.

Table D
Results of Automatic Traffic Recorder Measurements
Proposed Mayfield Place Apartments Study Area
North Maple Street at Mayfield Drive
Enfield, Connecticut

Parameter	Northbound	Southboud	Total
Posted Speed Limit	35 mph	35 mph	
Measured Average Speed	41 mph	42 mph	
85th Percentile Speed	46 mph	47 mph	
Minimum Recommended Sight Distance	700 feet	700 feet	
Available Sight Distance	700 feet ±	700 feet ±	
Measured Traffic Volumes			
Thursday	1690	1660	3350
Friday	1840	1775	3615
Saturday	1450	1450	2900
Sunday	1035	1100	2135
Monday	1510	1500	3010

Refer to Exhibit 21 of Appendix

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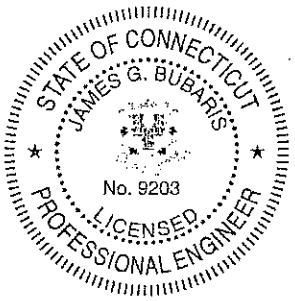
The proposed development will require review and approval by the Office of State Traffic Administration as part of its Certificate of Operations review and approval process for major traffic generators.



Very truly yours,
Bubaris Traffic Associates

James G. Bubaris

James G. Bubaris, P.E.
Conn. Reg. No. 9203
Principal

cc:

Mr. Joseph P. Capossela
Kahan, Kerensky & Capossela, LLP
Attorneys at Law
45 Hartford Turnpike
Vernon, CT 06066

Mr. Timothy A. Coon, P.E.
Project Manager
J.R. Russo & Associates, LLC
1 Shoham Road
East Windsor, CT 06088

APPENDIX

Site Traffic Evaluation Study
Mayfield Place Apartments
North Maple Street (Route 192) at Mayfield Drive
Enfield, Connecticut

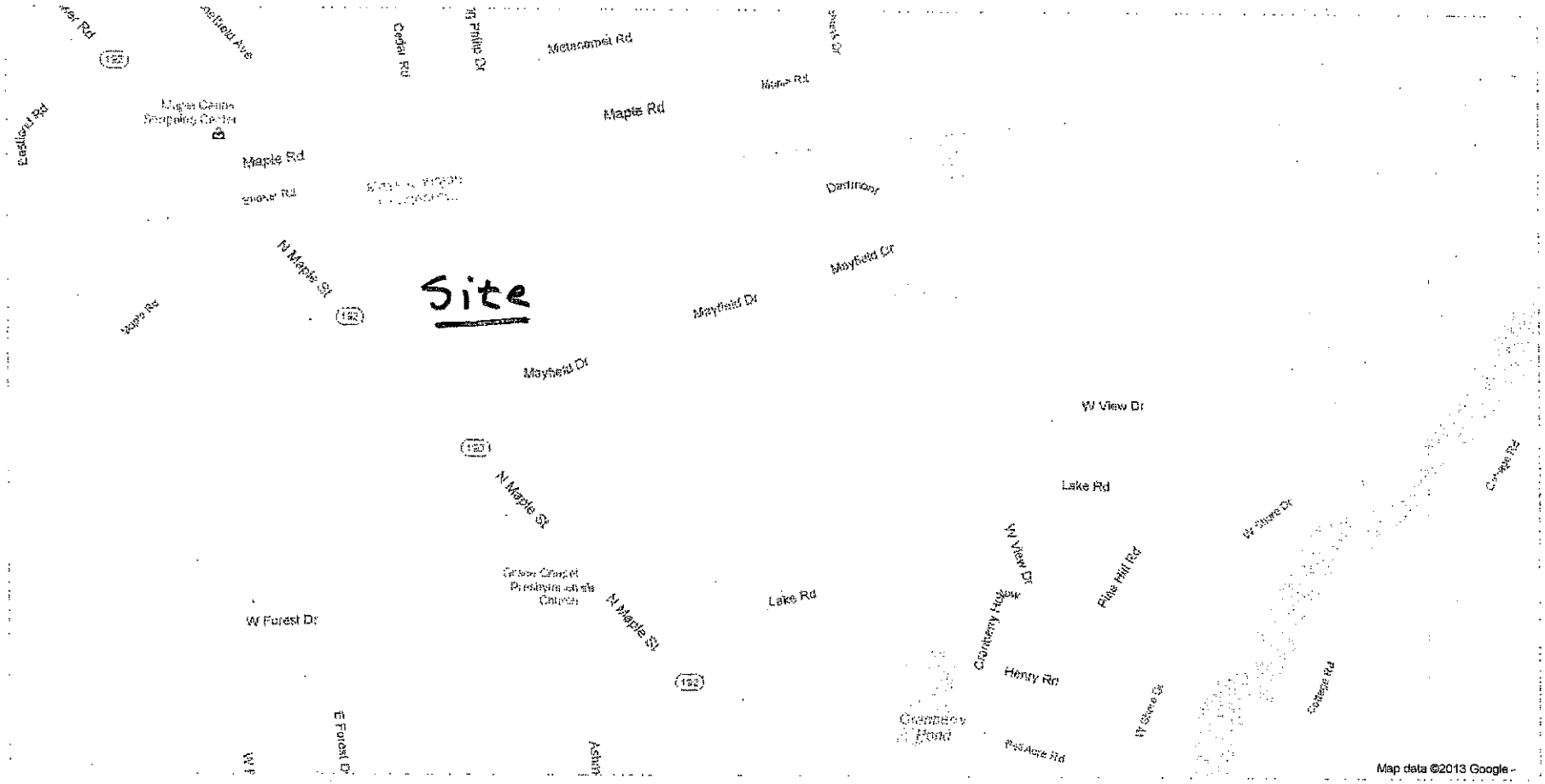
Appendix

Table of Contents

(continued)

(continued)

Exhibit 1
Location Maps
Mayfield Place Apartments
Enfield, Connecticut



Sign in to access, organize and share your places

Sign in

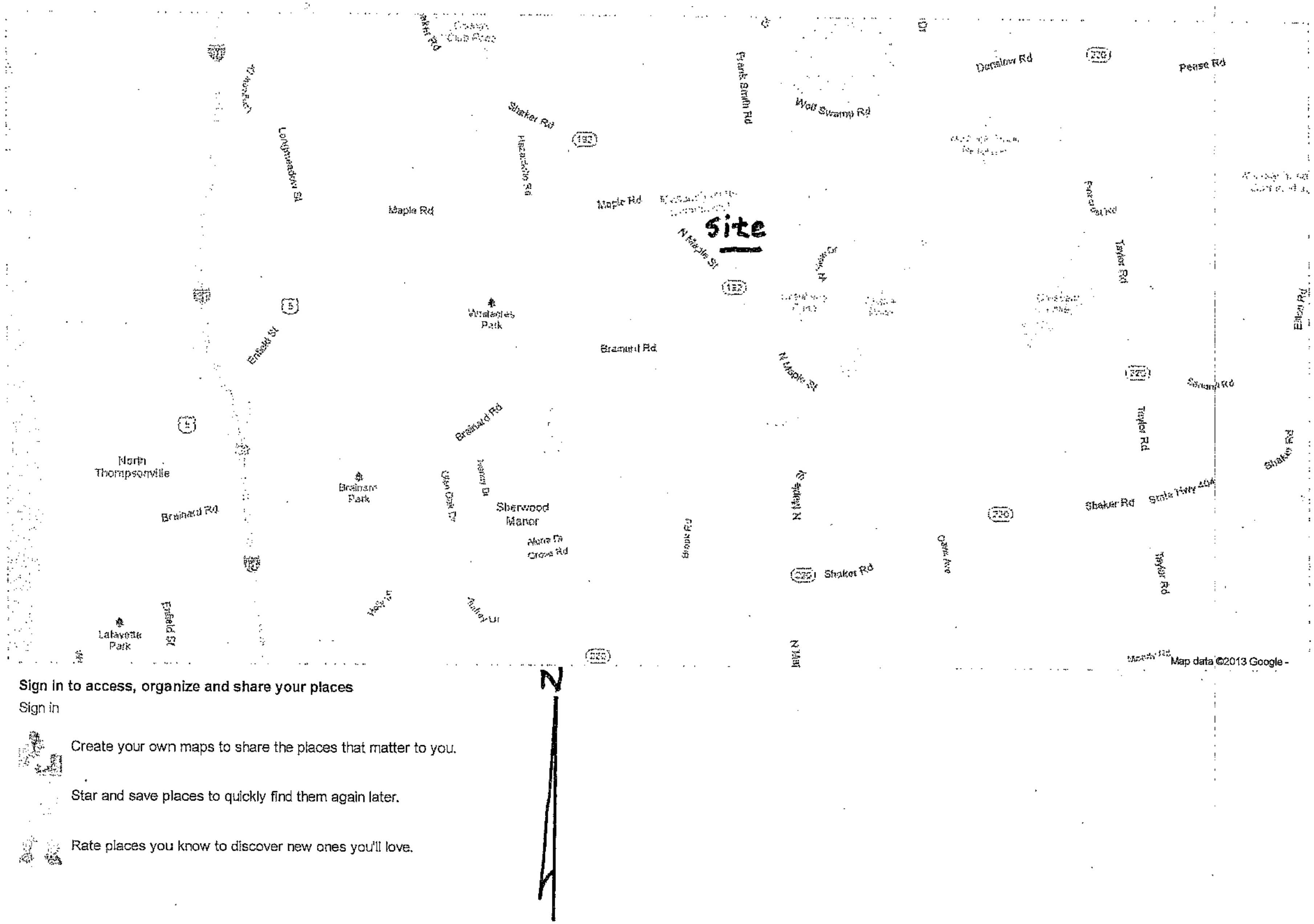
Create your own maps to share the places that matter to you.

Star and save places to quickly find them again later.

Rate places you know to discover new ones you'll love.

Google

To see all the details that are visible on the screen, use the "Print" link next to the map.



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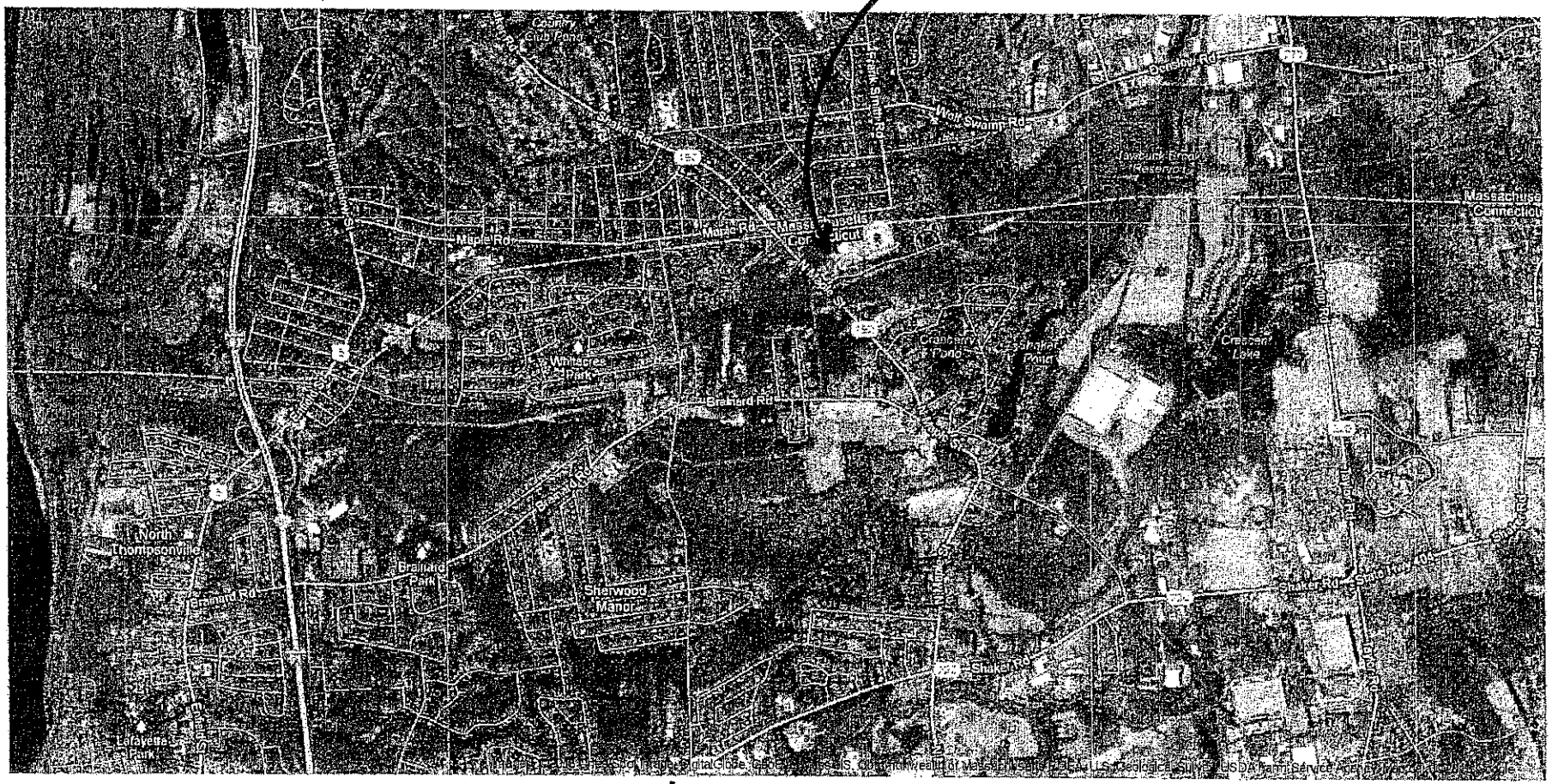

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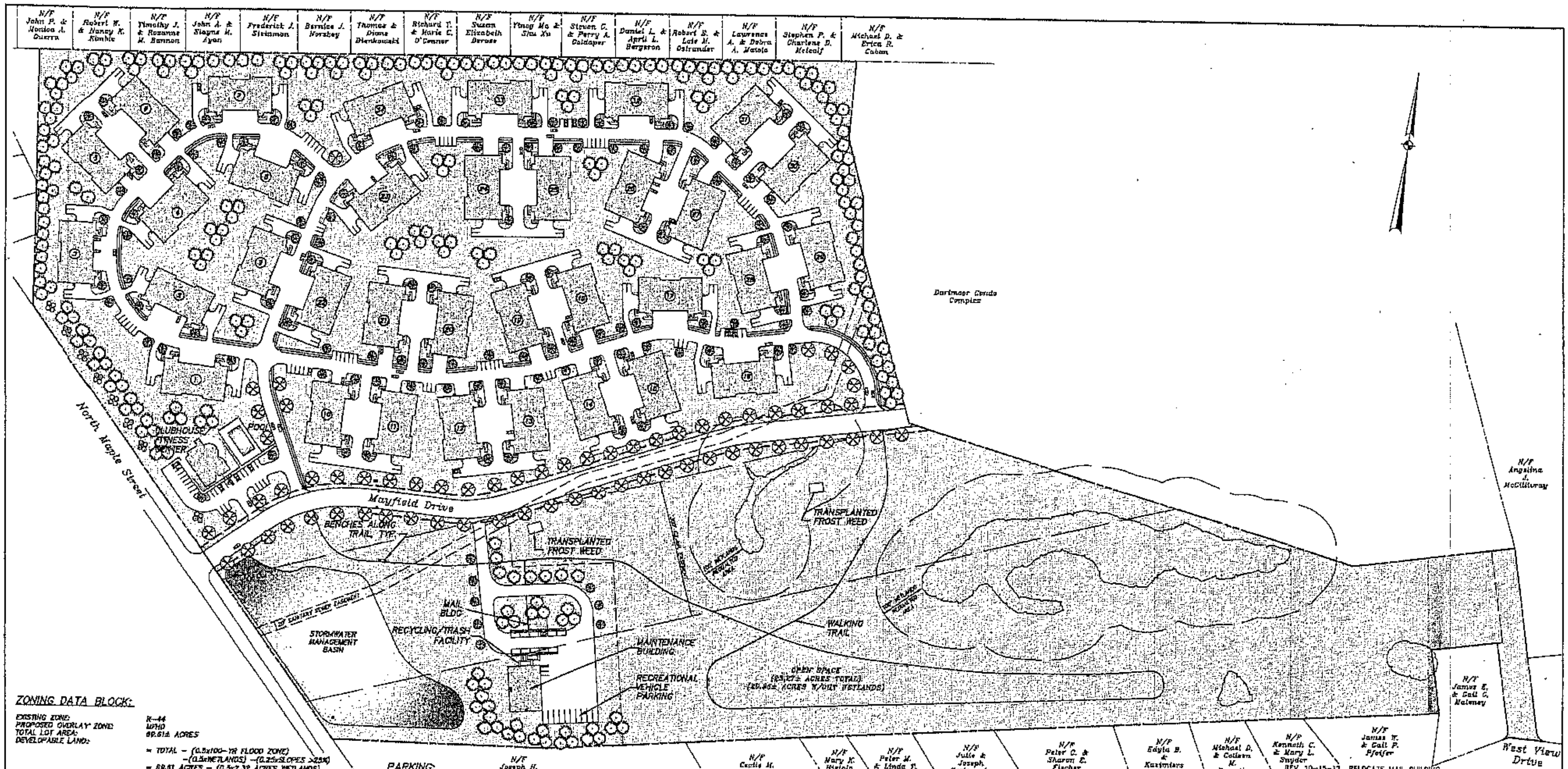
Exhibit 2
Site Plan
Mayfield Place Apartments
Enfield, Connecticut



ZONING DATA BLOCK:

EXISTING ZONE:	R-44
PROPOSED OVERLAY ZONE:	WHD
TOTAL LOT AREA:	69.61± ACRES
DEVELOPABLE LAND:	
	= TOTAL – (0.5x100–YR FLOOD ZONE) –(0.5xWETLANDS) –(0.25xSLOPES >25%)
	= 69.61 ACRES – (0.5x2.32 ACRES WETLANDS)
	= 68.44 ACRES
DENSITY:	
BASE UNIT DENSITY	= 10 UNITS PER DEVELOPABLE ACRE
	= 10 UNITS/ACRE x 68.44 ACRES
	= 684 UNITS
PROPOSED UNITS	= 340 UNITS
MAX. LOT COVERAGE	= 30% OF TOTAL LAND AREA
	= 0.30 x 69.61 ACRES
	= 20.88 ACRES
PROPOSED LOT COVERAGE	= 8.3± ACRES (12%±)
MAX. IMPERVIOUS COVERAGE	= 66% OF TOTAL LAND AREA
	= 0.66 x 69.61 ACRES
	= 45.94 ACRES
PROPOSED IMPERVIOUS COVERAGE	= 25.3± ACRES (36%±)
MIN. FRONTAGE ON EXIST. STREET	= 175'
MIN. FRONT YARD	= 50'
MIN. SIDE YARD	= 35'
MIN. REAR YARD	= 50'
MAX. BUILDING HEIGHT	= 35 FEET
PROPOSED BUILDING HEIGHT	= 35 FEET
MAX. BEDROOMS PER UNIT	= 2
MIN./MAX. FLOOR AREA:	
ONE BEDROOM	= 800 SF/1,200 SF
TWO BEDROOM	= 1,100 SF/1,700 SF
OPEN SPACE:	
REQUIRED MINIMUM	= 1,000 SF/DWELLING UNIT
	= 1,000 SF x 340 UNITS
	= 340,000 SF = 7.81 ACRES
PROPOSED	= 20.95± ACRES (EXCLUDES WETLANDS & SLOPES >15%)

PARKING:

APARTMENTS:		
	REQUIRED	= 2 SPACES/UNIT x 340 UNITS
		= 680 SPACES
	PROVIDED	= 850 SPACES
CLUBHOUSE:		
	REQUIRED	= 1 SPACES/250 S.F. x 5,250 S.F.
		= 21 SPACES
	PROVIDED	= 29 SPACES
MAINTENANCE BLD:		
	REQUIRED	= 1 SPACE/EMPLOYEE x 2 EMPLOYEES
		= 2 SPACES
	PROVIDED	= 2 SPACES PLUS 10 RECREATIONAL VEHICLE SPACES

THIS PLAN WAS COMPILED FROM OTHER MAPS, RECORD RESEARCH AND/OR OTHER SOURCES OF INFORMATION. IT IS NOT TO BE CONSTRUED AS HAVING BEEN OBTAINED AS THE RESULT OF A FIELD SURVEY, AND IS SUBJECT TO SUCH CHANGE AS AN ACCURATE FIELD SURVEY MAY DISCLOSE. IT CONFORMS TO THE CLASS "D" REQUIREMENTS OF THE "CODE OF RECOMMENDED PRACTICE FOR STANDARDS OF ACCURACY OF MAPS" OF THE CONNECTICUT TECHNICAL COUNCIL, INC.

REV. 10-15-12 RELOCATE MAIL BUILDING

Concept Plan

Luxury Apartments

North Maple Street
Enfield, Connecticut
Map 78 Lot 30

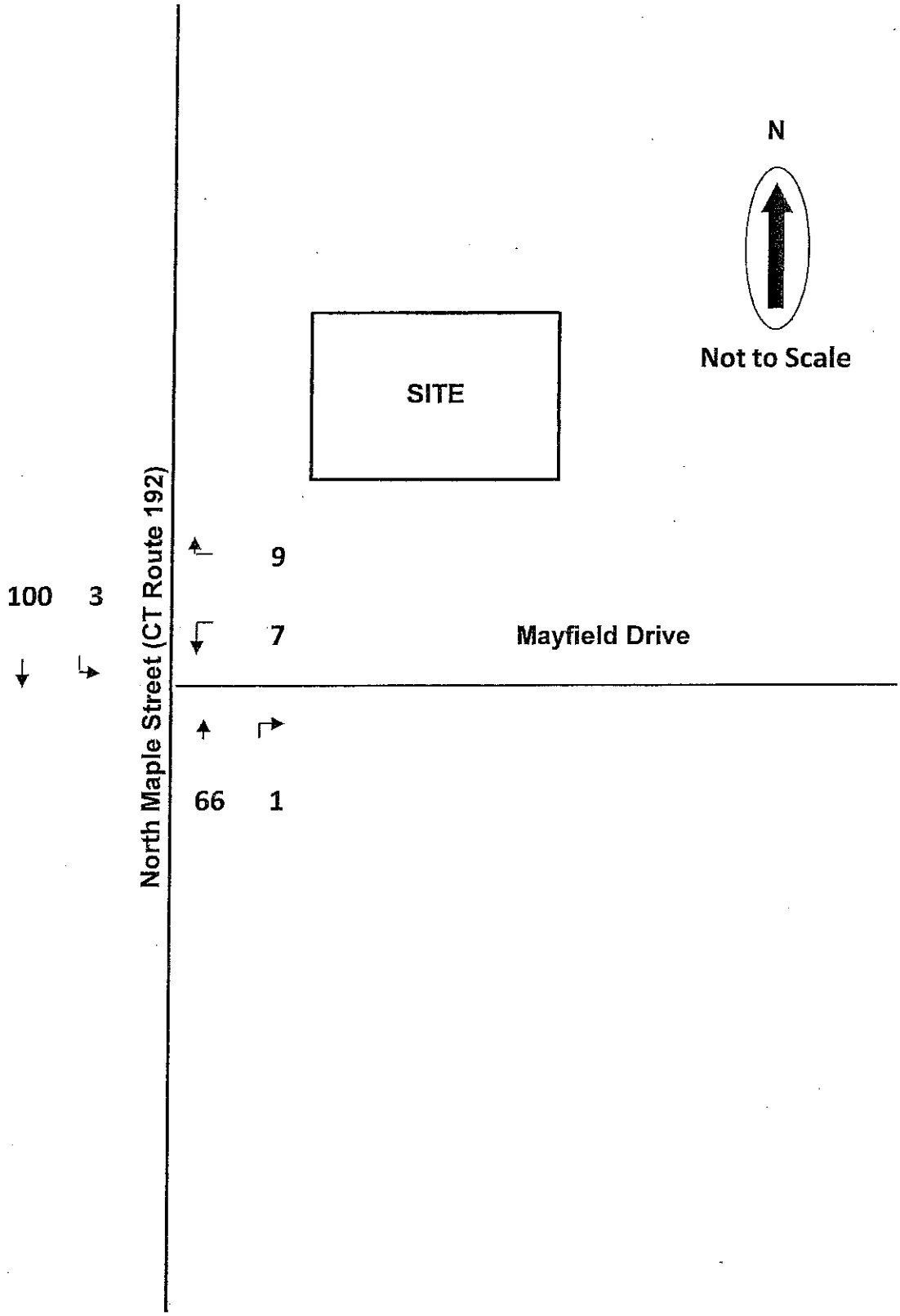
Applicant

Clifton Chapman
75 Hockanum Boulevard
Vernon, Connecticut 06066

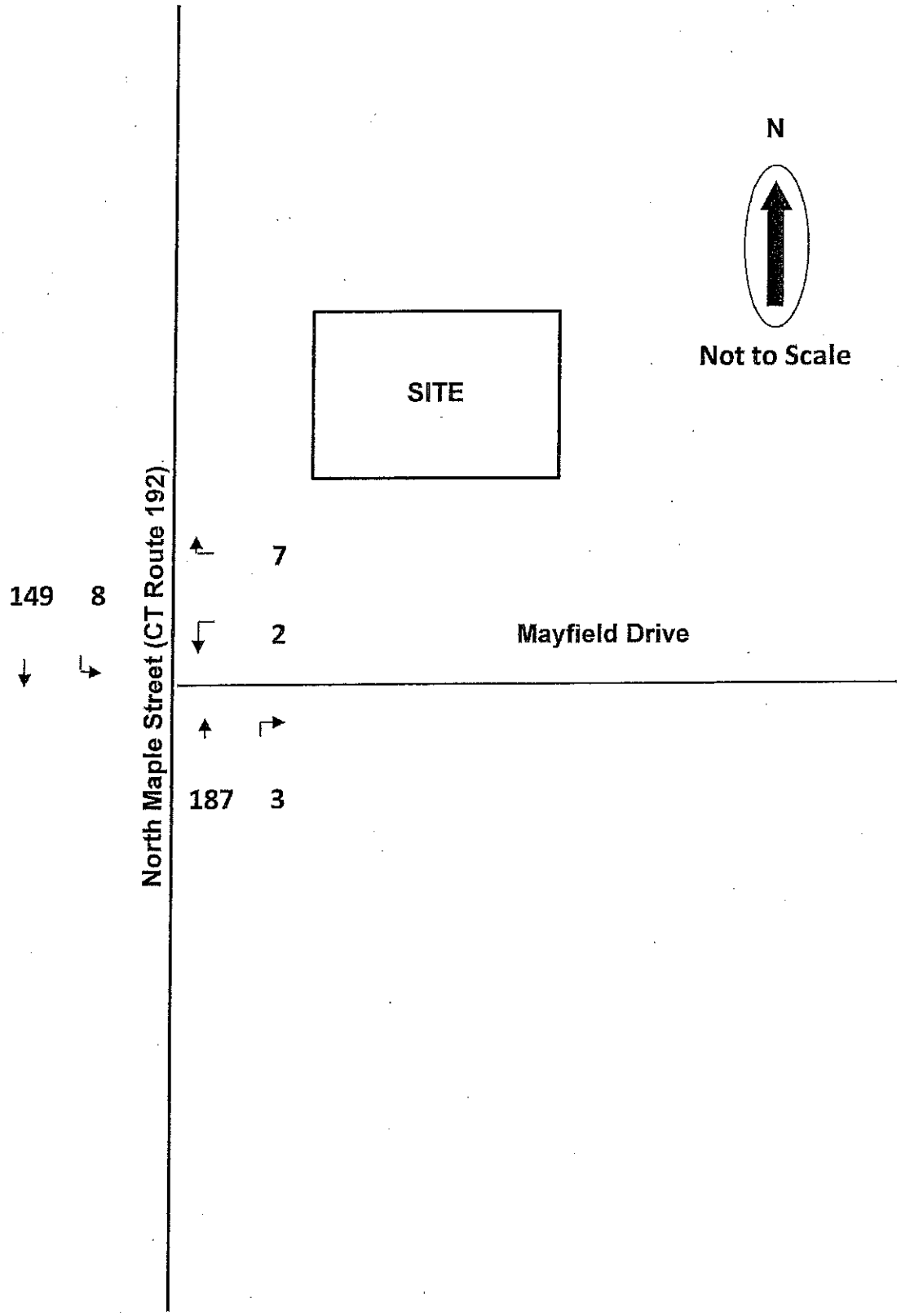
J.R. RUSSO & ASSOCIATES, LLC
Land Surveyors & Professional Engineers
1 SHOHAM ROAD
EAST WINDSOR, CONNECTICUT 06088
(860) 623-0569
FAX: (860) 623-2485

BY	SCALE	DATE	SHEET	CHECKED	NO.
LF/TAC	1"=100'	8-21-12	1 of 1	JEU	2012-097

ExistingAM


N
Not to Scale
SITE
Mayfield Drive
North Maple Street (CT Route 192)
9
7
100
3
66
1

ExistingPM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Not to Scale
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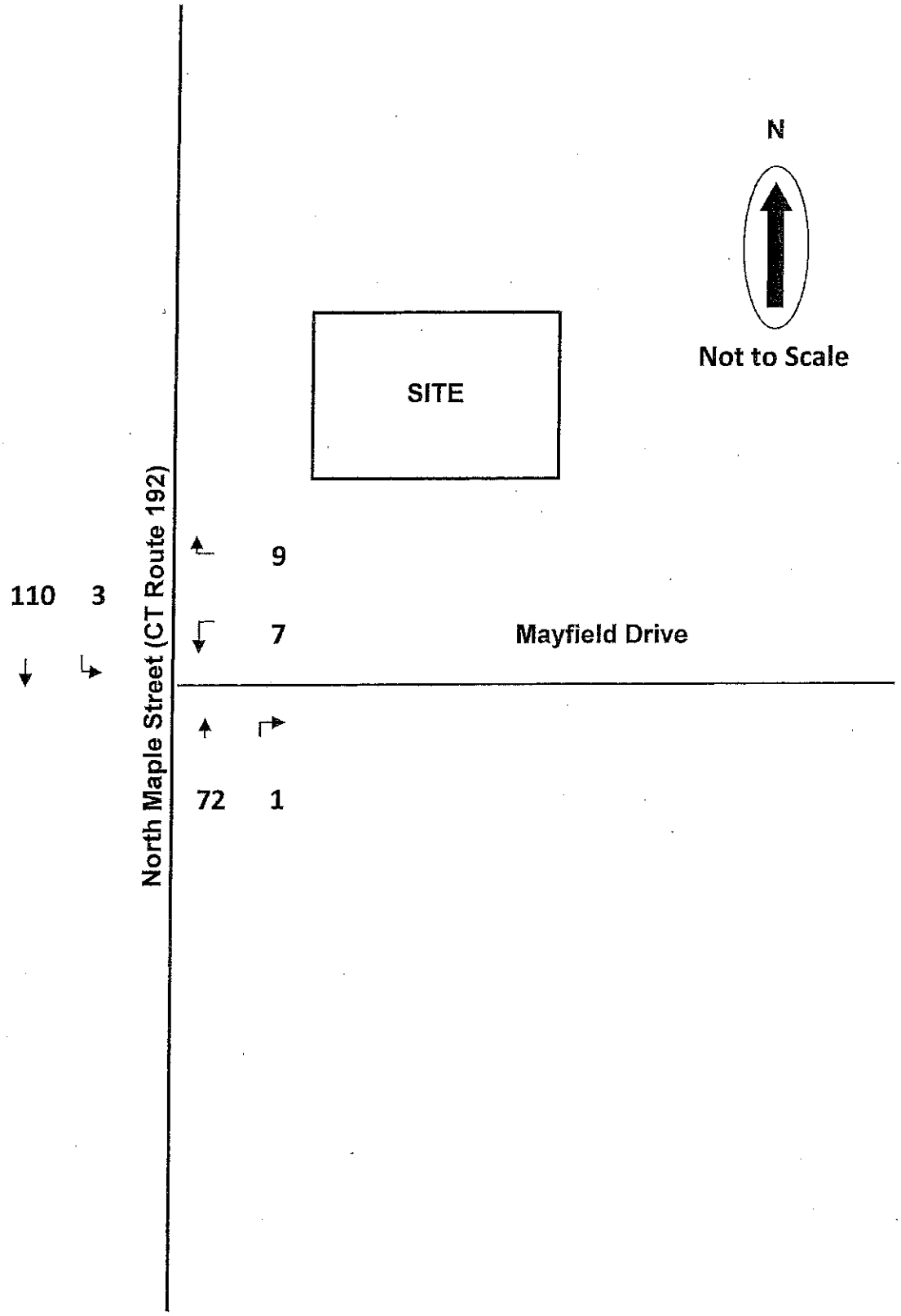
North Maple Street (CT Route 192)
Mayfield Drive
149
8
7
2
187
3

BackgroundAM



BackgroundPM

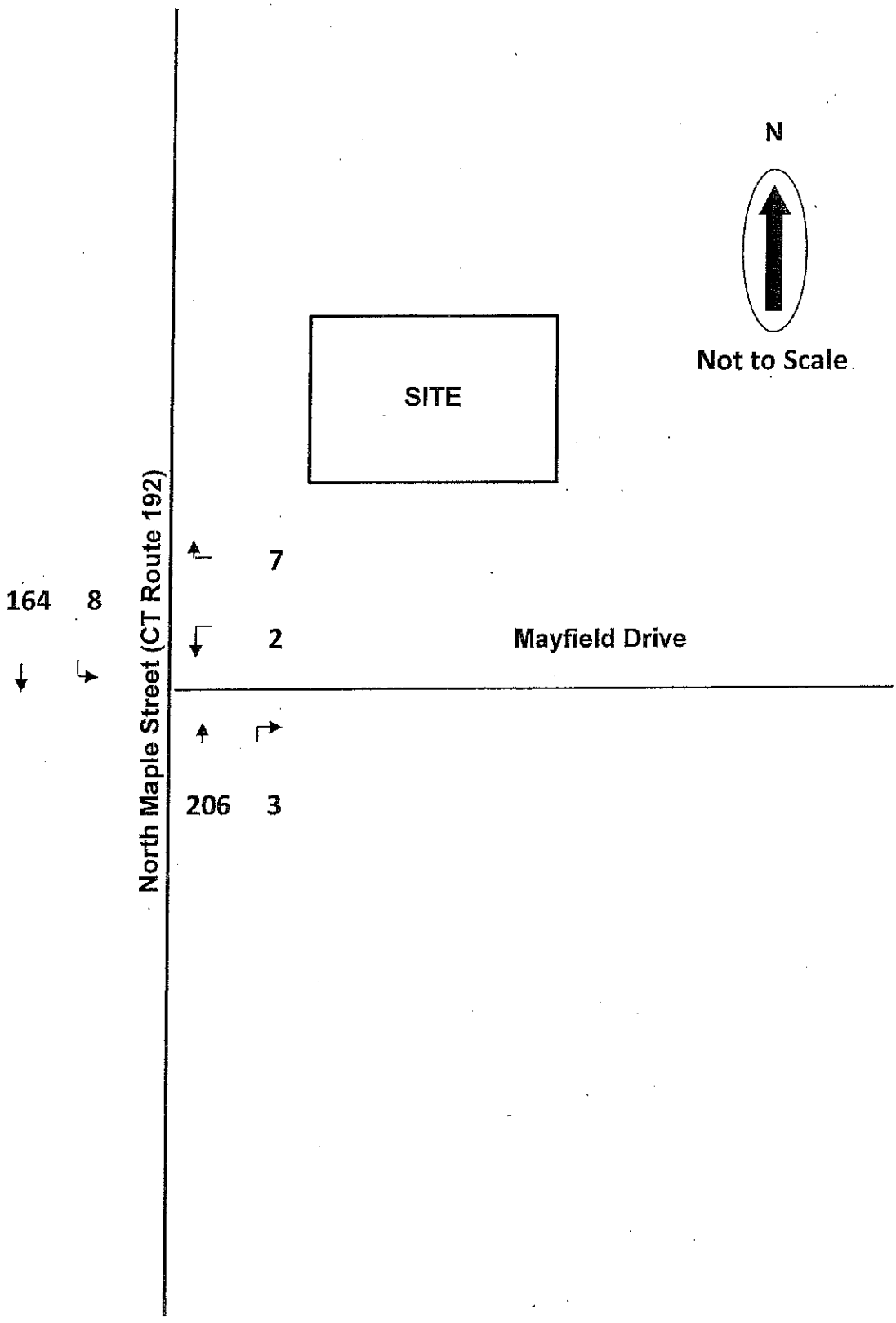


Exhibit 7
Trip Generation Calculations
ITE Land Use Code 220 – 340 Apartment Units
Source: Trip Generation Manual, Institute of Transportation Engineers

APARTMENTS*
(2012)

Exhibit 7

SUMMARY OF TRIP GENERATION CALCULATIONS

SOURCE: TRIP GENERATION REPORT, INSTITUTE OF TRANSPORTATION ENGINEERS, 2012

LAND USE: APARTMENTS--CODE #220

PROJECT: **Mayfield Place Luxury Apartments**

North Maple at Mayfield, Enfield, CT

NUMBER OF APARTMENT DWELLING UNITS: 340

TIME PERIOD	ITE TRIP GENERATION EQUATION	TOTAL TRIPS	INBOUND	OUTBOUND
AVERAGE WEEKDAY	T = 6.06 (X) + 123.56 50 % INBOUND * 50 % OUTBOUND	2184	1092	1092
PEAK HOUR 7 TO 9 AM	T = 0.49 (X) + 3.73 20 % INBOUND * 80 % OUTBOUND	170	34	136
PEAK HOUR 4 TO 6 PM	T = 0.55 (x) + 17.65 65 % INBOUND * 35 % OUTBOUND	205	133	72
WEEKDAY AM PEAK HOUR OF GENERATOR	T = 0.54 (X) + 2.45 29 % INBOUND * 71 % OUTBOUND	186	54	132
WEEKDAY PM PEAK HOUR OF GENERATOR	T = 0.60 (X) + 14.91 61 % INBOUND * 39 % OUTBOUND	219	134	85
AVERAGE SATURDAY	T = 7.85 (X) - 256.19 50 % INBOUND * 50 % OUTBOUND	2413	1206	1206
SATURDAY PEAK HOUR	T = 0.41 (X) + 19.23 NO ITE DATA FOR DISTRIBUTIONS	159	---	---
AVERAGE SUNDAY	T = 6.42 (X) - 101.12 50 % INBOUND * 50 % OUTBOUND	2082	1041	1041
SUNDAY PEAK HOUR	T = .51 (X) NO ITE DATA FOR DISTRIBUTIONS	173	---	---

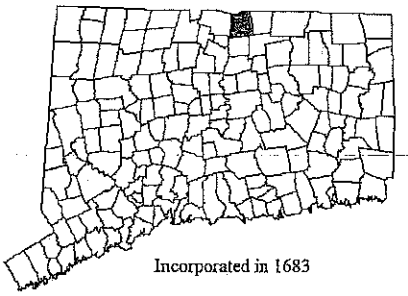
Exhibit 8
Town Profiles Data for Enfield
Source: Connecticut Economic Resource Center, January 2010

Enfield, Connecticut

CERC Town Profile 2012

Town Hall
820 Enfield Street
Enfield, CT 06082-2997
(860) 253-6350

Belongs to
Hartford County
LMA Enfield
Capitol Area Economic Dev. Region
Capitol Region Planning Area



Incorporated in 1683

Demographics

Population (2011)	*Town*	*County*	*State*
1990	45,532	851,783	3,287,116
2000	45,212	857,183	3,405,565
2011	44,770	902,919	3,610,073
2016	45,680	938,438	3,754,486
'11-'16 Growth / Yr	0.4%	0.8%	0.8%
Land Area (sq. miles)	33	735	5,009
Pop./ Sq. Mile (2011)	1,339	1,228	721
Median Age (2011)	41	40	40
Households (2011)	16,894	355,517	1,391,975
Med HH Inc. (2011)	$70,003	$65,589	$70,705

Race/Ethnicity (2011)	*Town*	*County*	*State*
White	38,619	653,778	2,800,328
Black	2,761	120,335	365,949
Asian Pacific	886	38,609	138,364
Native American	75	2,410	11,369
Other/Multi-Race	2,429	87,787	294,063
Hispanic (any race)	3,177	144,997	512,039
Poverty Rate (2010)	7.1%	10.7%	9.2%

Educational Attainment (2011)

Persons Age 25 or Older	*Town*	*%*	*State*	*%*
High School Graduate	10,672	35%	702,670	29%
Some College	8,936	29%	594,209	24%
Bachelors or More	8,625	28%	883,658	36%

Age Distribution (2011)

	0-4		*5-17*		*18-24*		*25-49*		*50-64*		*65+*		*Total*
Male	1,511	3%	4,053	9%	2,163	5%	7,697	17%	4,841	11%	3,048	7%	23,313
Female	1,267	3%	3,383	8%	1,884	4%	6,775	15%	4,507	10%	3,641	8%	21,457
County Total	54,590	6%	151,809	17%	84,003	9%	302,470	33%	177,175	20%	132,872	15%	902,919
State Total	217,641	6%	611,932	17%	343,959	10%	1,213,300	34%	711,463	20%	511,778	14%	3,610,073

Economics

Business Profile (2005)

Sector	*Establishments*	*Employment*
	% of Total	
Agriculture	2.7%	0.7%
Const. and Mining	10.9%	3.5%
Manufacturing	4.9%	14.7%
Trans. and Utilities	3.1%	3.6%
Trade	26.5%	29.1%
Finance, Ins. and Real Estate	6.8%	9.6%
Services	41.1%	26.6%
Government	3.9%	12.2%

Top Five Grand List (2009)	*Amount*	*% of Net*
Centro Enfield	$61,921,700	2.2%
Mass.Mutual Life Ins	$51,187,780	1.8%
National Industrial Portfolio	$39,900,000	1.4%
Hallmark Cards	$35,677,690	1.3%
Galileo Freshwater/Stateline	$28,521,500	1.0%
Net Grand List (2009)	$2,804,669,800	

Top Five Major Employers (2006)

Connecticut Department of Corre
Massachusetts Mutual Financial
Hallmark Cards, Inc.
LEGO Systems, Inc.
Retail Brand Alliance

	Town	*State*
Retail Sales (2007) *All Outlets*	$825,652,523	$136,936,194,241

Education

2009-2010 School Year	*Town*	*State*
Total Town School Enrollment	6,399	552,782

Most public school students in Enfield attend Enfield School District, which has 6,288 students.

Connecticut Mastery Test Percent Above Goal

	Grade 4		*Grade 6*		*Grade 8*	
	Town	*State*	*Town*	*State*	*Town*	*State*
Reading	59	61	78	69	68	69
Math	68	64	83	69	63	65
Writing	62	64	69	62	69	67

For more education data please see: http://www.state.ct.us/sde/

Students per Computer	*Town*	*State*
Elementary:	4.3	4.1
Middle:	4.4	2.8
Secondary:	2.8	2.7

Average Class Size

Grade K 16.9 Grade 2 20.0
Grade 5 20.3 Grade 7 21.6
High School 21.3

Average SAT Score

	Town	*State*
Reading	495	503
Writing	495	506
Math	512	508

Enfield
Connecticut

CERC start here
Connecticut Economic Resource Center, Inc.

Government

Government Form: Council-Manager

Total Revenue (2010)	$116,126,000
Tax Revenue	$75,870,000
Non-tax Revenue	$40,256,000
Intergovernmental	$36,824,000
Per Capita Tax (2010)	$1,666
As % of State Average	67.2%

Total Expenditures (2010)	$115,746,000
Education	$65,002,000
Other	$50,744,000
Total Indebtness (2010)	$30,310,000
As % of Expenditures	26.2%
Per Capita	$665
As % of State Average	29.9%

Annual Debt Service (2010)	$5,475,000
As % of Expenditures	4.7%
Eq. Net Grand List (2008)	$4,284,864,472
Per Capita	$93,687
As % of State Average	56%
Date of Last Revaluation (2009)	2006
Moody's Bond Rating (2009)	Aa3
Actual Mill Rate (2010)	23.88
Equalized Mill Rate (2010)	17.59
% of Grand List Com/Ind (2007)	19.3%

Housing/Real Estate

Housing Stock (2009)	*Town*	*County*	*State*
Existing Units (total)	17,310	368,391	1,452,007
% Single Unit	74.3%	61.3%	64.8%
New Permits Auth. (2009)	9	810	3,786
As % Existing Units	0.05%	0.22%	0.26%
Demolitions (2009)	4	407	1,219
House Sales (2009)	271	4,004	14,696
Median Price	$194,000	$232,250	$265,000
Built Pre 1950 share (2000)	21.4%	30.2%	31.5%

Owner Occupied Dwellings (2009)	11,022	199,099	812,964
As % Total Dwellings	65%	55%	57%
Subsidize Housing (2008)	2,093	48,156	149,355

Distribution of House Sales (2009)	*Town*	*County*	*State*
Number of Sales			
Less than $100,000		69	346
$100,000-$199,999	151	1,325	3,539
$200,000-$299,999	112	1,494	4,847
$300,000-$399,999	7	631	2,510
$400,000 or More	1	485	3,454

Labor Force

Place of Residence (2011)	*Town*	*County*	*State*
Labor Force	24,216	472,553	1,918,145
Employed	22,108	429,026	1,749,489
Unemployed	2,108	43,527	170,828
Unemployment Rate	8.7%	9.2%	8.9%
Place of Work (2011)			
# of Units	984	25,443	103,381
Total Employment	18,610	417,831	1,612,373
2000-'11 Growth AAGR	0.0%	-1.6%	-0.3%
Mfg Employment	1,898	53,577	166,279

Commuters (2000)

Commuters into Town from:		Town Residents Commuting to:	
Enfield	6,756	Enfield	6,756
Springfield, MA	1,028	Hartford	2,140
Somers	922	Windsor	1,840
Suffield	640	East Windsor	924
Hartford	429	Windsor Locks	897
East Windsor	388	Bloomfield	861
Stafford	358	Springfield, MA	838
Windsor Locks	352	East Hartford	739
Westfield, MA	343	South Windsor	606
Agawam, MA	343	Manchester	465

Other Information

	Town	*State*
Banks (2007)	8	1,029
Crime Rate (2009)		
Per 100,000 Residents	103	298

Library (2010)	*Town*
Total Volumes	143,575
Circulation Per Capita	8.5

Distance to Major Cities	*Miles*
Hartford	17
Boston	82
New York City	116
Providence	60

Residential Utilities

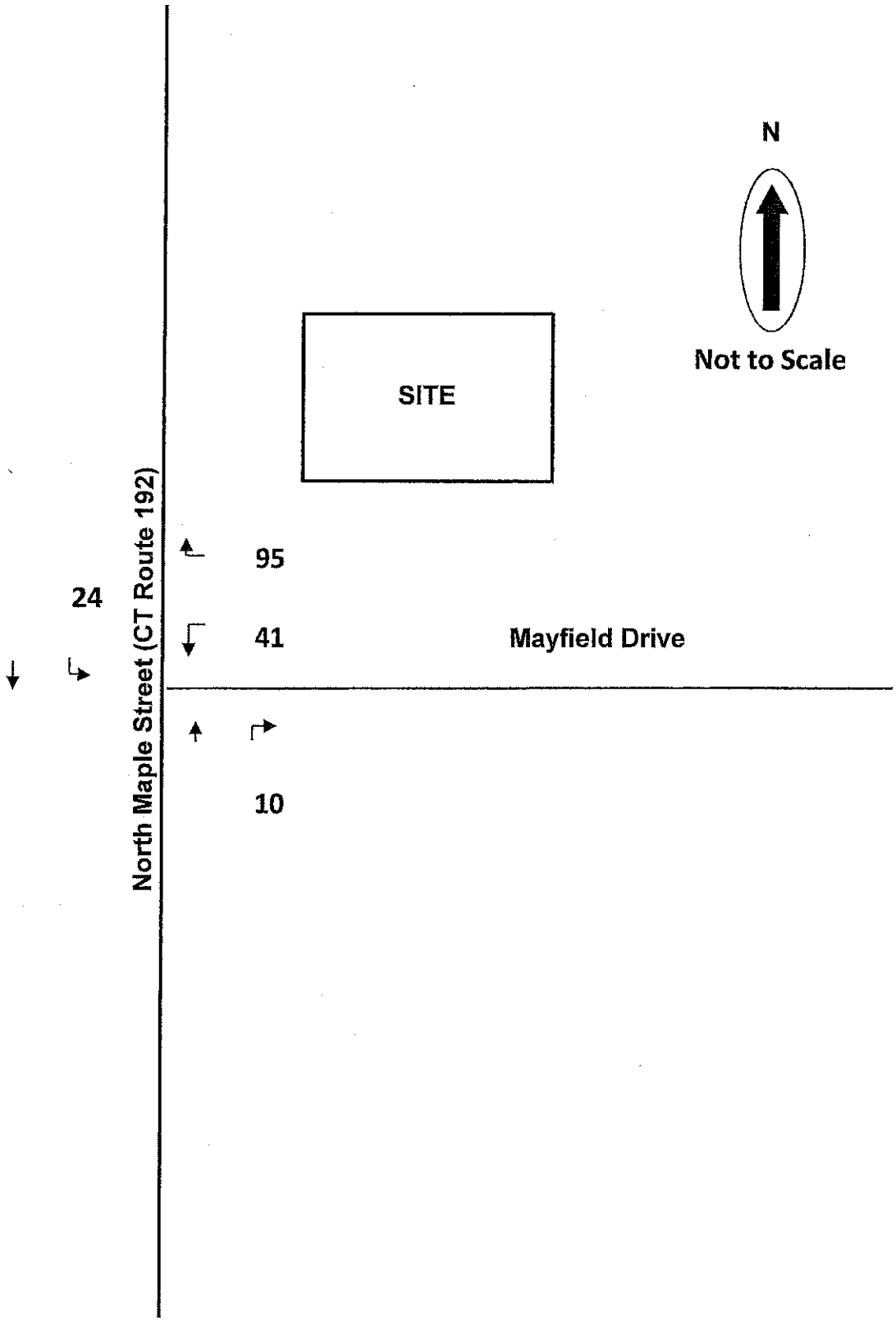
Electric Provider
Connecticut Light & Power
(800) 286-2000

Gas Provider
Yankee Gas Company
(800) 989-0900

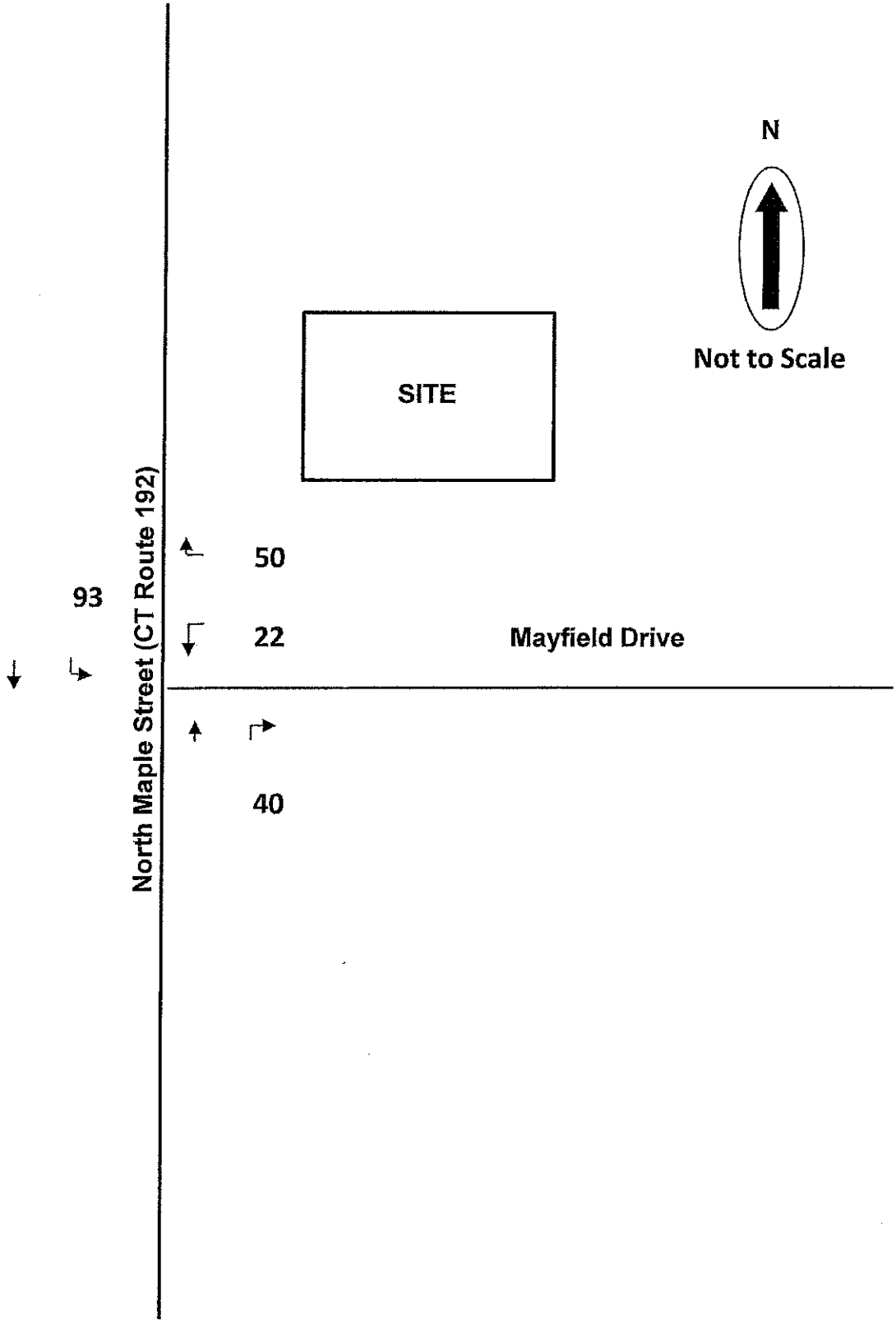
Water Provider
Connecticut Water Company
(800) 286-5700

Cable Provider
COX COMMUNICATIONS NEW ENGLA
(800) 955-9515

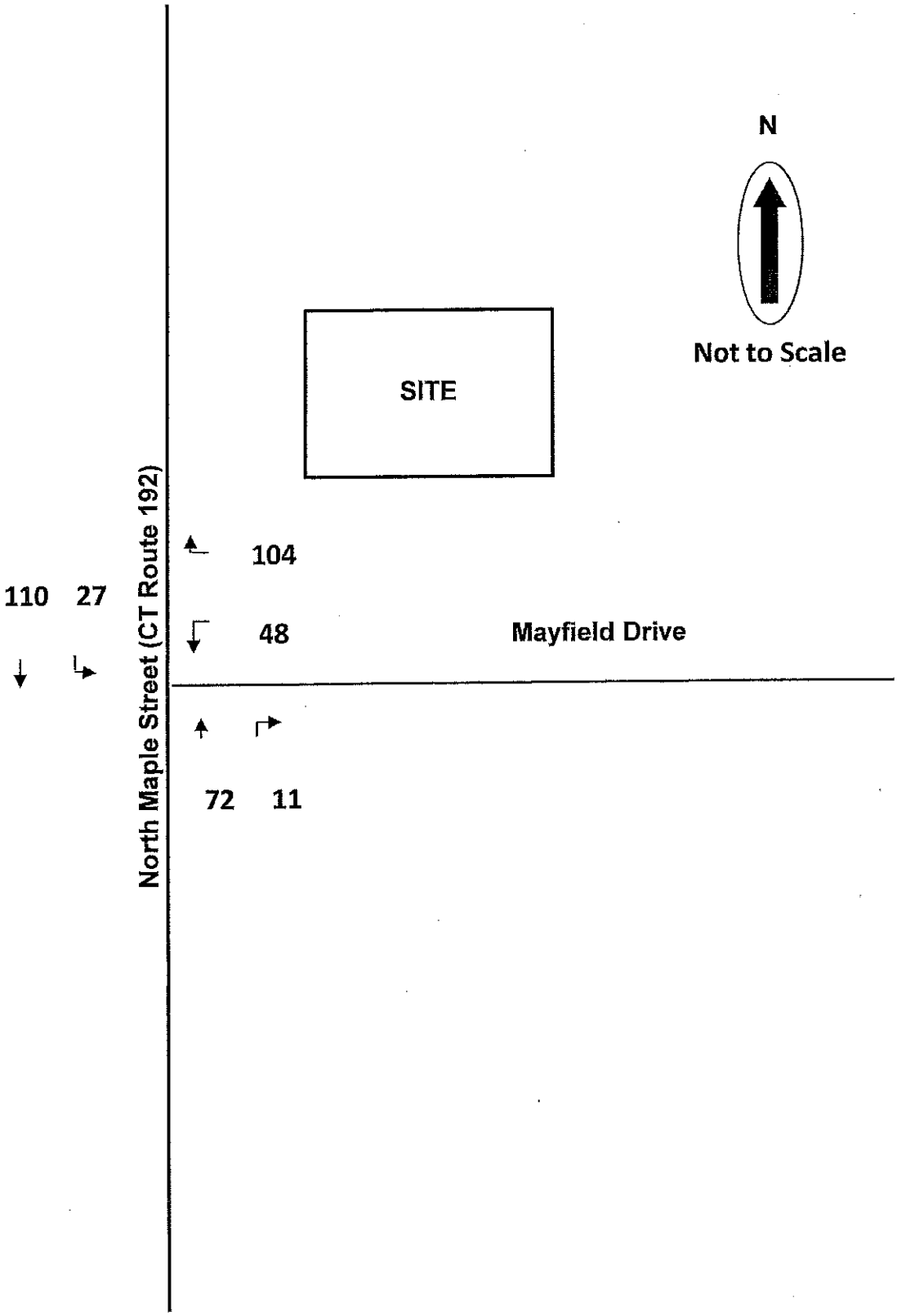
SiteGeneratedAM



SiteGeneratedPM



CombinedAM


N
Not to Scale
SITE
104
110
27
48
Mayfield Drive
North Maple Street (CT Route 192)
72
11

CombinedPM

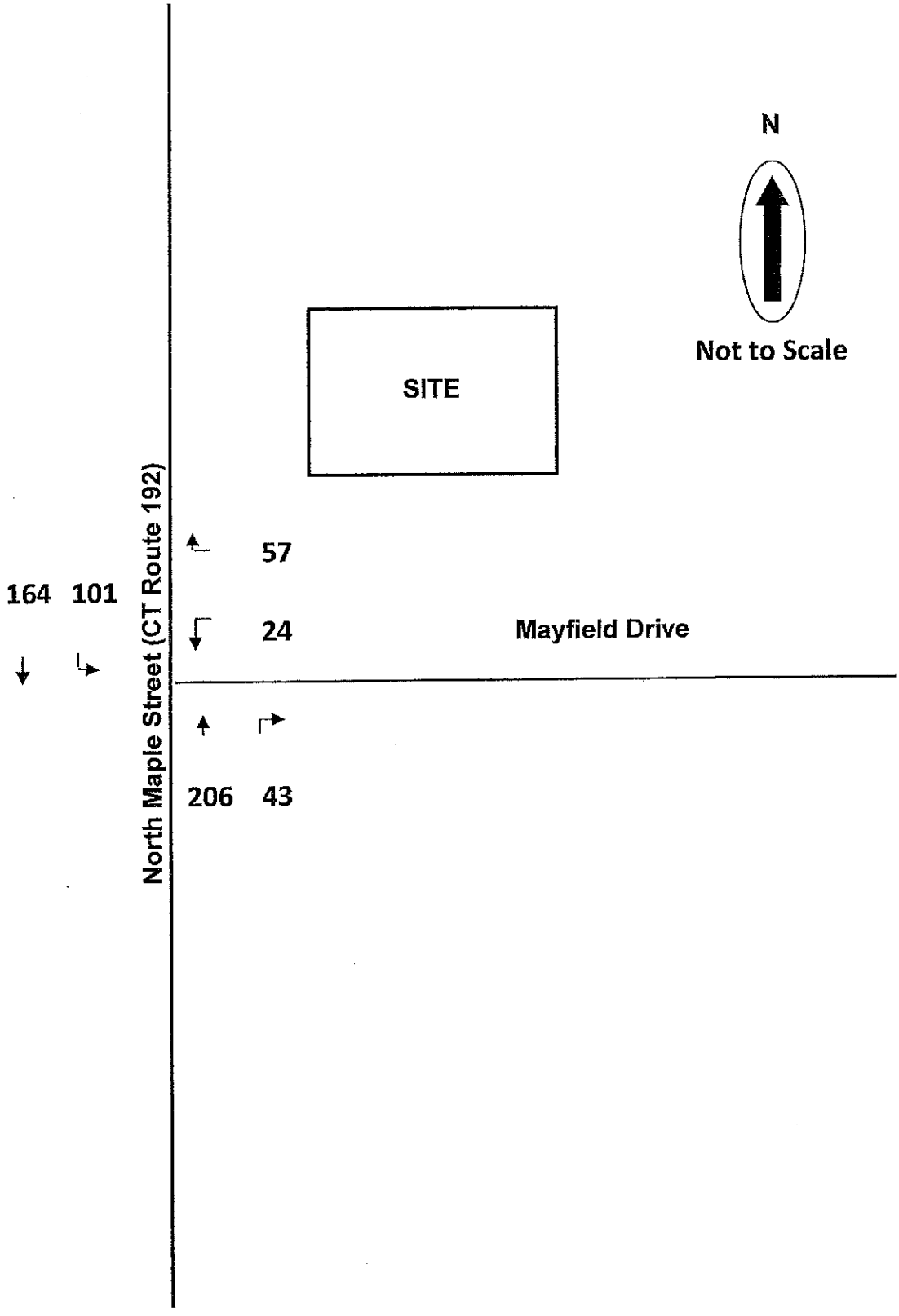

N
Not to Scale
SITE
North Maple Street (CT Route 192)
Mayfield Drive
57
24
164
101
206
43

EXHIBIT 13

LEVEL OF SERVICE CRITERIA
UNSIGNALIZED INTERSECTIONS

SOURCE: HIGHWAY CAPACITY MANUAL (HCM), 2010
TRANSPORTATION RESEARCH BOARD (1)

Level of Service for **unsignalized intersections** similar to the study intersections is defined in terms of the average control delay for the approach or movement evaluated. Control delay involves movements at slower speeds and stops on intersection approaches as vehicles move up in the queue or slow down upstream of an intersection.

The delay experienced by a motorist is comprised of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference time that would result during base conditions in the absence of incident, control, traffic, or geometric delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

At two-way stop-controlled and all-way stop-controlled intersections, control delay is the total elapsed time from a vehicle joining the queue until its departure from the stopped position at the head of the queue. The control delay also includes the time required to decelerate to a stop and to accelerate to the free-flow speed.

Level of Service (LOS) for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS is **not defined** for the intersection as a whole.

Level of Service (LOS) for an all-way stop-controlled intersection is determined by the computed or measured control delay and is defined for all movements. A LOS **is then defined** for the intersection as a whole.

Levels of Service (LOS) for **unsignalized intersections** are defined as follows:

LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	CONDITION
LOS A	0 TO 10	LITTLE OR NO DELAY
LOS B	> 10 TO 15	SHORT DELAY
LOS C	> 15 TO 25	AVERAGE DELAY
LOS D	> 25 TO 35	LONG DELAY
LOS E	> 35 TO 50	VERY LONG DELAY
LOS F	> 50	EXTREME DELAY

In today's environment, Levels of Service D to F are common and are often experienced on minor street approaches to major streets carrying relatively high traffic volumes.

(1) HCM, Exhibits 17-2 and 17-22.

Exhibit 14
Traffic Operations Analysis Worksheets
2012 Existing Weekday AM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	7	9	66	1	3	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	10	72	1	3	109
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	188	72			73	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	188	72			73	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	800	990			1527	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	17	73	112
Volume Left	8	0	3
Volume Right	10	1	0
cSH	897	1700	1527
Volume to Capacity	0.02	0.04	0.00
Queue Length (ft)	1	0	0
Control Delay (s)	9.1	0.0	0.2
Lane LOS	A		A
Approach Delay (s)	9.1	0.0	0.2
Approach LOS	A		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	17.7%	ICU Level of Service	A
Analysis Period (min)	15		

Exhibit 15
Traffic Operations Analysis Worksheets
2012 Existing Weekday PM Peak Hour

3: Mayfield Drive & Route 192

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	2	7	187	3	8	149
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	8	203	3	9	162
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	384	205			207	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	384	205			207	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			99	
cM capacity (veh/h)	615	836			1365	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	10	207	171
Volume Left	2	0	9
Volume Right	8	3	0
cSH	774	1700	1365
Volume to Capacity	0.01	0.12	0.01
Queue Length (ft)	1	0	0
Control Delay (s)	9.7	0.0	0.4
Lane LOS	A		A
Approach Delay (s)	9.7	0.0	0.4
Approach LOS	A		

Intersection Summary

Average Delay	0.4		
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		

Exhibit 16
Traffic Operations Analysis Worksheets
2017 Background Weekday AM Peak Hour

3: Mayfield Drive & Route 192

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	7	9	72	1	3	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	10	78	1	3	120
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	205	79			79	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	205	79			79	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	782	982			1519	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	17	79	123
Volume Left	8	0	3
Volume Right	10	1	0
cSH	883	1700	1519
Volume to Capacity	0.02	0.05	0.00
Queue Length (ft)	2	0	0
Control Delay (s)	9.2	0.0	0.2
Lane LOS	A		A
Approach Delay (s)	9.2	0.0	0.2
Approach LOS	A		

Intersection Summary

Average Delay	0.8		
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		

Exhibit 17
Traffic Operations Analysis Worksheets
2017 Background Weekday PM Peak Hour

3: Mayfield Drive & Route 192

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	2	7	206	3	8	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	8	224	3	9	178
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	421	226			227	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	421	226			227	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			99	
cM capacity (veh/h)	585	814			1341	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	10	227	187
Volume Left	2	0	9
Volume Right	8	3	0
cSH	749	1700	1341
Volume to Capacity	0.01	0.13	0.01
Queue Length (ft)	1	0	0
Control Delay (s)	9.9	0.0	0.4
Lane LOS	A		A
Approach Delay (s)	9.9	0.0	0.4
Approach LOS	A		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	25.1%	ICU Level of Service	A
Analysis Period (min)	15		

Exhibit 18
Traffic Operations Analysis Worksheets
2017 Combined Weekday AM Peak Hour

3: Mayfield Drive & Route 192

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	48	104	72	11	27	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	113	78	12	29	120
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	262	84			90	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	262	84			90	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	88			98	
cM capacity (veh/h)	712	975			1505	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	165	90	149
Volume Left	52	0	29
Volume Right	113	12	0
cSH	873	1700	1505
Volume to Capacity	0.19	0.05	0.02
Queue Length (ft)	17	0	1
Control Delay (s)	10.1	0.0	1.6
Lane LOS	B		A
Approach Delay (s)	10.1	0.0	1.6
Approach LOS	B		

Intersection Summary			
Average Delay	4.7		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

Exhibit 19
Traffic Operations Analysis Worksheets
2017 Combined Weekday PM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	24	57	206	43	101	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	62	224	47	110	178
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	645	247			271	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	645	247			271	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	92			92	
cM capacity (veh/h)	400	791			1293	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	88	271	288
Volume Left	26	0	110
Volume Right	62	47	0
cSH	613	1700	1293
Volume to Capacity	0.14	0.16	0.08
Queue Length (ft)	12	0	7
Control Delay (s)	11.9	0.0	3.5
Lane LOS	B		A
Approach Delay (s)	11.9	0.0	3.5
Approach LOS	B		

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

Exhibit 20
Automatic Traffic Recorder Measurements
Route 192 vicinity of Mayfield Drive

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

North Maple Street North of Mayfield Drive
Enfield, Connecticut

Site Code: 2896
Station ID:

Latitude: 0' 0.000 Undefined

Start	26-Nov-12		Tue		Wed		Thu		Fri		Sat		Sun		Week Averag	
Time	Northbo	South	North	South	North	South	North	South	North	South	North	South	North	South	North	South
12:00 AM	*	*	*	*	*	*	67	7	62	6	47	17	15	5	48	9
01:00	*	*	*	*	*	*	3	1	2	2	7	10	5	7	4	5
02:00	*	*	*	*	*	*	3	3	1	0	2	4	4	2	2	2
03:00	*	*	*	*	*	*	3	1	1	1	5	2	1	1	2	1
04:00	*	*	*	*	*	*	2	5	1	4	2	2	1	0	2	3
05:00	*	*	*	*	*	*	19	39	15	18	11	7	0	1	11	16
06:00	*	*	*	*	*	*	38	73	35	94	8	21	6	10	22	50
07:00	*	*	*	*	*	*	69	122	73	104	46	32	20	19	52	69
08:00	*	*	*	*	*	*	80	95	86	98	47	43	24	31	59	67
09:00	*	*	*	*	*	*	71	73	81	85	91	81	52	60	74	75
10:00	*	*	*	*	*	*	63	83	93	77	92	115	60	70	77	86
11:00	*	*	*	*	*	*	87	78	107	103	120	121	74	97	97	100
12:00 PM	*	*	*	*	*	*	107	118	121	116	133	140	120	100	120	118
01:00	*	*	*	*	*	*	113	107	105	104	138	125	103	99	115	109
02:00	*	*	*	*	*	*	117	105	134	131	111	113	86	119	112	117
03:00	*	*	*	*	*	*	190	173	183	173	116	111	104	121	148	144
04:00	*	*	*	*	*	*	174	117	175	164	103	101	94	104	136	122
05:00	*	*	*	*	164	158	170	155	179	128	97	102	68	82	136	125
06:00	*	*	*	*	100	102	112	101	125	130	88	87	59	47	97	93
07:00	*	*	*	*	88	72	69	80	102	98	61	67	70	60	78	75
08:00	*	*	*	*	38	45	58	53	58	59	51	48	31	35	47	48
09:00	*	*	*	*	26	34	32	31	45	44	39	44	17	14	32	33
10:00	*	*	*	*	19	21	18	30	23	27	24	31	10	7	19	23
11:00	*	*	*	*	16	8	25	10	32	9	10	23	12	9	19	12
Lane	0	0	0	0	451	440	1690	1660	1839	1775	1449	1447	1036	1100	1509	1502
Day	0		0		891		3350		3614		2896		2136		3011	
AM Peak							11:00	07:00	11:00	07:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.							87	122	107	104	120	121	74	97	97	100
PM Peak					17:00	17:00	15:00	15:00	15:00	15:00	13:00	12:00	12:00	15:00	15:00	15:00
Vol.					164	158	190	173	183	173	138	140	120	121	148	144

North Maple Street North of Mayfield Drive
Enfield, Connecticut

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

Site Code: 2896
Station ID:

Latitude: 0' 0.000 Undefined

Start	03-Dec-12		Tue		Wed		Thu		Fri		Sat		Sun		Week Averag	
Time	Northbo	South	North	South	North	South	North	South	North	South	North	South	North	South	North	South
12:00 AM	5	1	*	*	*	*	*	*	*	*	*	*	*	*	5	1
01:00	2	2	*	*	*	*	*	*	*	*	*	*	*	*	2	2
02:00	2	0	*	*	*	*	*	*	*	*	*	*	*	*	2	0
03:00	2	0	*	*	*	*	*	*	*	*	*	*	*	*	2	0
04:00	3	3	*	*	*	*	*	*	*	*	*	*	*	*	3	3
05:00	12	18	*	*	*	*	*	*	*	*	*	*	*	*	12	18
06:00	45	99	*	*	*	*	*	*	*	*	*	*	*	*	45	99
07:00	61	**123**	*	*	*	*	*	*	*	*	*	*	*	*	61	**123**
08:00	61	77	*	*	*	*	*	*	*	*	*	*	*	*	61	77
09:00	**87**	76	*	*	*	*	*	*	*	*	*	*	*	*	**87**	76
10:00	75	61	*	*	*	*	*	*	*	*	*	*	*	*	75	61
11:00	79	75	*	*	*	*	*	*	*	*	*	*	*	*	79	75
12:00 PM	102	94	*	*	*	*	*	*	*	*	*	*	*	*	102	94
01:00	**104**	**111**	*	*	*	*	*	*	*	*	*	*	*	*	**104**	**111**
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	640	740	0	0	0	0	0	0	0	0	0	0	0	0	640	740
Day	1380		0		0		0		0		0		0		1380	
AM Peak	09:00	07:00													09:00	07:00
Vol.	87	123													87	123
PM Peak	13:00	13:00													13:00	13:00
Vol.	104	111													104	111

Comb. Total	1380	0	891	3350	3614	2896	2136	4391

ADT ADT 3,482 AADT 3,482

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

North Maple Street North of Mayfield Drive
Enfield, Connecticut

Site Code: 2896
Station ID:

Northbound

Latitude: 0' 0.000 Undefined

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Perce	95th Perce
11/28/ 12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	0	0	**2**	**17**	**35**	**74**	30	5	1	0	0	0	0	0	**164**	41	45
18:00	**1**	0	0	6	12	41	30	7	**2**	**1**	0	0	0	0	100	43	47
19:00	0	**1**	0	3	4	36	**36**	**8**	0	0	0	0	0	0	88	44	47
20:00	0	0	0	0	1	16	13	7	1	0	0	0	0	0	38	46	49
21:00	0	0	0	0	1	9	12	2	2	0	0	0	0	0	26	44	45
22:00	0	0	0	0	3	6	4	5	1	0	0	0	0	0	19	48	50
23:00	0	0	0	0	2	3	4	6	1	0	0	0	0	0	16	48	50
Total	1	1	2	26	58	185	129	40	8	1	0	0	0	0	451		
Percent	0.2%	0.2%	0.4%	5.8%	12.9 %	41.0 %	28.6 %	8.9%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak	18:00	19:00	17:00	17:00	17:00	17:00	19:00	19:00	18:00	18:00					17:00		
Vol.	1	1	2	17	35	74	36	8	2	1					164		

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Station ID:

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Perce	95th Perce
11/29/ 12	0	0	0	0	1	**26**	22	12	6	0	0	0	0	0	67	48	51
01:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	*	*
02:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	*	*
03:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3	*	*
04:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	*	*
05:00	0	0	**1**	0	0	5	8	4	1	0	0	0	0	0	19	47	49
06:00	0	0	1	1	5	7	16	7	1	0	0	0	0	0	38	46	49
07:00	0	0	0	1	7	17	23	**20**	1	0	0	0	0	0	69	47	49
08:00	0	0	0	1	9	20	26	19	5	0	0	0	0	0	80	48	51
09:00	0	0	0	1	4	16	30	17	2	**1**	0	0	0	0	71	47	49
10:00	0	0	0	**4**	**11**	13	21	12	2	0	0	0	0	0	63	46	49
11:00	0	0	0	2	5	19	**39**	15	**7**	0	0	0	0	0	**87**	47	51
12 PM	**1**	0	0	4	4	26	46	20	6	0	0	0	0	0	107	47	50
13:00	0	0	**1**	2	5	30	56	17	2	0	0	0	0	0	113	45	48
14:00	1	2	0	1	6	27	55	19	4	**2**	0	0	0	0	117	47	50
15:00	1	0	0	2	**17**	51	**87**	**26**	5	0	**1**	0	0	0	**190**	46	49
16:00	0	0	0	**8**	11	53	66	24	**11**	1	0	0	0	0	174	46	51
17:00	0	**3**	0	0	15	**63**	69	18	2	0	0	0	0	0	170	45	47
18:00	0	0	1	2	2	45	43	16	1	2	0	0	0	0	112	45	48
19:00	0	0	0	1	3	26	23	13	2	1	0	0	0	0	69	46	49
20:00	1	0	0	0	5	13	31	7	1	0	0	0	0	0	58	45	48
21:00	0	0	0	0	0	13	16	3	0	0	0	0	0	0	32	44	46
22:00	0	0	0	0	0	4	10	4	0	0	0	0	0	0	18	46	48
23:00	0	0	0	1	4	6	10	3	0	1	0	0	0	0	25	44	46
Total	4	5	4	32	116	483	700	278	59	8	1	0	0	0	1690		
Percent	0.2%	0.3%	0.2%	1.9%	6.9%	28.6 %	41.4 %	16.4 %	3.5%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak			05:00	10:00	10:00	00:00	11:00	07:00	11:00	09:00					11:00		
Vol.			1	4	11	26	39	20	7	1					87		
PM Peak	12:00	17:00	13:00	16:00	15:00	17:00	15:00	15:00	16:00	14:00	15:00				15:00		
Vol.	1	3	1	8	17	63	87	26	11	2	1				190		

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(860) 828-1693

North Maple Street North of Mayfield Drive
Enfield, Connecticut

Site Code: 2896
Station ID:

Latitude: 0' 0.000 Undefined

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Perce	95th Perce
11/30/ 12	0	0	0	0	1	18	22	**18**	3	0	0	0	0	0	62	47	50
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
05:00	0	0	0	2	1	4	5	2	1	0	0	0	0	0	15	45	46
06:00	**1**	0	0	0	6	9	10	7	2	0	0	0	0	0	35	47	50
07:00	0	**1**	**1**	1	11	18	25	13	3	0	0	0	0	0	73	46	49
08:00	0	0	0	**10**	**14**	22	30	9	0	1	0	0	0	0	86	44	47
09:00	0	0	1	3	11	25	21	16	2	**2**	0	0	0	0	81	46	49
10:00	0	0	1	2	4	**28**	42	12	3	1	0	0	0	0	93	46	49
11:00	0	0	0	3	12	23	**48**	15	**6**	0	0	0	0	0	**107**	46	50
12 PM	0	0	0	0	9	26	48	26	**11**	1	0	0	0	0	121	48	52
13:00	0	0	0	3	8	26	52	13	3	0	0	0	0	0	105	45	48
14:00	0	0	0	2	5	30	63	29	2	1	**2**	0	0	0	134	46	49
15:00	0	0	1	3	3	45	**86**	**36**	5	**3**	0	**1**	0	0	**183**	47	50
16:00	0	0	**2**	**4**	12	45	86	23	2	1	0	0	0	0	175	45	48
17:00	0	**1**	1	4	**20**	**71**	66	12	3	0	1	0	0	0	179	44	47
18:00	0	0	2	3	13	35	50	16	5	1	0	0	0	0	125	46	50
19:00	0	0	1	2	8	32	52	4	2	1	0	0	0	0	102	44	46
20:00	0	0	0	1	4	30	18	5	0	0	0	0	0	0	58	44	47
21:00	0	0	0	1	0	17	19	8	0	0	0	0	0	0	45	46	48
22:00	0	0	0	0	3	10	8	1	1	0	0	0	0	0	23	42	44
23:00	0	0	1	1	3	10	9	4	4	0	0	0	0	0	32	49	52
Total	1	2	11	46	148	525	763	269	58	12	3	1	0	0	1839		
Percent	0.1%	0.1%	0.6%	2.5%	8.0%	28.5 %	41.5 %	14.6 %	3.2%	0.7%	0.2%	0.1%	0.0%	0.0%			
AM Peak	06:00	07:00	07:00	08:00	08:00	10:00	11:00	00:00	11:00	09:00					11:00		
Vol.	1	1	1	10	14	28	48	18	6	2					107		
PM Peak		17:00	16:00	16:00	17:00	17:00	15:00	15:00	12:00	15:00	14:00	15:00			15:00		
Vol.		1	2	4	20	71	86	36	11	3	2	1			183		

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Latitude: 0' 0.000 Undefined

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Perce	95th Perce
12/01/ 12	0	0	0	0	0	16	22	6	3	0	0	0	0	0	47	46	50
01:00	0	0	0	0	2	3	1	1	0	0	0	0	0	0	7	38	38
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	*	*
03:00	0	0	0	2	0	1	1	1	0	0	0	0	0	0	5	*	*
04:00	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	2	*	*
05:00	**1**	0	1	0	4	1	1	3	0	0	0	0	0	0	11	47	47
06:00	0	0	0	0	1	1	5	1	0	0	0	0	0	0	8	44	45
07:00	0	0	0	0	5	15	16	8	2	0	0	0	0	0	46	46	49
08:00	0	0	0	2	2	10	14	15	3	0	0	**1**	0	0	47	48	50
09:00	0	0	0	**6**	10	32	29	11	3	0	0	0	0	0	91	45	49
10:00	0	0	0	3	**13**	10	46	**17**	3	0	0	0	0	0	92	46	49
11:00	0	0	0	2	12	**40**	**49**	12	**4**	**1**	0	0	0	0	**120**	45	49
12 PM	0	0	0	3	6	49	44	**28**	3	0	0	0	0	0	133	47	49
13:00	**4**	0	**1**	2	13	**51**	**47**	18	2	0	0	0	0	0	**138**	45	48
14:00	1	0	0	0	6	47	40	13	4	0	0	0	0	0	111	45	49
15:00	0	**2**	0	2	9	36	43	21	3	0	0	0	0	0	116	46	49
16:00	0	0	0	**4**	15	32	40	10	2	0	0	0	0	0	103	44	47
17:00	0	1	0	1	15	38	27	14	0	**1**	0	0	0	0	97	45	48
18:00	0	0	1	2	**16**	30	32	7	0	0	0	0	0	0	88	44	46
19:00	0	0	0	3	7	24	24	2	1	0	0	0	0	0	61	43	45
20:00	0	0	1	1	4	20	17	6	2	0	0	0	0	0	51	45	49
21:00	0	0	1	3	3	8	15	5	4	0	0	0	0	0	39	48	52
22:00	0	0	0	1	2	8	12	1	0	0	0	0	0	0	24	44	45
23:00	0	0	0	1	1	4	1	1	2	0	0	0	0	0	10	39	39
Total	6	3	6	38	146	477	528	201	41	2	0	1	0	0	1449		
Percent	0.4%	0.2%	0.4%	2.6%	10.1 %	32.9 %	36.4 %	13.9 %	2.8%	0.1%	0.0%	0.1%	0.0%	0.0%			
AM Peak	05:00		04:00	09:00	10:00	11:00	11:00	10:00	11:00	11:00		08:00			11:00		
Vol.	1		1	6	13	40	49	17	4	1		1			120		
PM Peak	13:00	15:00	13:00	16:00	18:00	13:00	13:00	12:00	14:00	17:00					13:00		
Vol.	4	2	1	4	16	51	47	28	4	1					138		

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Latitude: 0' 0.000 Undefined

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Perce	95th Perce
12/02/ 12	0	0	0	**3**	1	6	5	0	0	0	0	0	0	0	15	43	44
01:00	0	0	0	0	0	4	1	0	0	0	0	0	0	0	5	39	39
02:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4	*	*
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	1	3	1	1	0	0	0	0	0	0	6	38	38
07:00	0	0	**2**	1	4	4	5	2	2	0	0	0	0	0	20	44	46
08:00	0	0	0	1	3	10	8	1	1	0	0	0	0	0	24	42	44
09:00	0	0	0	3	6	17	16	6	1	**3**	0	0	0	0	52	46	50
10:00	0	0	0	1	5	12	**33**	7	1	1	0	0	0	0	60	45	48
11:00	0	0	0	1	**10**	**21**	29	**8**	**4**	1	0	0	0	0	**74**	46	51
12 PM	0	0	1	2	5	**36**	**54**	19	3	0	0	0	0	0	**120**	46	49
13:00	0	0	1	1	8	30	37	**20**	6	0	0	0	0	0	103	47	51
14:00	0	**1**	1	0	7	22	39	14	1	**1**	0	0	0	0	86	46	48
15:00	0	0	**2**	**3**	3	27	47	14	**7**	0	0	**1**	0	0	104	47	51
16:00	0	1	0	2	**11**	24	36	17	3	0	0	0	0	0	94	46	49
17:00	0	0	0	1	10	23	28	6	0	0	0	0	0	0	68	44	46
18:00	0	0	0	1	10	18	24	5	0	0	0	0	0	**1**	59	44	47
19:00	0	1	0	2	8	28	20	10	1	0	0	0	0	0	70	45	48
20:00	0	1	0	1	2	9	16	1	0	1	0	0	0	0	31	44	45
21:00	0	0	0	1	4	5	5	1	1	0	0	0	0	0	17	43	45
22:00	0	0	0	0	2	2	3	3	0	0	0	0	0	0	10	46	47
23:00	0	0	0	0	3	3	3	2	0	1	0	0	0	0	12	43	44
Total	0	4	7	25	105	306	411	137	31	8	0	1	0	1	1036		
Percent	0.0%	0.4%	0.7%	2.4%	10.1 %	29.5 %	39.7 %	13.2 %	3.0%	0.8%	0.0%	0.1%	0.0%	0.1%			
AM Peak			07:00	00:00	11:00	11:00	10:00	11:00	11:00	09:00					11:00		
Vol.			2	3	10	21	33	8	4	3					74		
PM Peak		14:00	15:00	15:00	16:00	12:00	12:00	13:00	15:00	14:00		15:00		18:00	12:00		
Vol.		1	2	3	11	36	54	20	7	1		1		1	120		

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Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Perce	95th Perce
12/03/ 12	0	0	0	1	1	1	2	0	0	0	0	0	0	0	5	*	*
01:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	*	*
04:00	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3	*	*
05:00	0	0	1	1	1	3	4	2	0	0	0	0	0	0	12	44	45
06:00	0	1	0	3	11	11	12	6	1	0	0	0	0	0	45	45	49
07:00	0	0	0	3	10	18	20	8	2	0	0	0	0	0	61	45	48
08:00	0	0	0	2	7	18	14	16	1	3	0	0	0	0	61	48	51
09:00	0	0	0	2	4	33	36	10	2	0	0	0	0	0	87	45	48
10:00	0	0	1	1	8	15	30	14	5	1	0	0	0	0	75	48	52
11:00	1	0	0	1	5	20	33	15	3	1	0	0	0	0	79	47	50
12 PM	0	0	0	2	10	25	42	17	6	0	0	0	0	0	102	47	51
13:00	1	0	1	1	11	30	40	15	4	1	0	0	0	0	104	46	50
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	1	3	18	69	175	237	105	24	6	0	0	0	0	640		
Percent	0.3%	0.2%	0.5%	2.8%	10.8 %	27.3 %	37.0 %	16.4 %	3.8%	0.9%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	06:00	05:00	06:00	06:00	09:00	09:00	08:00	10:00	08:00					09:00		
Vol.	1	1	1	3	11	33	36	16	5	3					87		
PM Peak	13:00		13:00	12:00	13:00	13:00	12:00	12:00	12:00	13:00					13:00		
Vol.	1		1	2	11	30	42	17	6	1					104		
Total	14	16	33	185	642	2151	2768	1030	221	37	4	3	0	1	7105		
Percent	0.2%	0.2%	0.5%	2.6%	9.0%	30.3 %	39.0 %	14.5 %	3.1%	0.5%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 34 MPH
50th Percentile : 40 MPH
85th Percentile : 46 MPH
95th Percentile : 50 MPH

Stats

10 MPH Pace Speed : 37-46 MPH
Number in Pace : 4553
Percent in Pace : 64.1%
Number of Vehicles > 40 MPH : 3978
Percent of Vehicles > 40 MPH : 56.0%
Mean Speed(Average) : 41 MPH

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

North Maple Street North of Mayfield Drive
Enfield, Connecticut

Site Code: 2896
Station ID:

Latitude: 0' 0.000 Undefined

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Perce	95th Perce
11/28/ 12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	0	0	**3**	**4**	**26**	**71**	**44**	9	1	0	0	0	0	0	**158**	43	46
18:00	0	0	0	2	15	30	38	**16**	1	0	0	0	0	0	102	45	48
19:00	0	0	0	0	4	23	32	11	**2**	0	0	0	0	0	72	45	48
20:00	0	0	0	0	5	11	15	12	2	0	0	0	0	0	45	47	49
21:00	0	0	0	3	4	3	13	10	1	0	0	0	0	0	34	47	50
22:00	0	0	0	1	0	9	6	3	2	0	0	0	0	0	21	47	49
23:00	0	0	0	0	2	1	2	3	0	0	0	0	0	0	8	47	47
Total	0	0	3	10	56	148	150	64	9	0	0	0	0	0	440		
Percent	0.0%	0.0%	0.7%	2.3%	12.7%	33.6%	34.1%	14.5%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak			17:00	17:00	17:00	17:00	17:00	18:00	19:00						17:00		
Vol.			3	4	26	71	44	16	2						158		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

North Maple Street North of Mayfield Drive
Enfield, Connecticut

Site Code: 2896
Station ID:

Southbound

Latitude: 0' 0.000 Undefined

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Perce	95th Perce
11/29/ 12	0	0	0	0	0	3	1	2	1	0	0	0	0	0	7	38	38
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
02:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	*	*
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5	*	*
05:00	0	0	0	0	4	6	16	8	3	1	**1**	0	0	0	39	48	52
06:00	0	**1**	0	1	5	13	30	17	5	1	0	0	0	0	73	48	52
07:00	0	0	0	0	3	19	**58**	**32**	**8**	2	0	0	0	0	**122**	48	52
08:00	0	0	0	1	5	18	34	26	7	**4**	0	0	0	0	95	49	54
09:00	0	0	0	**2**	5	12	30	16	7	1	0	0	0	0	73	48	52
10:00	0	0	0	0	**11**	20	32	15	3	2	0	0	0	0	83	47	50
11:00	0	0	0	1	6	**23**	23	20	3	2	0	0	0	0	78	48	51
12 PM	0	0	1	1	5	24	51	27	**9**	0	0	0	0	0	118	48	51
13:00	0	0	**2**	1	6	25	40	22	9	2	0	0	0	0	107	48	52
14:00	0	0	0	2	5	26	44	16	9	0	**1**	**2**	0	0	105	47	51
15:00	0	0	1	0	11	32	**76**	**45**	5	**3**	0	0	0	0	**173**	48	51
16:00	0	0	0	1	11	36	42	22	5	0	0	0	0	0	117	47	50
17:00	0	0	1	**3**	**20**	**53**	53	20	5	0	0	0	0	0	155	45	49
18:00	0	0	0	2	13	34	35	14	3	0	0	0	0	0	101	45	49
19:00	0	0	0	0	3	22	41	10	3	1	0	0	0	0	80	46	50
20:00	0	0	0	1	2	24	20	5	1	0	0	0	0	0	53	45	48
21:00	0	0	0	1	4	7	13	4	1	1	0	0	0	0	31	45	48
22:00	0	0	0	0	2	8	11	7	2	0	0	0	0	0	30	47	50
23:00	0	0	0	1	1	3	3	1	1	0	0	0	0	0	10	42	43
Total	0	1	5	18	124	412	657	329	90	20	2	2	0	0	1660		
Percent	0.0%	0.1%	0.3%	1.1%	7.5%	24.8 %	39.6 %	19.8 %	5.4%	1.2%	0.1%	0.1%	0.0%	0.0%			
AM Peak		06:00		09:00	10:00	11:00	07:00	07:00	07:00	08:00	05:00				07:00		
Vol.		1		2	11	23	58	32	8	4	1				122		
PM Peak			13:00	17:00	17:00	17:00	15:00	15:00	12:00	15:00	14:00	14:00			15:00		
Vol.			2	3	20	53	76	45	9	3	1	2			173		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

North Maple Street North of Mayfield Drive
Enfield, Connecticut

Site Code: 2896
Station ID:

Southbound

Latitude: 0' 0.000 Undefined

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Perce	95th Perce
11/30/ 12	0	0	0	0	0	3	3	0	0	0	0	0	0	0	6	42	42
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4	*	*
05:00	0	0	0	0	1	7	6	4	0	0	0	0	0	0	18	46	48
06:00	0	0	**1**	1	5	16	**42**	19	9	1	0	0	0	0	94	49	52
07:00	0	0	0	0	9	23	34	**26**	**10**	**2**	0	0	0	0	**104**	49	52
08:00	0	0	0	1	9	**32**	32	23	1	0	0	0	0	0	98	47	49
09:00	**1**	**2**	0	**2**	6	21	36	10	4	2	0	**1**	0	0	85	46	52
10:00	0	0	0	0	**13**	24	26	9	5	0	0	0	0	0	77	46	51
11:00	0	0	0	1	9	23	41	20	9	0	0	0	0	0	103	48	51
12 PM	0	0	**2**	2	9	31	40	24	4	**3**	1	0	0	0	116	48	53
13:00	0	0	0	0	3	31	44	21	5	0	0	0	0	0	104	47	50
14:00	0	0	0	1	8	19	62	30	**9**	0	**2**	0	0	0	131	48	51
15:00	0	0	1	1	4	45	**71**	**42**	7	2	0	0	0	0	**173**	47	50
16:00	0	0	0	**6**	**14**	42	64	33	3	2	0	0	0	0	164	46	49
17:00	0	0	1	3	14	38	49	16	7	0	0	0	0	0	128	46	50
18:00	0	0	1	2	9	**51**	55	9	3	0	0	0	0	0	130	44	47
19:00	0	0	1	2	6	38	38	10	2	1	0	0	0	0	98	44	48
20:00	0	0	0	0	6	16	25	9	3	0	0	0	0	0	59	46	50
21:00	0	0	0	0	4	15	17	7	1	0	0	0	0	0	44	45	48
22:00	0	0	0	1	4	9	7	5	1	0	0	0	0	0	27	47	49
23:00	0	0	0	1	0	3	5	0	0	0	0	0	0	0	9	43	44
Total	1	2	7	24	134	488	700	318	84	13	3	1	0	0	1775		
Percent	0.1%	0.1%	0.4%	1.4%	7.5%	27.5 %	39.4 %	17.9 %	4.7%	0.7%	0.2%	0.1%	0.0%	0.0%			
AM Peak	09:00	09:00	06:00	09:00	10:00	08:00	06:00	07:00	07:00	07:00		09:00			07:00		
Vol.	1	2	1	2	13	32	42	26	10	2		1			104		
PM Peak			12:00	16:00	16:00	18:00	15:00	15:00	14:00	12:00	14:00				15:00		
Vol.			2	6	14	51	71	42	9	3	2				173		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

North Maple Street North of Mayfield Drive
Enfield, Connecticut

Site Code: 2896
Station ID:

Southbound

Latitude: 0' 0.000 Undefined

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Perce	95th Perce
12/01/ 12	0	0	0	0	0	5	5	4	2	0	0	0	1	0	17	48	50
01:00	0	0	0	0	2	2	3	2	1	0	0	0	0	0	10	44	44
02:00	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4	42	42
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	*
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	*	*
05:00	0	0	0	1	1	0	2	2	1	0	0	0	0	0	7	*	*
06:00	0	0	0	0	4	7	5	4	1	0	0	0	0	0	21	47	49
07:00	0	0	0	0	2	7	10	9	4	0	0	0	0	0	32	49	52
08:00	0	0	0	1	5	10	17	7	1	1	1	0	0	0	43	46	49
09:00	0	0	1	1	6	21	31	16	3	0	1	0	0	1	81	47	50
10:00	0	0	0	3	7	30	41	25	8	1	0	0	0	0	115	48	51
11:00	0	0	0	0	6	39	48	26	2	0	0	0	0	0	121	46	49
12 PM	0	0	0	4	15	39	42	37	2	1	0	0	0	0	140	47	49
13:00	7	2	2	0	9	32	53	18	2	0	0	0	0	0	125	45	48
14:00	0	0	0	0	5	31	35	28	9	5	0	0	0	0	113	49	54
15:00	0	0	0	1	9	27	52	16	4	2	0	0	0	0	111	46	50
16:00	0	0	1	0	16	36	34	13	1	0	0	0	0	0	101	45	48
17:00	0	0	0	0	16	37	37	9	3	0	0	0	0	0	102	45	48
18:00	0	0	2	3	10	30	32	6	3	1	0	0	0	0	87	44	49
19:00	0	1	0	0	8	22	27	7	2	0	0	0	0	0	67	45	48
20:00	0	0	0	0	3	17	21	6	1	0	0	0	0	0	48	45	48
21:00	0	0	0	1	5	16	17	4	1	0	0	0	0	0	44	44	47
22:00	0	0	0	0	3	12	9	4	1	0	1	1	0	0	31	45	48
23:00	0	0	0	0	0	6	13	4	0	0	0	0	0	0	23	45	47
Total	7	3	6	15	135	428	537	247	52	11	3	1	1	1	1447		
Percent	0.5%	0.2%	0.4%	1.0%	9.3%	29.6 %	37.1 %	17.1 %	3.6%	0.8%	0.2%	0.1%	0.1%	0.1%			
AM Peak			09:00	10:00	10:00	11:00	11:00	11:00	10:00	08:00	08:00		00:00	09:00	11:00		
Vol.			1	3	7	39	48	26	8	1	1		1	1	121		
PM Peak	13:00	13:00	13:00	12:00	16:00	12:00	13:00	12:00	14:00	14:00	22:00	22:00			12:00		
Vol.	7	2	2	4	16	39	53	37	9	5	1	1			140		

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Site Code: 2896
Station ID:

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Latitude: 0' 0.000 Undefined

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Perce	95th Perce
12/02/ 12	0	0	0	0	1	0	1	3	0	0	0	0	0	0	5	47	47
01:00	0	0	0	0	1	1	4	1	0	0	0	0	0	0	7	44	44
02:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	*	*
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	*	*
06:00	0	0	0	0	2	2	5	0	1	0	0	0	0	0	10	43	44
07:00	0	0	0	0	2	4	7	5	1	0	0	0	0	0	19	48	50
08:00	0	0	0	0	2	9	10	7	1	**1**	**1**	0	0	0	31	46	49
09:00	0	0	0	0	3	17	19	18	3	0	0	0	0	0	60	48	50
10:00	0	0	0	0	5	18	27	16	**4**	0	0	0	0	0	70	47	50
11:00	0	0	0	**2**	**6**	**20**	**42**	**24**	3	0	0	0	0	0	**97**	47	49
12 PM	0	0	0	1	3	30	41	22	2	**1**	0	0	0	0	100	46	49
13:00	0	0	0	3	7	25	39	21	4	0	0	0	0	0	99	47	50
14:00	0	0	**2**	3	**11**	23	40	**31**	**9**	0	0	0	0	0	119	48	51
15:00	0	0	0	2	3	29	**50**	29	7	0	**1**	0	0	0	**121**	48	51
16:00	0	0	0	0	11	**32**	37	18	6	0	0	0	0	0	104	47	50
17:00	0	**1**	0	**5**	11	26	32	5	1	1	0	0	0	0	82	44	47
18:00	0	0	0	0	8	17	14	5	3	0	0	0	0	0	47	46	50
19:00	0	0	1	0	7	18	23	9	1	1	0	0	0	0	60	45	49
20:00	0	0	0	0	8	12	12	3	0	0	0	0	0	0	35	44	46
21:00	0	0	0	1	0	2	9	1	1	0	0	0	0	0	14	45	46
22:00	0	0	0	2	0	2	2	1	0	0	0	0	0	0	7	*	*
23:00	0	0	0	0	2	1	3	0	2	0	0	**1**	0	0	9	42	42
Total	0	1	3	19	93	288	419	221	49	4	2	1	0	0	1100		
Percent	0.0%	0.1%	0.3%	1.7%	8.5%	26.2 %	38.1 %	20.1 %	4.5%	0.4%	0.2%	0.1%	0.0%	0.0%			
AM Peak				11:00	11:00	11:00	11:00	11:00	10:00	08:00	08:00				11:00		
Vol.				2	6	20	42	24	4	1	1				97		
PM Peak		17:00	14:00	17:00	14:00	16:00	15:00	14:00	14:00	12:00	15:00	23:00			15:00		
Vol.		1	2	5	11	32	50	31	9	1	1	1			121		

Connecticut Counts LLC
63 Sugar Maple Lane
Kensington, Connecticut 06037
(860) 828-1693

North Maple Street North of Mayfield Drive
Enfield, Connecticut

Site Code: 2896
Station ID:

Southbound

Latitude: 0' 0.000 Undefined

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Perce	95th Perce
12/03/ 12	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	*	*
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	*	*
05:00	0	0	0	0	4	2	8	3	1	0	0	0	0	0	18	46	48
06:00	0	**2**	0	**3**	**9**	**34**	37	9	5	0	0	0	0	0	99	45	50
07:00	0	0	0	0	7	29	**40**	**36**	**8**	1	**2**	0	0	0	**123**	48	51
08:00	0	0	0	1	8	11	29	18	7	**2**	1	0	0	0	77	49	53
09:00	0	0	0	1	3	14	34	21	3	0	0	0	0	0	76	47	50
10:00	0	0	0	0	3	19	20	11	6	2	0	0	0	0	61	49	53
11:00	0	0	0	1	4	20	33	14	3	0	0	0	0	0	75	46	49
12 PM	0	0	0	**1**	**7**	25	35	18	8	0	0	0	0	0	94	48	52
13:00	**1**	0	0	1	3	**28**	**47**	**22**	**9**	0	0	0	0	0	**111**	48	51
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	2	0	8	49	183	286	153	50	5	3	0	0	0	740		
Percent	0.1%	0.3%	0.0%	1.1%	6.6%	24.7 %	38.6 %	20.7 %	6.8%	0.7%	0.4%	0.0%	0.0%	0.0%			
AM Peak		06:00		06:00	06:00	06:00	07:00	07:00	07:00	08:00	07:00				07:00		
Vol.		2		3	9	34	40	36	8	2	2				123		
PM Peak	13:00			12:00	12:00	13:00	13:00	13:00	13:00						13:00		
Vol.	1			1	7	28	47	22	9						111		
Total	9	9	24	94	591	1947	2749	1332	334	53	13	5	1	1	7162		
Percent	0.1%	0.1%	0.3%	1.3%	8.3%	27.2 %	38.4 %	18.6 %	4.7%	0.7%	0.2%	0.1%	0.0%	0.0%			

15th Percentile : 35 MPH
50th Percentile : 41 MPH
85th Percentile : 47 MPH
95th Percentile : 51 MPH

Stats

10 MPH Pace Speed : 37-46 MPH
Number in Pace : 4455
Percent in Pace : 62.2%
Number of Vehicles > 40 MPH : 4383
Percent of Vehicles > 40 MPH : 61.2%
Mean Speed(Average) : 42 MPH

3: Mayfield Drive & Route 192

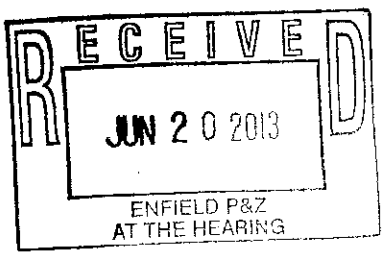
2017 Combined AM Peak
Mayfield ~~Place~~ Apartments, ~~Enfield, CT~~

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	104	41	72	27	11	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	113	45	78	29	12	120
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	236	93			108	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	236	93			108	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	85	95			99	
cM capacity (veh/h)	746	964			1483	

assumed
distribution
70% TO/FROM SOUTH
30% TO/FROM NORTH

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	158	108	132
Volume Left	113	0	12
Volume Right	45	29	0
cSH	797	1700	1483
Volume to Capacity	0.20	0.06	0.01
Queue Length (ft)	18	0	1
Control Delay (s)	~~10.6~~	~~0.0~~	~~0.7~~
Lane LOS	B		A
Approach Delay (s)	10.6	0.0	0.7
Approach LOS	B		

Intersection Summary			
Average Delay	4.5		
Intersection Capacity Utilization	28.0%	ICU Level of Service	A
Analysis Period (min)	15		



3: Mayfield Drive & Route 192

2017 Combined PM Peak
Mayfield Place Apartments, Enfield, CT

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	57	24	206	164	101	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	26	224	178	110	47
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	579	313			402	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	579	313			402	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	86	96			91	
cM capacity (veh/h)	432	727			1156	

Assumed distribution
70% TO/FROM SOUTH
30% TO/FROM NORTH

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	88	402	157
Volume Left	62	0	110
Volume Right	26	178	0
cSH	491	1700	1156
Volume to Capacity	0.18	0.24	0.09
Queue Length (ft)	16	0	8
Control Delay (s)	13.9	0.0	6.2
Lane LOS	B		A
Approach Delay (s)	13.9	0.0	6.2
Approach LOS	B		

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		