

BOLTON PLANNING & ZONING COMMISSION
Regular Meeting
7:30 p.m., Wednesday, September 14, 2022
Virtual
Minutes & Motions

Members Present: Chairman Tom Manning, Vice Chairman James Cropley, Arlene Fiano, Thomas Robbins, and Alternates Tom Crockett, Rodney Fournier, Kawan Gordon

Members Excused: Britney Clark, Jeremy Flick, Jeffrey Scala

Staff Present: Patrice Carson, AICP, Consulting Director of Community Development, Mike D'Amato, Interim Zoning Enforcement Officer

Others Present: Randy Becker, Bill Jodice, Nathaniel Fleming

1. Call to Order: T. Manning called the meeting to order at 7:32 p.m. T. Manning seated K. Gordon for J. Scala and R. Fournier for B. Clark,

2. Approval of Minutes: August 10, 2022, Regular Meeting Minutes

T. Manning moved to approve the minutes of the August 10, 2022, Regular Meeting. **R. Fournier seconded.** Vote: 6-0-1 (Crockett). Motion passed.

3. Residents' Forum: No one present wished to speak on a non-agenda item.

4. Staff Reports

P. Carson: Finished reviewing Inland Wetlands, Subdivision and Zoning Regulations for codification with the help of Mike D'Amato and Barbara Kelly. Also been working on the 4-Town Survey for the 4-Town Economic Viability Study for a branding/logo design. The survey will be going out on September 26. UConn intern Josh Hull will be working with the four towns on this project. He will be in our town the end of the month each month.

M. D'Amato: 1225 Boston Turnpike - Had a meeting 2 weeks ago. Tenant has done most of the work. There is a "10' privacy gate" on the site plan. The gate will never be closed so they would be paying \$20,000 for something they are not going to use. Would the PZC be agreeable to a different fencing set up that would probably be more buffered. **T. Manning** thought a fence with a bend in it would look better than a straight fence. **M. D'Amato** said this is just a visual buffer that will need to be maintained, it is not a security fence, it is just to make it look good from the street. **K. Gordon** thinks this is a good compromise within the boundaries and good for all parties. **M. D'Amato** will let them know and get this done. **A. Fiano** likes the new plan and thinks that a 10' fence is too tall – 7' would be better. **M. D'Amato** they would rather a shorter fence. **J. Cropley** thinks they should put evergreens in the front of the circle instead of a fence. **A. Fiano** agreed tress would look better from the street then the fence. PZC said they do not need to vote on this. **J. Cropley** asked about the connection to the side street. **M. D'Amato** said there are supposed to be 2 low shrubs but they will die. Plans require something there, maybe attractive boulders.

17 Howard Road plans were sent to J. Dillion to review the drainage calculations. They are moving in the right direction. **J. Cropley** asked what was going on across from the old Mobil station. **M. D’Amato** said they are cleaning up the site and the homes there.

5. Public Hearings (begin at 7:30 p.m.)

a. CONTINUATION: Special Permit Application for 15,000 SF Pre-Engineered Metal Building Addition for Light Manufacturing, 837 Boston Turnpike, Able Coil and Electronics Co. (#PL-22-4)

P. Carson stated the applicant’s engineer has revised the drainage calculations and submitted revised drawings, and there is a report from the town engineer. **Randy Becker**, engineer for the applicant, showed and discussed photos of the area to be affected. From the view looking south in parking area there is a grade that drops down and trees that create a natural buffer. With the vegetation on the hill the parking lot will never be seen from the houses. The owner is willing to make this work if extra vegetation for a buffer is needed. The basin would empty on owners’ property. **P. Carson** suggested once the basin is in the site could be reviewed to see if additional screening was needed. **P. Carson** stated that building identification and fire lane would have to be discussed with the Fire Marshal and Fire Chief. Bond amounts were approved by the town engineer. BLRWPCA is meeting in October to approve the sewer connection. The PZC is being asked to grant a waiver to 15H for parking lot landscaping. No other waivers were requested and staff had no other comments. **R. Becker** stated that there would be no work in the state ROW as the opening for the sewer is all on the owner’s property. He also added a fire lane to the plans.

T. Manning moved to close the public hearing at 7:53pm. **R. Fournier seconded**. Vote: 6-0-0. Motion passed unanimously.

b. CONTINUATION: Special Permit Application for Bed & Breakfast, 60 Villa Louisa Road, (A Villa Louisa), Asim Etem (#PL-22-7)

P. Carson explained an extension is needed from the applicant since the initial 35 days for the public hearing has passed. A September 14, 2022 email from the applicant stated that he is still waiting on the engineer for revised plans and grants the PZC an extension for the hearing to continue to the next meeting on October 12, 2022.

T. Manning moved to accept the applicant’s extension and continue the public hearing to the next PZC meeting on Wednesday, October 12, 2022, virtually, beginning at 7:30pm. **R. Fournier seconded**. Vote: 6-0-0. Motion passed unanimously.

6. OLD BUSINESS

a. DISCUSSION/POSSIBLE DECISION: Special Permit Application for 15,000 SF Pre-Engineered Metal Building Addition for Light Manufacturing, 837 Boston Turnpike, Able Coil and Electronics Co. (#PL-22-4)

T. Manning moved to approve Able Coil and Electronics Co.’s Special Permit with Site Plan Review for a 15,000 square foot pre-engineered metal building addition for light manufacturing at 837 Boston Turnpike (Able Coil), application #PL-22-4, in accordance with the application and Site Plans and Details submitted as “Able Coil & Electronics, 837 Boston Turnpike, Bolton, Connecticut” (3 sheets) and E&S Plan (1 sheet) revised through 9-09-2022, Site Lighting Plan (1

sheet) revised through 6-27-2022, and Exterior Elevations and Floor Plan (2 sheets) revised through 8-31-2022, which is conditioned on the following:

1. All appropriate seals and signatures of the design professionals for this plan shall be placed on the plans before recording.
2. The approval letter shall be placed on the mylars to be recorded in the Office of the Town Clerk.
3. A copy of any required submission to the CTDOT shall be submitted to the Building Department.
4. This approval is subject to compliance with any comments or requirements of the Health District, Fire Marshal, Fire Chief, Town Engineer, Inland Wetlands Commission, and the BLRWPCA.
5. Readily visible building identification numbers and directions noting the rear building in the front driveway shall be installed onsite.
6. Fire Department access to the building side facing the rear parking lot is reasonable but owner will work with the Fire Chief to identify an adequate fire lane.
7. A separate lot line reconfiguration plan and application to dissolve the property line between 837 and 889 Boston Turnpike and to move the property line between lots 1 and 2 at 889 Boston Turnpike will need to be submitted, approved, and filed with the Town Clerk prior to the Town's execution of the final mylars for this application.
8. Once the basin is installed and clearing is done the applicant shall be required to add screening to the south of the basin if it is needed to maintain a complete screening from the R-1 properties per Sections 15H, 16A.3.q.5., 16B.4.m.1., and 16B.4.n.4.
9. A Site Completion Bond in accordance with Section 16A.4.i. which includes a 20% contingency in the amount of \$187,432.00 shall be posted prior to the commencement of work on the site. Should items covered by this Bond not be constructed within a year from approval, an appropriate escalation factor shall be reviewed by the Town Engineer and applied if warranted.
10. An Erosion Control Bond of \$9,257.00 shall be posted as part of the permit process prior to any work commencing on the site.
11. Comply with conditions imposed by the BLRWPCA:
 - a. Purchase additional EDU's as determined by the BLRWPCA
 - b. Apply for and gain approval for permits to connect to the existing sanitary sewer service lateral as approved by the BLRWPCA
 - c. Pay all associated fees and post the required bonds for the sewer connection.
 - d. Install a water meter to be read by a representative of BLRWPCA at or about the time of CO issuance and at intervals as determined by the BLRWPCA to monitor water usage.
12. This approval shall be binding to the applicant, landowner and their successors and assigns.
13. Prior to the Issuance of a Certificate of Zoning Compliance, final grading, stabilization and seeding shall be in place or adequate bond filed with the Town.
14. Prior to the Issuance of a Certificate of Zoning Compliance, one electronic PDF and paper copy of the final as-built survey showing structures, pins, driveways/parking, final floor elevations and spot grades shall be submitted.
15. Additional erosion & sedimentation controls may be required by Town staff as necessitated by field conditions.

16. By acceptance of this approval and its conditions, the applicant, owner and/or their successors and assigns acknowledge the right of Town staff to periodically enter upon the subject property for the purpose of determining compliance with the terms of this approval.

The Planning and Zoning Commission approves the following waiver requested by the applicant:

1. Waive Section 15H Landscaping in the proposed parking areas.

The Planning and Zoning Commission finds with these conditions the plan meets the requirements of the Bolton Zoning Regulations.

J. Cropley seconded. Discussion. **K. Gordon** asked if the owner has these requirements. **R. Becker** replied yes. **J. Cropley** stated if additional screening is required it should be plantings that will survive in that environment. Applicant should be aware that if these trees die from no sun that they will have to replant to keep the screening. **R. Becker** proposed hemlock, and he agrees with J. Cropley, and they are open to any suggestions that the commission has. Vote: 6-0-0. Motion passed unanimously.

T. Manning thanked Able Coil and wished them the best of luck in their endeavor

b. DISCUSSION/POSSIBLE DECISION: Special Permit Application for Bed & Breakfast, 60 Villa Louisa Road, (A Villa Louisa), Asim Etem (#PL-22-7)

The public hearing was continued so no action was taken on this item.

c. DISCUSSION: Regulations Regarding the Cultivation, Sale, and Distribution of Adult Use Cannabis Bolton PZC (#PL-22-6)

P. Carson stated that the PZC had received a draft regulation to begin the discussion. The first question was what does the PZC want to allow or prohibit regarding cannabis? The draft prohibition language is the first Section. Allowances could be added under Section 10 Special Provision's.

T. Crockett stated nonprofit doesn't seem to be included – is it a generic term? **M. D'Amato** said it covers anyone and everyone. The definitions come straight out of the Public Act. That way if the Consumer Protection Agency changes them, there is consistency. **P. Carson** said allowance or prohibition, definitions, and where and how you want things this is up to the PZC. There are basically 3 business zones – GB, GMUIZ, and I – mainly Routes 44 and 6. **A. Fiano** thought it was going to be limited to I zone only? **P. Carson** said you don't want retail in Industrial zone. **M. D'Amato** discussed a buffer of 500'-1000' from places like schools, playgrounds, churches, etc., which would restrict where retailers could locate, and maybe larger buffers for cultivating. A cultivation operation will probably need 60,000 sf, access to water and sewer. The Industrial zone is away from most residential. Odor is a concern. **P. Carson** suggested the Commissioners look at the draft and let staff know what they want - cultivating, retail, both, none. **M. D'Amato** has been involved with applications for other towns and can pull information from other towns to give the PZC. **T. Manning** stated this needs to be discussed further but this is a first good pass.

M. D'Amato said retail establishments are more akin to a pharmacy use than a liquor store. The trips per day and how long people are there is similar. **K. Gordon** asked about the rules of communicating outside of a meeting. **P. Carson** told Commissioners to send any comments to just staff and not the other Commissioners and staff would compile the comments. **A. Fiano** asked about the legal vs illegal aspects involving the Federal Government, how do we protect the town from anybody that opens a business knowing that it is illegal federally, are taking their chances? Are other towns concerned about the federal government coming down on them? **T. Crocket** asked would a daycare be able to build across the street from a retail establishment if it was already there? **M. D'Amato** answered yes, if they wanted to, they can but it doesn't usually happen.

d. Other: There was none.

7. New Business

a. APPLICATION: Modification of Special Permit Application for Gas Station/Convenience Store, 271 Hop River Road, Nathaniel Fleming (#PL-22-8)

P. Carson explained that the applicant has decided to take down the old building and put up a new building which will be shifted onsite, parking moved, and there is still a drive thru that received approval last application. Inland Wetlands Agency has already approved their Wetlands permit. **Nathaniel Fleming** representing the applicant agreed and stated plans have been submitted.

T. Manning moved to accept the application and set the public hearing to be held virtually on Wednesday, October 12, 2022, at 7:30pm. **R. Fournier seconded.** Vote: 6-0-0. Motion passed unanimously.

b. Other: There was none.

8. Correspondence: There was none.

9. Adjournment

J. Cropley moved to adjourn the meeting at 9:05pm. **A. Fiano seconded.**

Respectfully Submitted,

Karen Heckman

Karen Heckman, Recording Clerk

Please see minutes of subsequent meetings for approval of these minutes and any corrections hereto.

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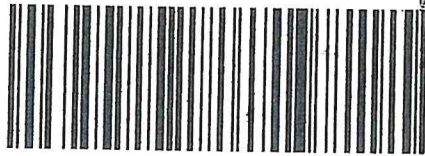
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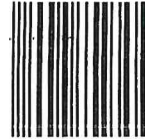


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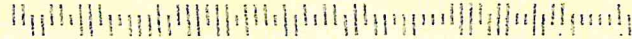
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Town of Bolton

222 BOLTON CENTER ROAD • BOLTON, CT 06043

Date: August 1, 2022

To: Planning & Zoning Commission

From: Patrice L. Carson, AICP, Consulting Director of Community Development

Subject: Asim Etem's Special Permit Application at 60 Villa Louisa Road for Bed & Breakfast

INFORMATION

Application No.: VP#PL-22-7

Application Date: July 5, 2022

Receipt Date: July 13, 2022

Wetlands Permit Effective: N/A

Wetlands Permit Expires: N/A

Public Notification: Published in *Journal Inquirer*: July 29, 2022 & August 5, 2022

Public Hearing Date(s): August 10, 2022, September 14, 2022, October 12, 2022

Applicant(s): Asim Etem

Owner(s): Asim Etem

This is an application for a Special Permit for a Bed & Breakfast on the property that currently is occupied by A Villa Louisa Restaurant and Banquet Facility. The owner and applicant, Asim Etem, intends to build a freestanding 4,000 square foot house with six (6) bedrooms including a handicap accessible bedroom with bathroom, a walkout basement, 2-car garage and possible swimming pool, with parking for up to six cars. The property is located in the Neighborhood Business Zone (NB) and Bed and Breakfast up to 6 rooms is allowed by Special Permit - Section 8B.2.b.12. The current use would be much more impactful to the surrounding properties than the addition of a Bed and Breakfast. From a Planning perspective, it would appear to be a good use to locate near the Banquet facility to provide short-term overnight stay options for a wedding or other event taking place at A Villa Louisa.

Questions and information needed:

1. **Will any additional permanent structures be built?** It does not appear that there will be any additional permanent structures built on the property outside of a swimming pool.
2. **Any additional paving or lighting?** A parking area for 3 cars and 1 handicapped space is shown in addition to the 2-car garage. The parking table appears incorrect calculating for 2 guest rooms but the narrative says 6 guest rooms (presumably it is 5 guest rooms and 1 room for the owner). The 2-car garage satisfies the owner's room but it would appear 2 more parking spaces would need to be added if the number of guest rooms is 5. There is no new lighting shown but lighting as well as landscaping will be needed.
3. Proof of Certified Mailing to abutters needs to be presented.

4. The letter from New England Environmental Services or a note with the soil scientist's signature documenting the absence of wetlands on the site should be added to the plans.
5. Based on the density and maturity of the existing trees and the clearing that will be needed for the driveway and septic system, the building will be very visible from the road. A landscaping plan or a request for waiver should be submitted.
6. A lighting plan needs to be submitted using cut off fixtures:
 - a. Minimal lighting for the parking area to the house.
 - b. The driveway entrance should have lighting taking care to not blind drivers, especially heading in the Glastonbury direction being on a curve both horizontally and vertically.
 - c. Minimal lighting on the path from the restaurant to the house should be shown especially since this seems like it might be used at night.
7. Site line coming out of the driveway needs to be shown.
8. PE and LS stamps are required on all drawings and any calculations submitted.
9. If the applicant intends to have a sign, it will require a separate zoning permit from the Zoning Enforcement Officer. Staff thinks a sign is a good idea and would like to see it match the building architecture.

Please see the Staff Review comments below which all need to be addressed before the Commission can render a decision on this application.

REPORTS RECEIVED

- Project Narrative
- 07/22/22 review email from Barbara Kelly, Inland Wetlands Agent with concerns - **ADDRESSED**
- 07/28/22 review email from Thad King, EHHD Public Health with 3 issues to address
- 07/29/22 review email from Bruce Dixon, Fire Chief, with comments to address
- 07/29/22 review email from James Rupert, with comments to address
- 07/29/22 review email from Joseph Dillon, PE with 6 issues to address
- 07/28/22 review email from Lance Dimock, DPW, with comments

ADDITIONAL INFORMATION RECEIVED

- Abutters List
- Site Development Plan & Details
- Architectural Floor Plans & Elevations
- Engineering & Legal Review Fee of \$2,000

ADDITIONAL INFORMATION NEEDED

- Warranty Deed
 - E&S Cost Control Bond Estimate
 - Site Improvements Bond Estimate
 - Site Plan Checklist needs to be completed
 - Detailed Drainage Report outlined in the Town Engineer's review
 - Landscaping Plan & Details
 - Lighting Detail (fixtures & cut sheets) and Isometric map/lighting plan
-

From: Kelly, Barbara

Sent: Friday, July 22, 2022 1:04 PM

To: Carson, Patrice <pcarson@boltonct.org>

Subject: RE: Staff Review Requested: Special Permit Application for Bed & Breakfast, 60 Villa Louisa Road, Asim Etem (VP#PL-22-7)

Hi Patrice,

Did they have a soil scientist determine that there are no wetlands on the site? If so, do they have a letter documenting the finding?

Take care,

BK

From: Thad D. King [mailto:KingTD@ehhd.org]

Sent: Thursday, July 28, 2022 6:18 PM

To: Carson, Patrice <pcarson@boltonct.org>

Subject: RE: Staff Review Requested: Special Permit Application for Bed & Breakfast, 60 Villa Louisa Road, Asim Etem (VP#PL-22-7)

1. Water – The location is already a public water supply. The new building is proposed with a separate well. A potential issue with CTDPH is establishing a separate water supply system. I recommend they submit the public water supply screening form to CTDPH to make a determination on whether a separate system can be established or interconnection with the existing water system is required.
2. Wastewater – the septic design requires review and they should make application at <https://easternhighlandshealthdistrict.viewpointcloud.com/categories/1088/record-types/6443>
3. Food Service – with 6 proposed bedrooms the total building load is likely under 16 but it must be owner occupied to be exempted from the Public Health Code food service establishment definition. If not exempt a food service plan review application is required, apply at, <https://easternhighlandshealthdistrict.viewpointcloud.com/categories/1083/record-types/6462> . Food service as a Bed and Breakfast is limited to breakfast. They need to identify what food service will be provided, and if a separate commercial kitchen will be provided.

Thad King MPH REHS CP-FS

Eastern Highlands Health District

4 South Eagleville Rd

Mansfield CT 06268

860 429 3325 W

860 208 9940 C



From: Bruce Dixon [mailto:boltonchief34@gmail.com]

Sent: Friday, July 29, 2022 7:17 AM

To: Carson, Patrice <pcarson@boltonct.org>; Rupert, Jim <jrupert@boltonct.org>

Subject: Re: Staff Review Requested: Special Permit Application for Bed & Breakfast, 60 Villa Louisa Road, Asim Etem (VP#PL-22-7)

Hello Patrice,

I have tried several times to open this plan review and I cannot get it to respond to my computer.

As this building is currently used with a very large public presence and currently has an occupied apartment on the second floor, I would believe that the parking and egress to this building is sufficient for a Bed and Breakfast suite. If construction to enlarge the building is requested, I would like to see a plan, maybe that is in the Viewpoint that I cannot open.

I would also yield to the Fire Marshal for his comments and concerns with the living space and requirements for that type of occupancy.

Best regards,

Bruce A. Dixon
Fire Chief
Bolton Fire Department
168 Bolton Center Road
Bolton, CT 06043
860-649-3910 Office



From: Rupert, Jim

Sent: Friday, July 29, 2022 2:51 PM

Subject: RE: 60 Villa Louisa Review Comments

Patrice,

We should be certain that the slope of the driveway does not exceed the maximum allowable per Bolton Zoning regs. Additionally I have concerns regarding the turn radius at the bottom of the driveway as well as the angle of departure for fire truck access. The plans should demonstrate adequate parking and I am concerned that with the limited parking shown on the plan there will be constant vehicle parking in loop at the front of the structure and with the width at 15' it would not provide emergency access. We have not performed any review of the building plans and silence on that front does not imply any approvals with them.

Jim

From: Joseph M. Dillon, P.E. [<mailto:jdillon@nlja.com>]
Sent: Friday, July 29, 2022 2:18 PM
Subject: 60 Villa Louisa Review Comments

Patrice,

We have reviewed the following:

- Set of five (5) drawings titled "Site Development Plan prepared for 60 Villa Louisa Road, LLC, 60 Villa Louisa Road – Bolton, CT", dated January 31, 2022, Prepared by Barton & Loguidice.
- 1. The submission should include a detailed drainage report the includes pre and post development analysis along with water quality measures
- 2. While the Site Development Plan includes a detail for Silt Fence, no silt fence is shown on the plan.
- 3. The test pits excavated near the proposed SSDS system indicate that rock was encountered between 11" and 41" below existing grade. The proposed grading for the driveway shows cuts of over 10 feet. There is a probability that rock and possibly groundwater may be encountered.
- 4. We would recommend that a cut-off swale be placed along the cut slope along the south shoulder of the access drive. The runoff from the swale should be diverted away from Villa Louisa Road to the greatest extent possible.
- 5. In accordance with Section 16A.3.j. of the Bolton regulations, an Outdoor Lighting Plan should be prepared.
- 6. In accordance with Section 16A.3.q. of the Bolton regulations, a Landscaping Plan should be prepared.

Should you have any questions, please feel free to contact me.

Regards,
Joe

Joseph M. Dillon, P.E.

 **Nathan L. Jacobson & Associates**
Consulting Civil and Environmental Engineers

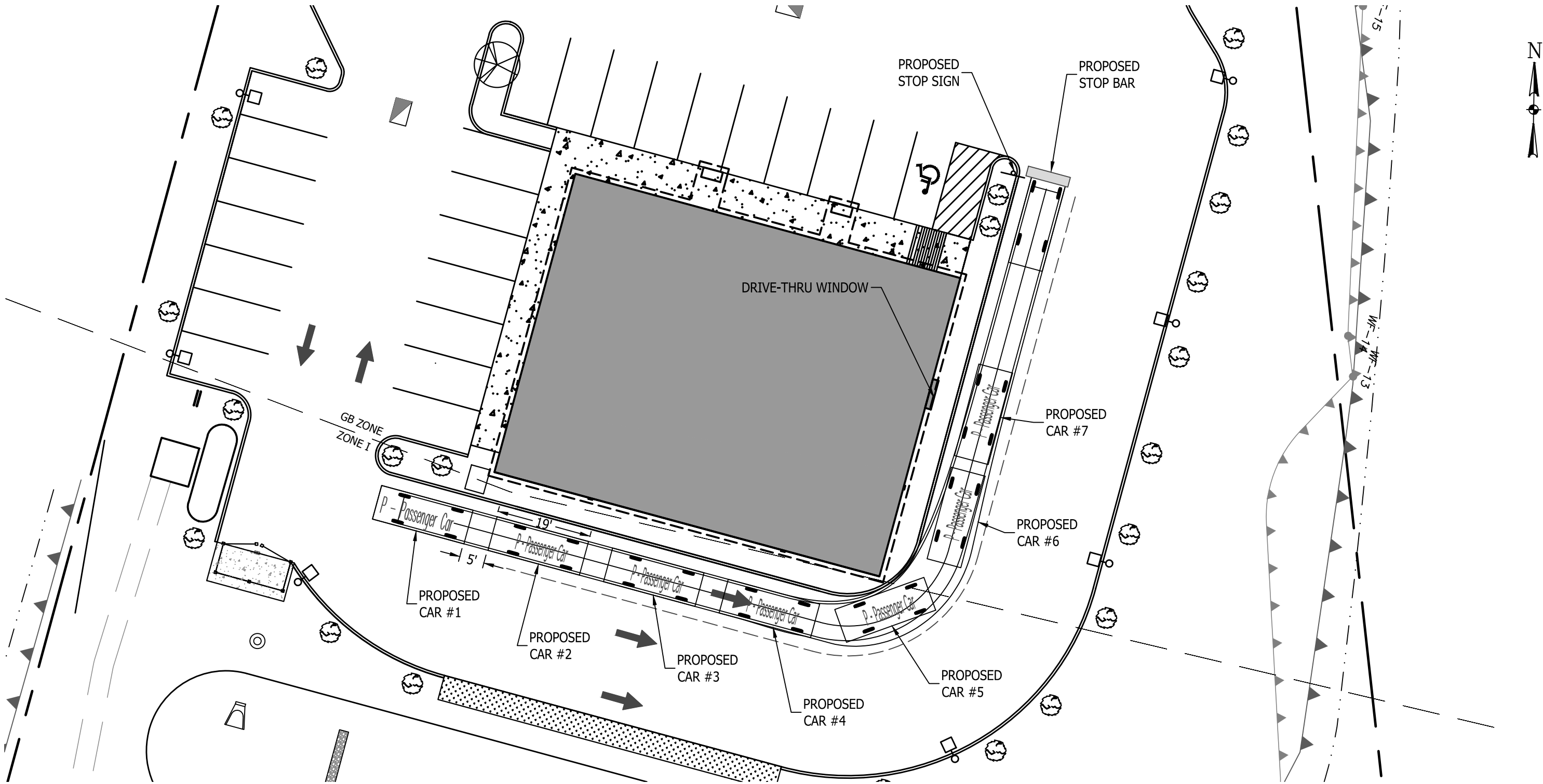
Celebrating our 50th Anniversary 1972-2022

86 Main Street, P.O. Box 337, Chester, Connecticut 06412-0337

860.526.9591 • jdillon@nlja.com • www.nlja.com

From: Dimock, Lance
Sent: Thursday, July 28, 2022 1:53 PM
To: Carson, Patrice <pcarson@boltonct.org>
Subject: RE: Staff Review Requested: Special Permit Application for Bed & Breakfast, 60 Villa Louisa Road, Asim Etem (VP#PL-22-7)

Patrice- If there are no road or driveway changes, I really have no reason to comment.
Lance

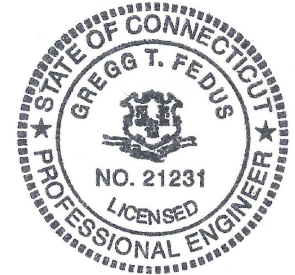


NOTE:

1. CAR SIZE WAS MODELED AFTER AASHTO STANDARDS FOR A PASSENGER CAR. (19' X 7')

FEDUS ENGINEERING, LLC
 CIVIL ENGINEERS
 Mailing Address: 70 Essex Street Mystic, Connecticut 06355
 Office: (860) 536-7390 Fax: (860) 536-1644

Gregg T. Fedus
 Gregg T. Fedus P.E. CT. License No. 21231



Drive-Thru Queuing Plan
 of
 271 Hop River Road
 Bolton, Connecticut
 Prepared For:
 IMS PETROLEUM, LLC
 August 11, 2022

NA 2021.12-000985 - BOLTON - 271 HOP RIVER ROAD - SITE PLAN - PLANNING & ZONING 2022 - REV. 1.DWG
 AS2 SURVEY/CAD/01-000985 - BOLTON - 271 HOP RIVER ROAD - SITE PLAN - PLANNING & ZONING 2022 - REV. 1.DWG



Eastern Highlands Health District

4 South Eagleville Road Phone: (860) 429-3325 Fax: (860) 429-3321

Septic Plan Review Approval

September 15, 2022

Nathaniel Fleming
70 ESSEX STREET
MYSTIC CT 06355

RE: Septic Plan Review, Surveyor or Engineered

Address: 271 HOP RIVER RD Bolton
Reference #: SPR-22-170

Dear Nathaniel Fleming:

Your Application for the above referenced project has been reviewed for compliance with the Connecticut Public Health Code and Technical Standards. The plan is approved with the following conditions:

Per plan revised sheets 4 and 6 dated 9-14-22 and as indicated otherwise in plan dated 8-11-22.

Please note that this plan approval is not an approval to construct the sewage disposal system If not already done, a completed application and fee for the Permit to Construct the Sewage Disposal System must be submitted to the Health District for review and approval. The permit will be approved when all above noted conditions of approval have been met.

If you have any questions, please contact me.

Sincerely,

Thad King, MPH, REHS RS

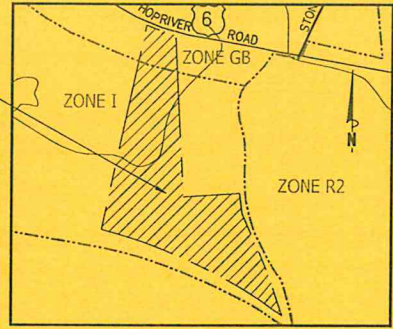
860-429-3325 (Mansfield)

860-649-8066 x6108 (Bolton)

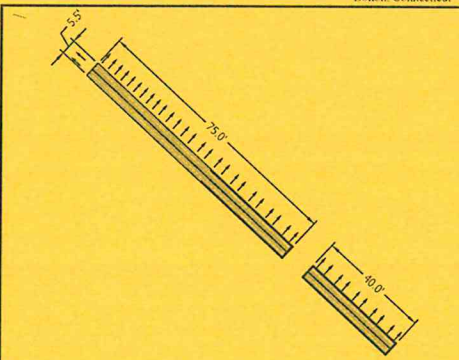
kingtd@ehhd.org

Approved
Gregg T. Fedus
 SEP 15 2022

Eastern Highlands
 Health District
*and as indicated
 on plan dated 8-11-22*



Location Map
 Scale: 1"=1000'



LATERAL FLOW DIAGRAM
 SCALE: 1" = 30'

**FEDUS ENGINEERING, LLC.
 PERCOLATION TEST TABLE - P1**

PROJECT: 271 Hop River Road, Bolton 08/14/21
 Depth: 42" with Shelf at 27" - Measurements from Shelf
 Pre-soak 2 hours

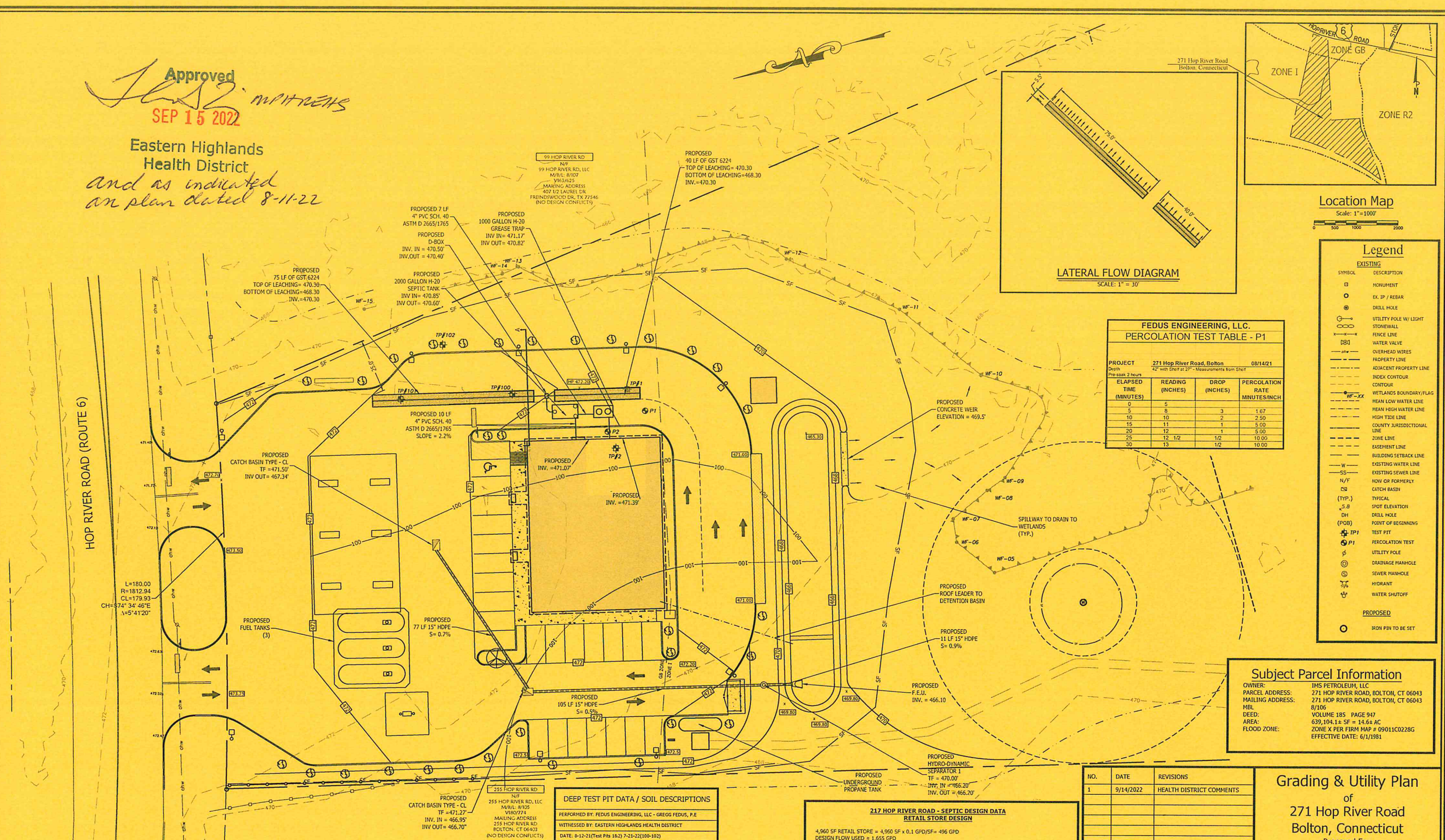
| ELAPSED TIME (MINUTES) | READING (INCHES) | DROP (INCHES) | PERCOLATION RATE (MINUTES/INCH) |
|------------------------|------------------|---------------|---------------------------------|
| 0 | 5 | | |
| 5 | 8 | 3 | 1.67 |
| 10 | 10 | 2 | 2.50 |
| 15 | 11 | 1 | 5.00 |
| 20 | 12 | 1 | 5.00 |
| 25 | 12 1/2 | 1/2 | 10.00 |
| 30 | 13 | 1/2 | 10.00 |

Legend

| SYMBOL | DESCRIPTION |
|--------|----------------------------|
| □ | MONUMENT |
| ○ | EX. IP / REBAR |
| ⊙ | DRILL HOLE |
| ○ | UTILITY POLE W/ LIGHT |
| — | STONEWALL |
| — | FENCE LINE |
| — | WATER VALVE |
| — | OVERHEAD WIRES |
| — | PROPERTY LINE |
| — | ADJACENT PROPERTY LINE |
| --- | INDEX CONTOUR |
| --- | CONTOUR |
| --- | WETLANDS BOUNDARY/FLAG |
| --- | MEAN LOW WATER LINE |
| --- | MEAN HIGH WATER LINE |
| --- | HIGH TIDE LINE |
| --- | COUNTY JURISDICTIONAL LINE |
| --- | ZONE LINE |
| --- | EASEMENT LINE |
| --- | BUILDING SETBACK LINE |
| --- | EXISTING WATER LINE |
| --- | EXISTING SEWER LINE |
| N/F | NOW OR FORMERLY |
| CS | CATCH BASIN |
| (TYP.) | TYPICAL |
| 5.8 | SPOT ELEVATION |
| DH | DRILL HOLE |
| (POB) | POINT OF BEGINNING |
| TP1 | TEST PIT |
| P1 | PERCOLATION TEST |
| U | UTILITY POLE |
| ⊙ | DRAINAGE MANHOLE |
| ⊙ | SEWER MANHOLE |
| ⊙ | HYDRANT |
| ⊙ | WATER SHUTOFF |
| ○ | IRON PIN TO BE SET |

Subject Parcel Information

OWNER: IMS PETROLEUM, LLC
 PARCEL ADDRESS: 271 HOP RIVER ROAD, BOLTON, CT 06043
 MAILING ADDRESS: 271 HOP RIVER ROAD, BOLTON, CT 06043
 MBL: 8/106
 DEED: VOLUME 185 PAGE 917
 AREA: 639,104.14 SF = 14.6± AC
 FLOOD ZONE: ZONE X PER FIRM MAP # 09011C0228G
 EFFECTIVE DATE: 6/1/1981



DEEP TEST PIT DATA / SOIL DESCRIPTIONS

PERFORMED BY: FEDUS ENGINEERING, LLC - GREGG FEDUS, P.E.
 WITNESSED BY: EASTERN HIGHLANDS HEALTH DISTRICT
 DATE: 8-12-21 (Test Pits 102) 7-21-22 (100-102)

**217 HOP RIVER ROAD - SEPTIC DESIGN DATA
 RETAIL STORE DESIGN**

4,960 SF RETAIL STORE = 4,960 SF x 0.1 GPD/SF = 496 GPD
 DESIGN FLOW USED = 1,655 GPD
 496 GPD * 3.34 (SAFETY FACTOR) = 1655.2 GPD
 PERCOLATION TEST - USE LESS THAN 10.1 MIN/INCH

TABLE 7 PROBLEMATIC SEWAGE
 REQUIRED ELA = DESIGN FLOW/APPLICATION RATE
 1,655.2 GPD / 0.80 RATE = 2081.5 SF

LEACHING TRENCH GST 6224 = 18.1 SF/LF
 MINIMUM REQUIRED TRENCH = (2,081.5 SF) / (18.1 SF/LF) = 115 LF

TRENCH PROVIDED = 115 LF
 EFFECTIVE LEACHING PROVIDED = 115 LF X 18.1 SF/LF = 2,081.5 SF

MLSS = HF x FF x PF RS = 36"
 HF = 28.0 HYDRAULIC GRADIENT = (471.19 - 467.61) / 72' = 4.97%
 FF = 4.0
 PF = 1.0
 MLSS = 28 x 4.0 x 1.0 = 112 LF
 PROVIDED 86 LF + 40 LF = 115 LF. NEEDED 112 LF OKAY WITH 2 SIDE LATERAL FLOW.

**FEDUS ENGINEERING, LLC.
 PERCOLATION TEST TABLE - P2**

PROJECT: 271 Hop River Road, Bolton 08/14/21
 Depth: 50" with Shelf at 35" - Measurements from Shelf
 Pre-soak 2 hours

| ELAPSED TIME (MINUTES) | READING (INCHES) | DROP (INCHES) | PERCOLATION RATE (MINUTES/INCH) |
|------------------------|------------------|---------------|---------------------------------|
| 0 | 2 | | |
| 5 | 4 | 2 | 2.50 |
| 10 | 5 | 1 | 5.00 |
| 15 | 6 | 1 | 5.00 |
| 20 | 7 3/4 | 1 | 5.00 |
| 25 | 7 3/4 | 3/4 | 6.67 |
| 30 | 8 1/2 | 3/4 | 6.67 |
| 35 | 9 | 1/2 | 10.00 |
| 40 | 9 1/2 | 1/2 | 10.00 |

TEST PIT: 100

0'-48" SANDY FILL
 48"-84" RED SAND AND GRAVEL FINE TO MEDIUM

| | |
|--------------|----|
| MOTTLES: | NO |
| GROUNDWATER: | NO |
| LEDGE: | NO |
| ROOTS: | NO |
| RESTRICTIVE: | NO |

TEST PIT: 101

0'-52" FILL SANDY SILTY LOAM
 52"-58" ORIGINAL TOP SOIL
 58"-72" GRAY/BROWN SILTY SAND

| | |
|--------------|-----|
| MOTTLES: | 70" |
| GROUNDWATER: | NO |
| LEDGE: | NO |
| ROOTS: | NO |
| RESTRICTIVE: | 70" |

TEST PIT: 102

0'-49" FILL SILTY SAND
 49"-50" ORIGINAL TOP SOIL
 50"-57" GRAY SILTY SAND

| | |
|--------------|-----|
| MOTTLES: | 57" |
| GROUNDWATER: | NO |
| LEDGE: | NO |
| ROOTS: | NO |
| RESTRICTIVE: | 57" |

TEST PIT: 1

0'-33" TOPSOIL FILL
 33"-51" BROWN SANDY LOAM
 51"-66" RED BROWN SAND, WITH GRAVEL
 66"-95" BROWN SILTY SAND

| | |
|--------------|-----|
| MOTTLES: | 66" |
| GROUNDWATER: | 95" |
| LEDGE: | NO |
| ROOTS: | NO |
| RESTRICTIVE: | 66" |

TEST PIT: 2

0'-30" TOPSOIL FILL
 30"-39" ORGANIC TOPSOIL
 39"-53" RED-BROWN SANDY LOAM
 53"-96" GRAVEL/BROWN SILTY LOAM

| | |
|--------------|-----|
| MOTTLES: | 53" |
| GROUNDWATER: | NO |
| LEDGE: | NO |
| ROOTS: | NO |
| RESTRICTIVE: | NO |

| NO. | DATE | REVISIONS |
|-----|-----------|--------------------------|
| 1 | 9/14/2022 | HEALTH DISTRICT COMMENTS |

Grading & Utility Plan
 of
 271 Hop River Road
 Bolton, Connecticut
 Prepared For:
 IMS PETROLEUM, LLC
 August 11, 2022

DRAWING SCALE: 1"=20'

Gregg T. Fedus P.E.
 CT. License No. 21231



FEDUS ENGINEERING, LLC
 CIVIL ENGINEERS
 Mailing Address: 70 Essex Street Mystic, Connecticut 06355
 Office: (860) 536-7390 Fax: (860) 536-1644

September 22, 2022

Mr. Asif Choudhry
96 CT Route 32
North Franklin, CT 06254

**RE: Traffic Study
Proposed Convenience Store
271 Hop River Road (U.S. Route 6)
Bolton, Connecticut
SLR #141.16886.00002**

Dear Mr. Choudhry:

At your request, we have prepared this traffic study with respect to your 4,960 square-foot (GSF) convenience store with twelve vehicle fueling positions (VFP), to be located at 271 Hop River Road (Route 6) in Bolton, Connecticut.

Vehicular access to the development will be provided via two driveways along Route 6, both of which are existing to the current site and will provide full access to the site. The site location and area roadways are shown in **Figure 1**.

The study involved field reconnaissance and inventory of current roadway and traffic conditions; collection of traffic volume data, crash data, and other pertinent information; a determination of future roadway traffic before the proposed development is opened (background traffic); an estimation of site traffic volumes generated by the proposed development; review of the sight line visibility at Route 6 from the proposed site access; and analysis of the proposed development site driveways on Route 6.

Study Area Roadway and Site Environs

Hop River Road is a principal arterial that runs east to west as Route 6 across the U.S. In the vicinity of the Site, the road is approximately 40 feet wide, providing one travel lane in both directions. No sidewalks are provided in front of the site and the closest transit stop is nearly 1.5 miles away.

The posted speed limit on Route 6 within the study area is 45 miles per hour (mph). As measured during the ATR (Automatic Traffic Recorder) counts on a Thursday in August 2022, the 85th percentile speed for this segment of Route 6 in front of the site is 57.2 mph in the westbound direction and 58.8 mph in the eastbound direction. The 85th percentile speeds on the Thursday are slightly less than that of the speeds collected on a Saturday. The surrounding area is a mixture of commercial and residential uses.

Area Traffic Volumes

Review was made of available traffic data from the Connecticut Department of Transportation (CTDOT). The state maintains a traffic monitoring location west of the site where Route 6 forks out to join Route 44.

The available State data from October 2021 at this location indicates two-way annualized average daily traffic (AADT) of 17,600 vehicles. It shows peak-hour traffic occurred in the afternoon when 1,591 vehicles were counted on a Wednesday, October 6, 2020. As these volumes are affected by the Covid-19 pandemic, for reference, the data from July 2017 indicates two-way annualized average daily traffic (AADT) of 18,200 with peak-hour traffic occurring in the afternoon when 1,726 vehicles were counted on Tuesday, July 11, 2017.

To supplement the data obtained from CTDOT, ATR counts were performed at the site frontage on Route 6 on Thursday, August 18, 2022, and on Saturday, August 20, 2022. CTDOT's Bureau of Policy and Planning advised no adjustments to the counts were necessary to account for COVID-19 traffic impacts. **Figure 2** and **Figure 3** show the overall peak-hour traffic volumes for the weekday morning (7:00 a.m. to 8:00 a.m.) and afternoon (4:00 p.m. to 5:00 p.m.), respectively. **Figure 4** shows the overall peak-hour traffic volumes during the Saturday peak hour (11:00 a.m. to 12:00 p.m.).

Crashes

Information on crash data for Route 6 between Stony Road and site frontage was obtained from the University of Connecticut's Connecticut Crash Data Repository for the period of August 9, 2019, to August 10, 2022. The data collected for this period is shown in **Table 1**, summarized by location, collision type, and crash severity.

There was a total of seven crashes reported on Route 6 between the Stony Road intersection and the site frontage; four were property damage only, one was possible injury and the other crash involved fatal injury. Of these crashes, four were rear-end-type collisions, two were collisions at an angle, and the other crash was a collision with a traffic barrier. Overall, there were no strong crash trends reported along Route 32 in the vicinity of the site. The fatal crash was one of the angle collisions. While there was not much detail in the report, it appears that a passenger car attempted a left turn from Stony Road and was hit by a box truck travelling westbound. Other than the facts that it was daylight and good weather, there were no contributing factors provided.

TABLE 1
Crash Summary

| LOCATION | TYPE OF COLLISION | | | | CRASH SEVERITY | | | |
|-----------------------|-------------------|----------|-----------------|----------|----------------|-----------------|----------------------|----------|
| | ANGLE | REAR END | TRAFFIC BARRIER | TOTAL | FATAL INJURY | POSSIBLE INJURY | PROPERTY DAMAGE ONLY | TOTAL |
| At Site Frontage | | 2 | | 2 | | 1 | 1 | 2 |
| Route 6 at Stony Road | 2 | 2 | 1 | 5 | 1 | 1 | 3 | 5 |
| Grand Total | 2 | 4 | 1 | 7 | 1 | 2 | 4 | 7 |

Source: UConn Connecticut Crash Data Repository from August 9, 2019, to August 10, 2022

Proposed Development and Sightlines

The proposed development will be located at 271 Hop River Road (Route 6) in Bolton, Connecticut. Planned is a 4,960 square-foot (GSF) convenience store with twelve vehicle fueling positions (VFP) along with 24 parking spaces. Vehicular access to the development will be provided via two full access driveways along Route 6, both of which are existing curb cuts that will be narrowed.

Visibility was reviewed in the field from the point of view of a motorist looking from each site egress. Intersection sight distance (ISD) is the desirable distance for a motorist stopped at the site egress to see approaching traffic and be able to turn from the site into the flow of traffic adequately. As discussed previously, speed data was collected by ATR counts for Route 6 in August 2022. The location of speed collection aligns within feet of the proposed access. The 85th percentile speed was found to be 58.8 mph in the eastbound direction, which would require 650 feet of ISD for a motorist turning right out of the site. Field observations confirmed there is at least the required 650 feet of sight distance for this right-turn outbound movement. Left turns out of the site will be permitted and requires approximately 630 feet of ISD for the 85th percentile speed of 57.2 mph in the westbound direction. Field observations confirmed available sight distance in surplus of the requirement. Thus, sight distances are expected to be satisfactory for the existing motorist speeds along Route 6.

Based on the site plan, it is estimated that, fourteen vehicles can be easily queued near the drive-through window and more vehicles can be queued up when required before reaching the driveway entrance.

Site Traffic and Distribution

The site traffic for the proposed convenience store/gas station was estimated based on review of statistical data published within the *Trip Generation Manual, 11th edition*, by the Institute of Transportation Engineers (ITE), for land use code #945, Convenience Store/Gas Station. The site will include "pass-by trips," which are site trips that are not primary end-destinations but rather are on the way to another destination and are made by patrons already on Route 6. Based on the ITE data, approximately 60 percent of trips are expected to be pass-by trips, which was approved by CTDOT. The remaining 40 percent of site trips is therefore new traffic to Route 6. **Table 2** below summarizes the peak hour traffic that is estimated to be generated by this development.

The geographic distribution of the non-pass-by site-generated traffic was estimated based on review of Census Journey-to-Work data. It is estimated that approximately 60 percent of the new site traffic will access the site via Route 6 from the west, and approximately 40 percent via Route 6 from the east. The pass-by site traffic was based on existing traffic along Route 6. Approximately 50 percent of the pass-by trips will enter the site from the west on Route 6 and continue east upon leaving the site, and 50 percent of the pass-by trips will enter from the east and continue west upon exit. **Figure 5** illustrates the site traffic distribution through the study area. **Figures 6, 7, and 8** represent the site generated trips distributed throughout the study area during the weekday morning, afternoon, and Saturday midday peak hours, respectively.

TABLE 2
Trip Generation

| LAND USE | NUMBER OF VEHICLE TRIPS | | | | | | | | |
|--|---------------------------|-----------|------------|-----------------------------|-----------|------------|---------------------------|-----------|-----------|
| | WEEKDAY MORNING PEAK HOUR | | | WEEKDAY AFTERNOON PEAK HOUR | | | SATURDAY MIDDAY PEAK HOUR | | |
| | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL |
| Convenience Store/Gas Station, 4,960 GFA, 12 Vehicle Fueling Positions | 162 | 162 | 324 | 136 | 137 | 273 | 125 | 120 | 245 |
| Pass-By Trips | -97 | -97 | -194 | -82 | -82 | -164 | -74 | -73 | -147 |
| Net New Trips | 65 | 65 | 130 | 54 | 55 | 109 | 51 | 47 | 98 |

Future Traffic

For the purpose of this study, a future horizon year of 2023 was used for analysis. The existing traffic volumes were projected to year 2023 using an annual growth rate of 0.8 percent, which was suggested by CTDOT's Bureau of Policy and Planning. Discussions with CTDOT indicate that there are no approved developments within the study area at this time to include in the background traffic volumes. The future background (no-build) volumes for the weekday morning, afternoon, and Saturday peak hour, which do not include site-generated traffic, are shown in **Figures 9, 10, and 11**, respectively.

The estimated site traffic volumes generated by the proposed development were added to the 2023 background traffic volumes to derive the future combined (build) traffic volumes. The combined traffic volumes reflect future roadway traffic volumes with the proposed development in place and are used in analysis to determine if the roadway's capacity is adequate for the new site traffic. **Figures 12, 13 and 14** depict the 2023 combined traffic volumes for the weekday morning, afternoon, and Saturday peak hours along the adjacent roads, respectively.

Capacity Analysis

The study intersections were evaluated by means of capacity analysis techniques. Levels of Service (LOS) were then determined, which are qualitative measures of the efficiency of operations in terms of delay and inconvenience to motorists. A description of the various LOS designations, A through F, is given in the Appendix. LOS A describes operations with very low average control delay per vehicle while LOS F describes operations with long average delays. The analysis worksheets are also enclosed in the Appendix. **Table 3**

summarizes the findings of future LOS at the study intersections without (background conditions) and with (combined conditions) the estimated new traffic from the proposed development.

TABLE 3
Capacity Analysis Summary

| Intersection / Movement | Levels Of Service | | | | | |
|-----------------------------------|---------------------------|---------------------|-----------------------------|---------------------|---------------------------|---------------------|
| | Weekday Morning Peak Hour | | Weekday Afternoon Peak Hour | | Saturday Midday Peak Hour | |
| | Background Conditions | Combined Conditions | Background Conditions | Combined Conditions | Background Conditions | Combined Conditions |
| Route 6 at Site Driveway 1 | | | | | | |
| <i>Westbound Left</i> | - | A | - | A | - | A |
| <i>Northbound Left/Right</i> | - | D | - | E | - | D |
| Route 6 at Site Driveway 2 | | | | | | |
| <i>Westbound Left</i> | - | A | - | B | - | A |
| <i>Westbound Through</i> | - | A | - | A | - | A |
| <i>Northbound Left/Right</i> | - | C | - | D | - | C |

For the purpose of analysis, we assumed entering motorists would use the driveway closest to the direction of travel; for example, motorists entering from or exiting to the west would use the western driveway. For exiting traffic, we assumed $\frac{3}{4}$ would use the driveway associated with their destination. With the development in place, all traffic movements at the study intersections are expected to operate at LOS D or better except during the weekday afternoon peak hour when LOS E is calculated. These operating conditions are to be expected at unsignalized driveways along Route 6, as similar delays are experienced at many, if not all, other stop-controlled side-streets and driveways nearby on this arterial highway.

Drivers, particularly those turning left, must wait for an acceptable gap in traffic along Route 6, and the time that may take may vary throughout the peak hour. Vehicle queues that form (the *Synchro* analysis reports the 95th percentile queue length would be about two to three cars during the afternoon peak hour) would dissipate after a few minutes, and subsequent drivers may approach the intersection to encounter only minor delays. The presence of traffic control signal to the west of the site along Route 6 also helps to create gaps in traffic allowing shorter wait times for drivers entering from unsignalized approaches. It is unlikely the site driveways would meet warrant criteria for signalized intersection control.

Summary of Findings and Recommendations

A study was conducted to assess the traffic impact of the proposed 4,960 GSF convenience store with twelve vehicle fueling positions to be located at 271 Hop River Road (Route 6) in Bolton, Connecticut. Access into the property will be provided by two full-access driveways.

To determine a profile of existing conditions, data assembly efforts were undertaken. Traffic to be generated by the proposed development was estimated based on statistical data published by ITE, and intersection capacity analysis was performed at the study intersections under background and combined (2023) conditions.

A review of the intersection sight distance at the proposed exit driveway locations off Hop River Road revealed that there is adequate sight distance for egressing vehicles based on CTDOT minimum requirements for the 85th percentile speed.

The driveway intersections are expected to operate at acceptable conditions (LOS E or better) under Combined (2023) Conditions during both peak hours. With a minimal net increase in new traffic to the area street network, no impacts to intersection operations are anticipated by the construction of the proposed development.

We hope this study is useful to you and the Town of Bolton in assessing the traffic aspects of this proposed development. If you have any questions or need any further information, please do not hesitate to contact us.

Sincerely,

SLR International Corporation



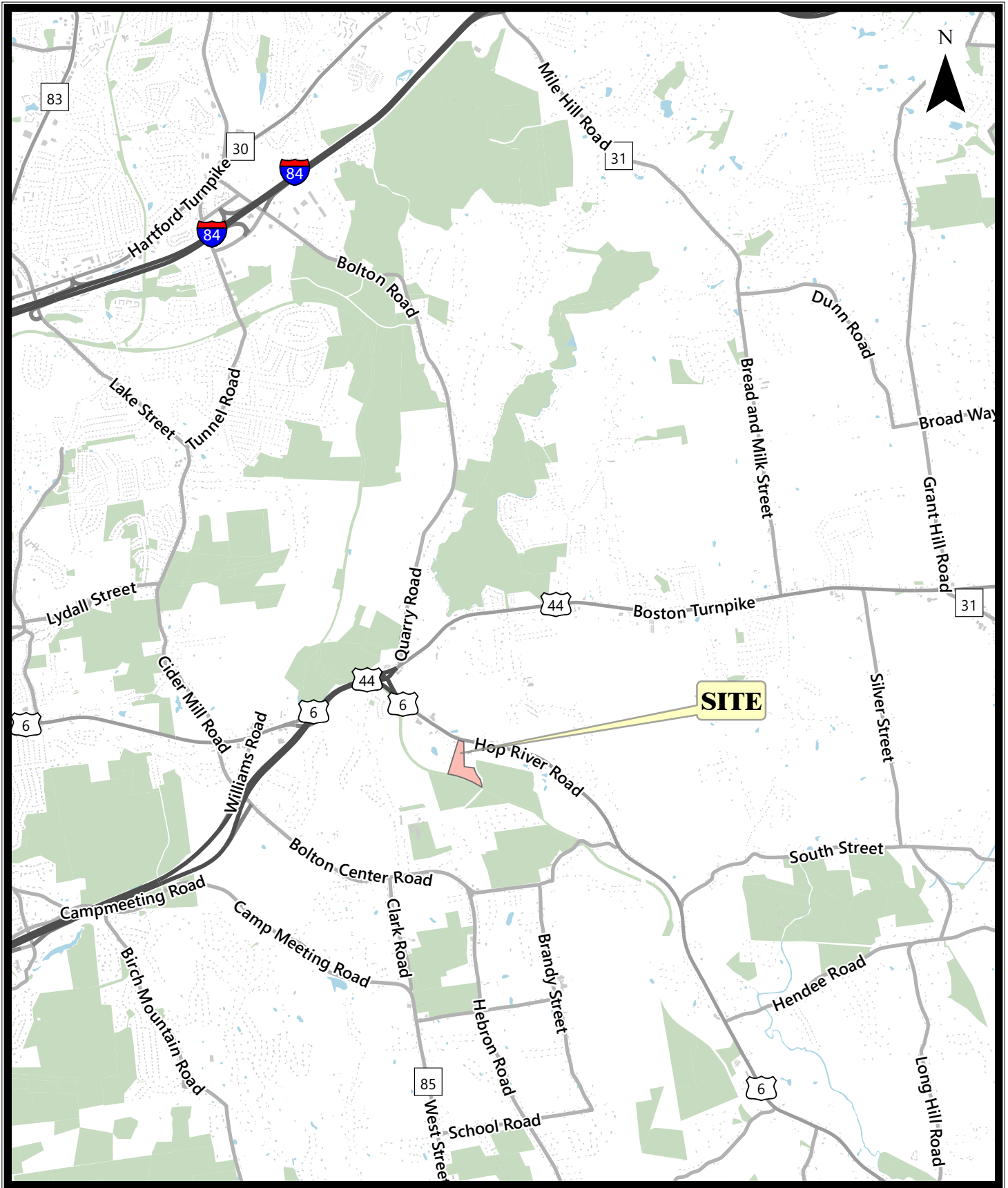
David G. Sullivan, PE
US Manager of Traffic & Transportation Planning

Figures

- Figure 1 – Site Location Map
- Figure 2 – Existing Weekday AM Peak Hour Traffic Volumes
- Figure 3 – Existing Weekday PM Peak Hour Traffic Volumes
- Figure 4 – Existing Saturday Midday Peak Hour Traffic Volumes
- Figure 5 – Site Traffic Distribution for New and Pass-by Trips
- Figure 6 – Site-Generated Weekday AM Peak Hour Traffic Volumes
- Figure 7 – Site-Generated Weekday PM Peak Hour Traffic Volumes
- Figure 8 – Site-Generated Weekday Saturday Midday Peak Hour Traffic Volumes
- Figure 9 – Background Weekday AM Peak Hour Traffic Volumes
- Figure 10 – Background Weekday PM Peak Hour Traffic Volumes
- Figure 11 – Background Saturday Midday Peak Hour Traffic Volumes
- Figure 12 – Combined Weekday AM Peak Hour Traffic Volumes
- Figure 13 – Combined Weekday PM Peak Hour Traffic Volumes
- Figure 14 – Combined Saturday Midday Peak Hour Traffic Volumes

Appendix

- Peak Hour Traffic Counts
- LOS Designation Descriptions
- Synchro Analysis Worksheets



SITE LOCATION MAP

0 2,500 5,000 Feet



**Proposed Convenience Store
271 Hop River Road
Bolton, Connecticut**

FIGURE 1



Figure 2
Existing Weekday AM Peak Hour Vehicular Traffic Volumes (2022)



Figure 3
Existing Weekday PM Peak Hour Vehicular Traffic Volumes (2022)



Figure 4
Existing Saturday Midday Peak Hour Vehicular Traffic Volumes (2022)

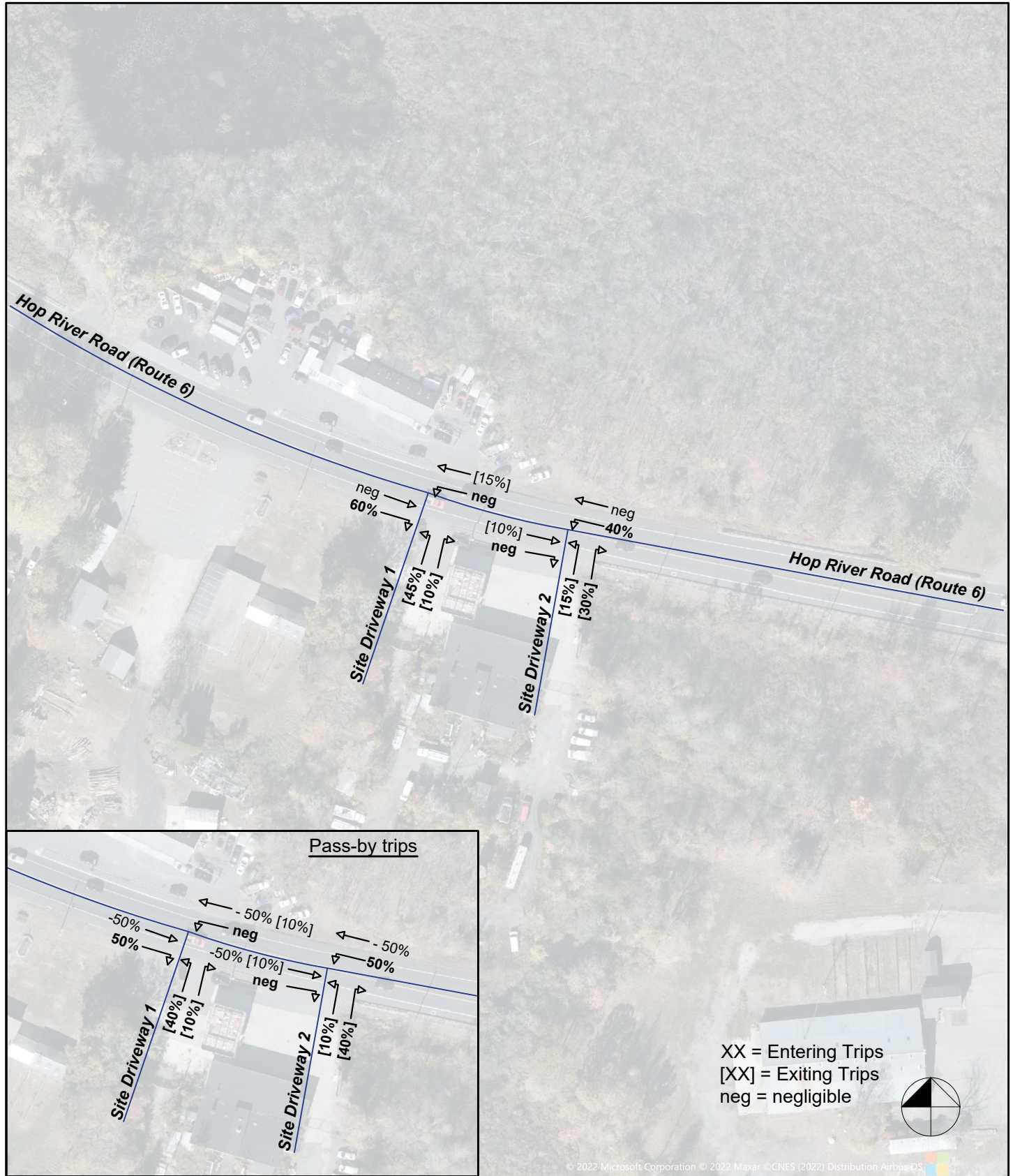


Figure 5
 Site Traffic Distribution

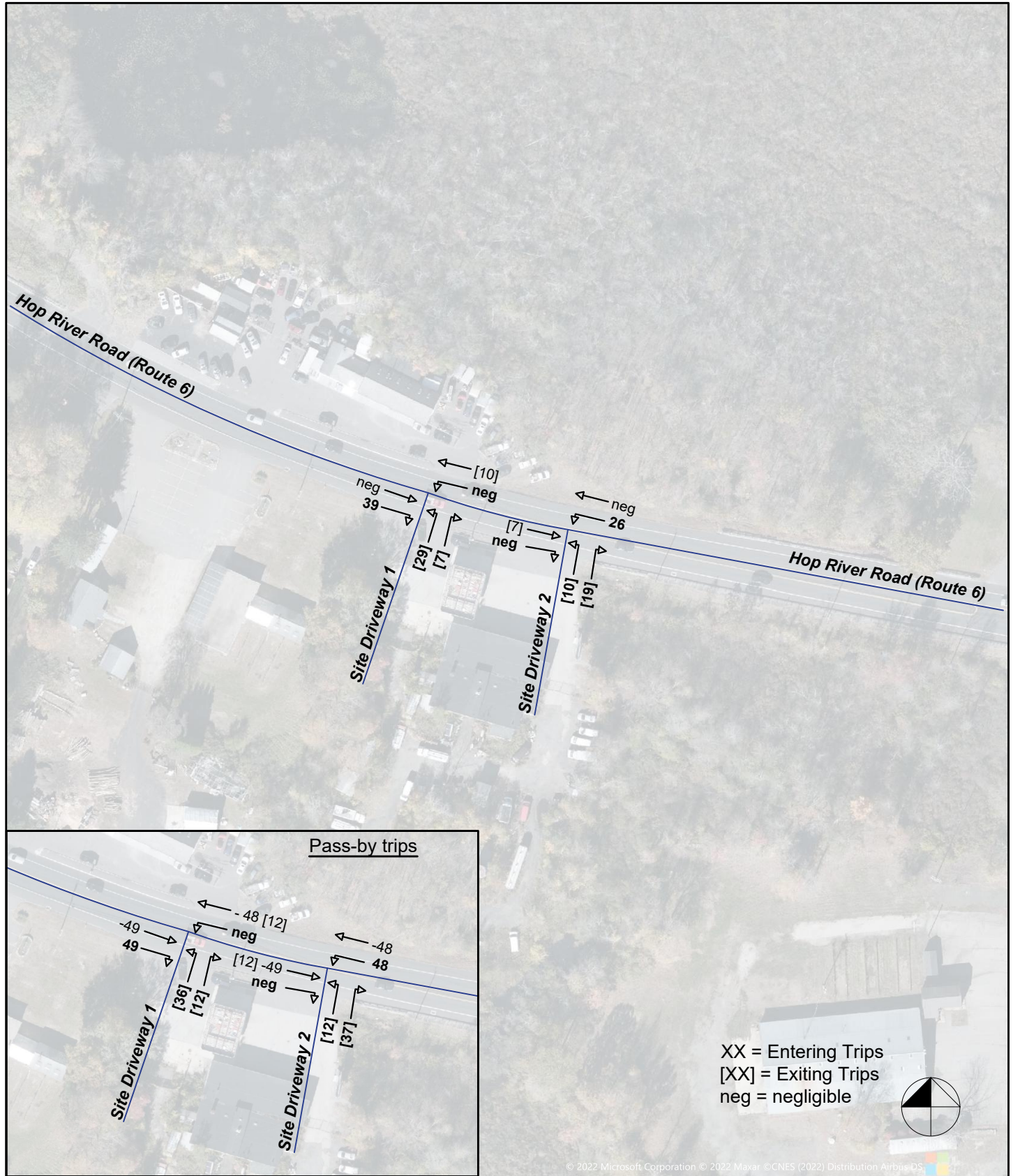


Figure 6
 Site-Generated Weekday AM Peak Hour Traffic Volumes

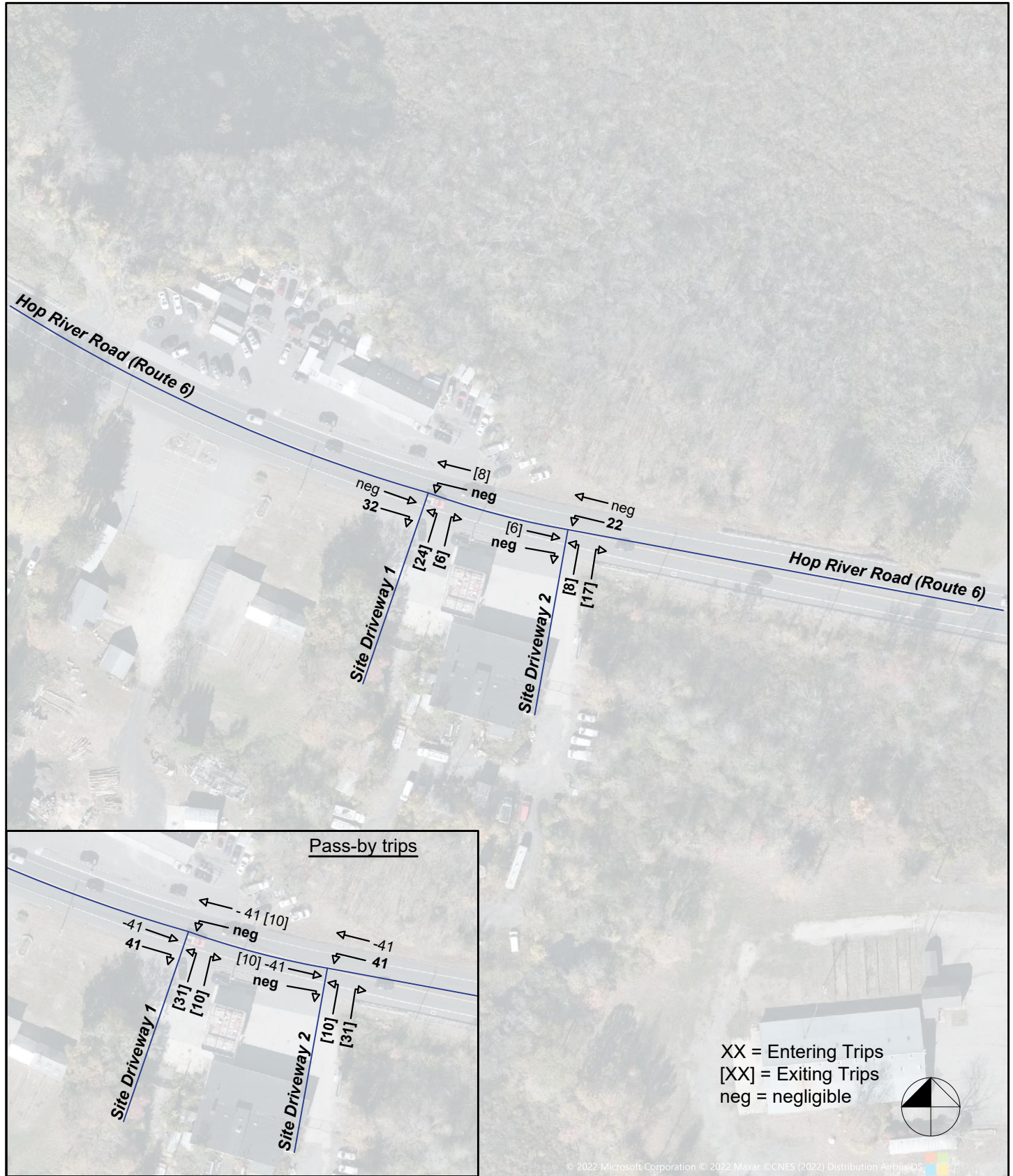


Figure 7
 Site-Generated Weekday PM Peak Hour Traffic Volumes

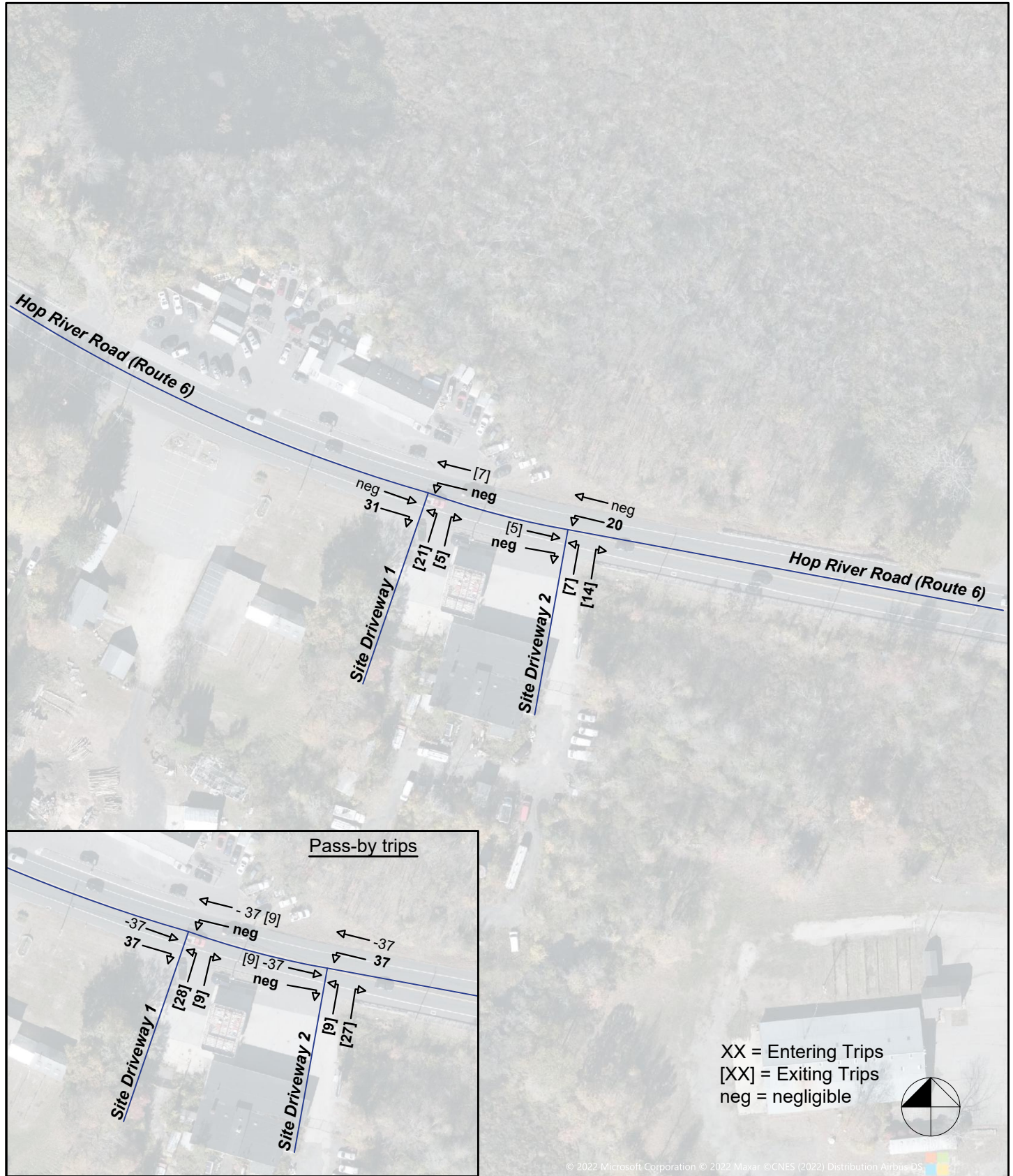


Figure 8
 Site-Generated Saturday Midday Peak Hour Traffic Volumes



Figure 9
Future Background Weekday AM Peak Hour Traffic Volumes (2023)



Figure 10
Future Background Weekday PM Peak Hour Traffic Volumes (2023)



Figure 11
Future Background Saturday Midday Peak Hour Traffic Volumes (2023)

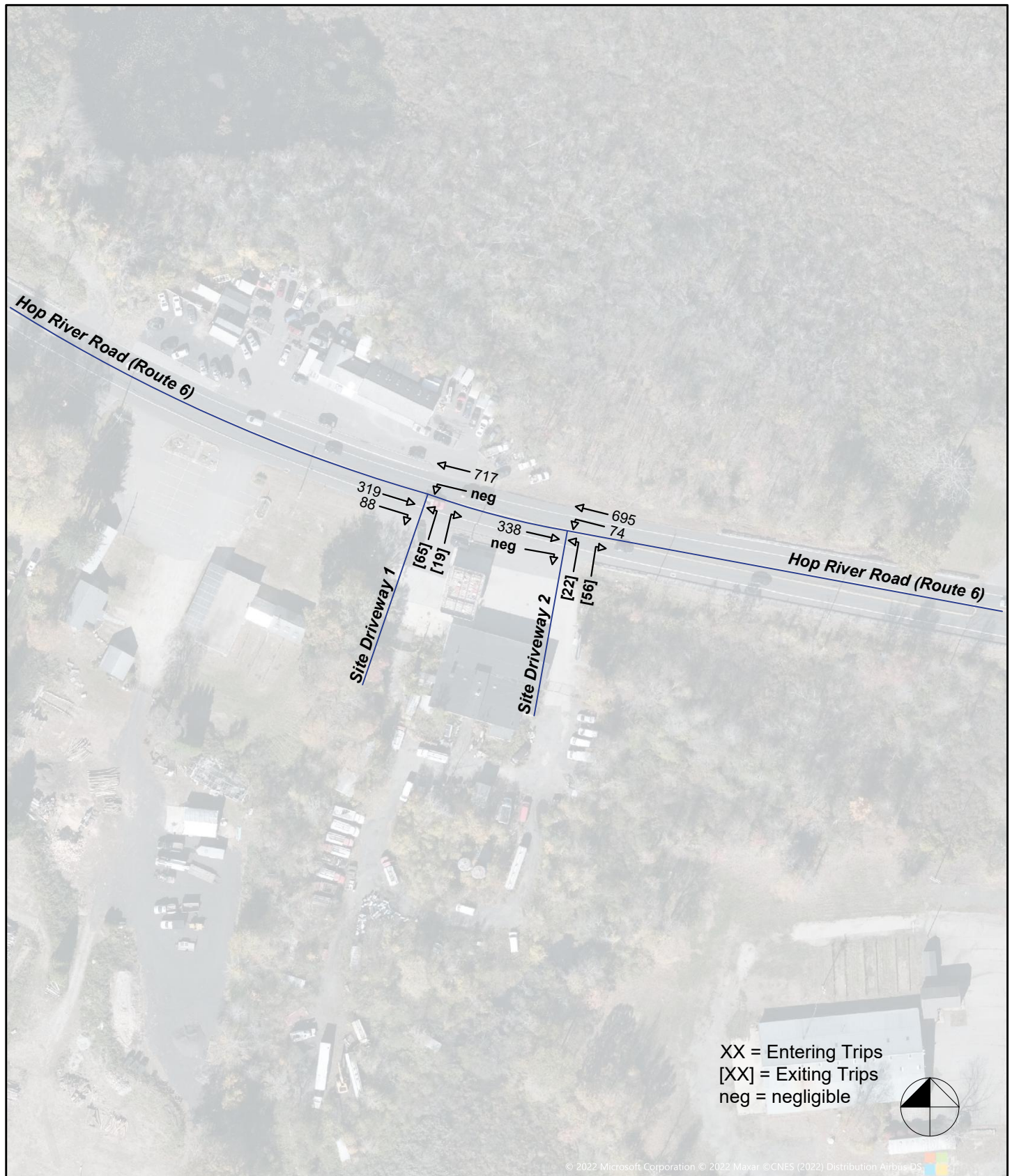


Figure 12
Future Combined Weekday AM Peak Hour Traffic Volumes (2023)

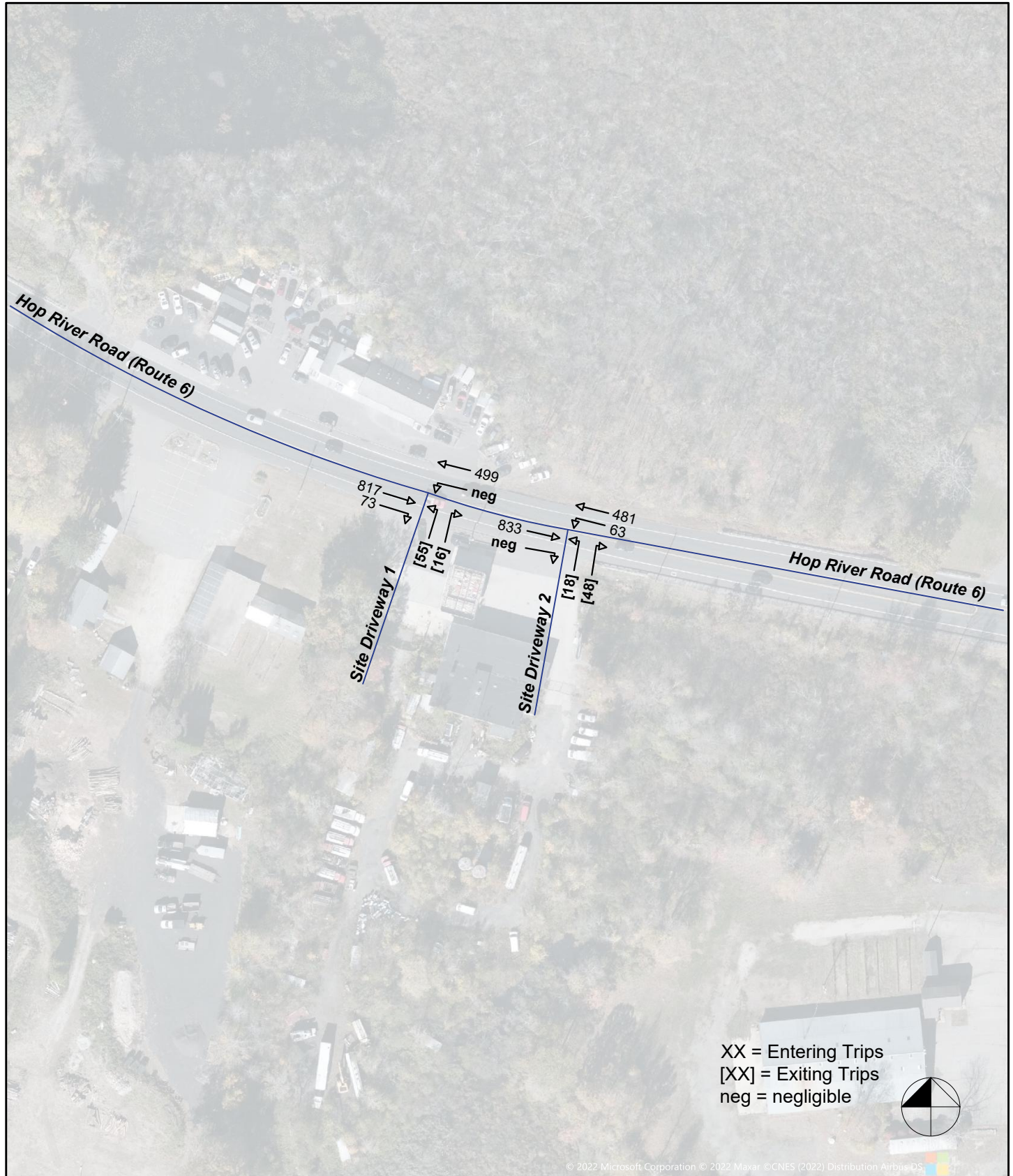


Figure 13
Future Combined Weekday PM Peak Hour Traffic Volumes (2023)

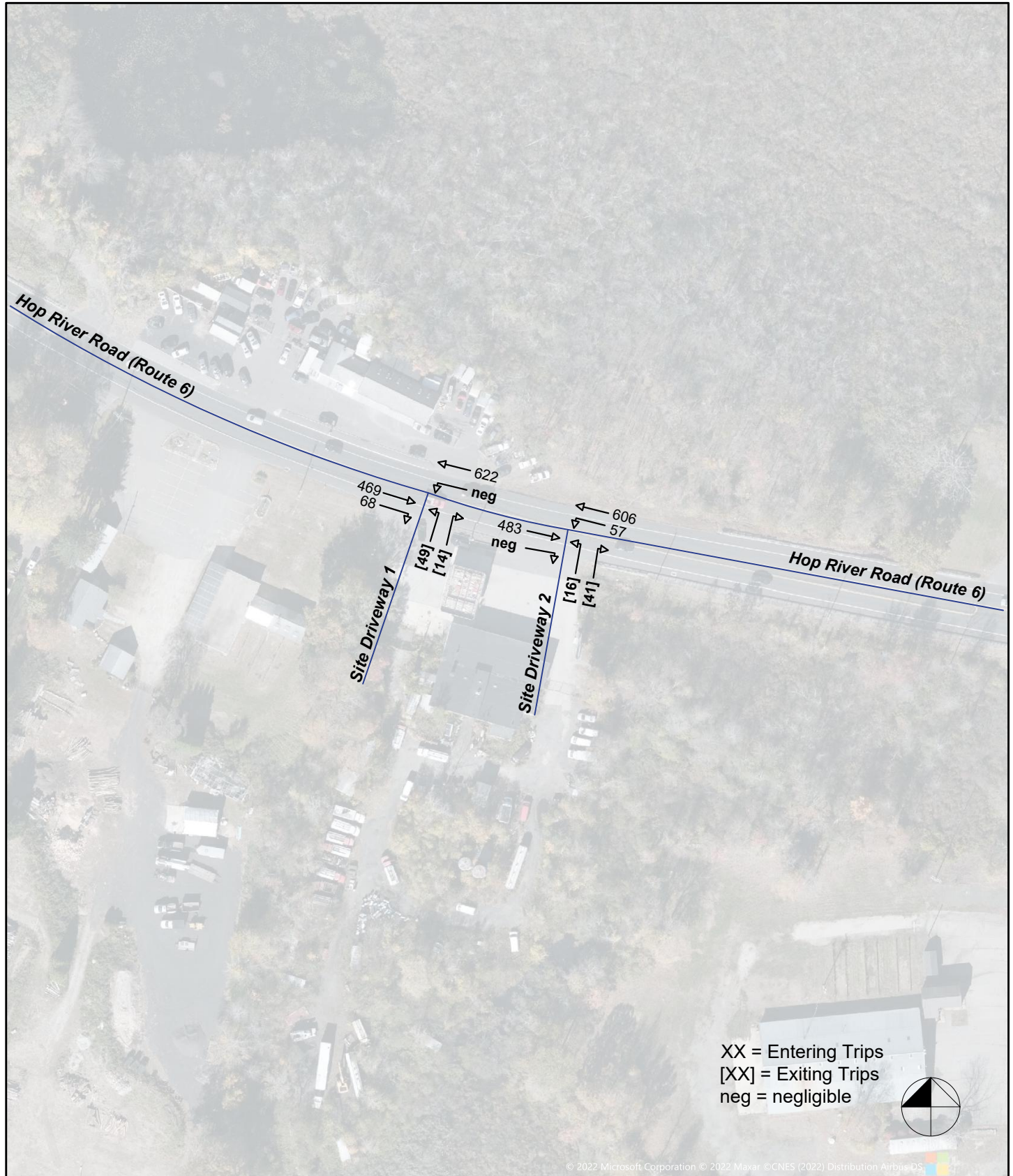


Figure 14
Future Combined Saturday Midday Peak Hour Traffic Volumes (2023)

APPENDIX

LEVEL OF SERVICE FOR TWO-WAY STOP SIGN CONTROLLED INTERSECTIONS

The level of service for a TWSC (two-way stop controlled) intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS criteria are given in the Table. LOS criteria are given below:

| LEVEL-OF SERVICE CRITERIA FOR AWSC INTERSECTIONS | |
|---|--|
| LOS¹ | CONTROL DELAY (s/veh) |
| A | ≤ 10 |
| B | > 10 AND ≤ 15 |
| C | > 15 AND ≤ 25 |
| D | > 25 AND ≤ 35 |
| E | > 35 AND ≤ 50 |
| F | > 50 |

Note: LOS criteria apply to each lane on a given approach and to each approach on the minor street.
 LOS is not calculated for major-street approaches or for the intersection as a whole.
 LOS F is assigned to a movement if the volume-to-capacity ratio exceeds 1.0, regardless of the control delay

Reference: Highway Capacity Manual Version 6.0, Transportation Research Board, 2016.

Daily Vehicle Volume Report

Study Date: Thursday, 08/18/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

| | Westbound Volume | Eastbound Volume | Total Volume |
|-----------------------|----------------------|----------------------|----------------------|
| 00:00 - 00:59 | 34 | 68 | 102 |
| 01:00 - 01:59 | 27 | 38 | 65 |
| 02:00 - 02:59 | 33 | 22 | 55 |
| 03:00 - 03:59 | 55 | 30 | 85 |
| 04:00 - 04:59 | 100 | 41 | 141 |
| 05:00 - 05:59 | 352 | 122 | 474 |
| 06:00 - 06:59 | 650 | 249 | 899 |
| 07:00 - 07:59 | 763 | 365 | 1128 |
| 08:00 - 08:59 | 629 | 408 | 1037 |
| 09:00 - 09:59 | 522 | 361 | 883 |
| 10:00 - 10:59 | 529 | 407 | 936 |
| 11:00 - 11:59 | 472 | 436 | 908 |
| 12:00 - 12:59 | 510 | 437 | 947 |
| 13:00 - 13:59 | 487 | 430 | 917 |
| 14:00 - 14:59 | 503 | 581 | 1084 |
| 15:00 - 15:59 | 519 | 736 | 1255 |
| 16:00 - 16:59 | 518 | 851 | 1369 |
| 17:00 - 17:59 | 554 | 772 | 1326 |
| 18:00 - 18:59 | 419 | 480 | 899 |
| 19:00 - 19:59 | 261 | 367 | 628 |
| 20:00 - 20:59 | 191 | 328 | 519 |
| 21:00 - 21:59 | 178 | 280 | 458 |
| 22:00 - 22:59 | 114 | 207 | 321 |
| 23:00 - 23:59 | 73 | 129 | 202 |
| Totals | 8493 | 8145 | 16638 |
| AM Peak Time | 07:11 - 08:10 | 10:51 - 11:50 | 07:11 - 08:10 |
| AM Peak Volume | 779 | 456 | 1172 |
| PM Peak Time | 16:39 - 17:38 | 15:43 - 16:42 | 16:39 - 17:38 |
| PM Peak Volume | 586 | 868 | 1411 |

Daily Vehicle Volume Report

Study Date: Friday, 08/19/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

| | Westbound Volume | Eastbound Volume | Total Volume |
|-----------------------|----------------------|----------------------|----------------------|
| 00:00 - 00:59 | 44 | 84 | 128 |
| 01:00 - 01:59 | 26 | 59 | 85 |
| 02:00 - 02:59 | 35 | 27 | 62 |
| 03:00 - 03:59 | 59 | 25 | 84 |
| 04:00 - 04:59 | 97 | 46 | 143 |
| 05:00 - 05:59 | 307 | 135 | 442 |
| 06:00 - 06:59 | 578 | 242 | 820 |
| 07:00 - 07:59 | 674 | 342 | 1016 |
| 08:00 - 08:59 | 599 | 408 | 1007 |
| 09:00 - 09:59 | 473 | 359 | 832 |
| 10:00 - 10:59 | 474 | 372 | 846 |
| 11:00 - 11:59 | 502 | 444 | 946 |
| 12:00 - 12:59 | 508 | 479 | 987 |
| 13:00 - 13:59 | 473 | 515 | 988 |
| 14:00 - 14:59 | 543 | 608 | 1151 |
| 15:00 - 15:59 | 550 | 747 | 1297 |
| 16:00 - 16:59 | 576 | 759 | 1335 |
| 17:00 - 17:59 | 609 | 690 | 1299 |
| 18:00 - 18:59 | 472 | 508 | 980 |
| 19:00 - 19:59 | 332 | 418 | 750 |
| 20:00 - 20:59 | 246 | 358 | 604 |
| 21:00 - 21:59 | 201 | 283 | 484 |
| 22:00 - 22:59 | 121 | 265 | 386 |
| 23:00 - 23:59 | 139 | 147 | 286 |
| Totals | 8638 | 8320 | 16958 |
| AM Peak Time | 07:06 - 08:05 | 10:42 - 11:41 | 07:11 - 08:10 |
| AM Peak Volume | 689 | 446 | 1074 |
| PM Peak Time | 16:57 - 17:56 | 15:46 - 16:45 | 15:44 - 16:43 |
| PM Peak Volume | 624 | 798 | 1382 |

Daily Vehicle Volume Report

Study Date: Saturday, 08/20/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

| | Westbound Volume | Eastbound Volume | Total Volume |
|----------------|---------------------|---------------------|-----------------|
| 00:00 - 00:59 | 83 | 102 | 185 |
| 01:00 - 01:59 | 51 | 79 | 130 |
| 02:00 - 02:59 | 38 | 40 | 78 |
| 03:00 - 03:59 | 47 | 26 | 73 |
| 04:00 - 04:59 | 46 | 39 | 85 |
| 05:00 - 05:59 | 113 | 71 | 184 |
| 06:00 - 06:59 | 186 | 117 | 303 |
| 07:00 - 07:59 | 251 | 189 | 440 |
| 08:00 - 08:59 | 361 | 290 | 651 |
| 09:00 - 09:59 | 445 | 334 | 779 |
| 10:00 - 10:59 | 551 | 377 | 928 |
| 11:00 - 11:59 | 638 | 502 | 1140 |
| 12:00 - 12:59 | 557 | 525 | 1082 |
| 13:00 - 13:59 | 535 | 541 | 1076 |
| 14:00 - 14:59 | 509 | 539 | 1048 |
| 15:00 - 15:59 | 477 | 568 | 1045 |
| 16:00 - 16:59 | 499 | 521 | 1020 |
| 17:00 - 17:59 | 486 | 485 | 971 |
| 18:00 - 18:59 | 388 | 403 | 791 |
| 19:00 - 19:59 | 338 | 342 | 680 |
| 20:00 - 20:59 | 270 | 368 | 638 |
| 21:00 - 21:59 | 229 | 334 | 563 |
| 22:00 - 22:59 | 175 | 217 | 392 |
| 23:00 - 23:59 | 119 | 179 | 298 |
| Totals | 7392 | 7188 | 14580 |
| AM Peak Time | 10:50 - 11:49 | 11:00 - 11:59 | 11:00 - 11:59 |
| AM Peak Volume | 643 | 502 | 1140 |
| PM Peak Time | 12:39 - 13:38 | 15:22 - 16:21 | 14:28 - 15:27 |
| PM Peak Volume | 574 | 581 | 1112 |

Daily Westbound Classes Report

Study Date: Thursday, 08/18/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|-------------------------|------------|-------------|-------------|------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 00:00 - 00:59 | 0 | 24 | 5 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 34 |
| 01:00 - 01:59 | 0 | 20 | 1 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 02:00 - 02:59 | 0 | 19 | 5 | 1 | 4 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 33 |
| 03:00 - 03:59 | 1 | 31 | 9 | 3 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 55 |
| 04:00 - 04:59 | 2 | 71 | 9 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 05:00 - 05:59 | 2 | 231 | 46 | 3 | 65 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 352 |
| 06:00 - 06:59 | 10 | 450 | 75 | 3 | 103 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 650 |
| 07:00 - 07:59 | 12 | 584 | 85 | 3 | 64 | 6 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 763 |
| 08:00 - 08:59 | 4 | 471 | 79 | 2 | 62 | 3 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 629 |
| 09:00 - 09:59 | 5 | 383 | 57 | 7 | 53 | 6 | 0 | 4 | 4 | 0 | 1 | 2 | 0 | 522 |
| 10:00 - 10:59 | 7 | 406 | 52 | 1 | 51 | 5 | 0 | 2 | 2 | 0 | 0 | 1 | 2 | 529 |
| 11:00 - 11:59 | 7 | 360 | 34 | 5 | 48 | 10 | 0 | 2 | 4 | 0 | 1 | 0 | 1 | 472 |
| 12:00 - 12:59 | 17 | 380 | 43 | 6 | 46 | 10 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 510 |
| 13:00 - 13:59 | 15 | 340 | 60 | 6 | 50 | 6 | 1 | 2 | 4 | 0 | 0 | 1 | 2 | 487 |
| 14:00 - 14:59 | 9 | 379 | 48 | 6 | 44 | 9 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 503 |
| 15:00 - 15:59 | 7 | 397 | 48 | 6 | 50 | 4 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 519 |
| 16:00 - 16:59 | 9 | 412 | 32 | 1 | 54 | 1 | 1 | 3 | 3 | 0 | 0 | 2 | 0 | 518 |
| 17:00 - 17:59 | 6 | 423 | 58 | 2 | 60 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 554 |
| 18:00 - 18:59 | 6 | 341 | 33 | 3 | 34 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 419 |
| 19:00 - 19:59 | 3 | 217 | 21 | 1 | 15 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 261 |
| 20:00 - 20:59 | 4 | 152 | 14 | 0 | 19 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 191 |
| 21:00 - 21:59 | 2 | 143 | 12 | 2 | 14 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 178 |
| 22:00 - 22:59 | 3 | 89 | 9 | 1 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 114 |
| 23:00 - 23:59 | 0 | 58 | 5 | 2 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 73 |
| Totals | 131 | 6381 | 840 | 67 | 886 | 72 | 8 | 44 | 46 | 4 | 3 | 6 | 5 | 8493 |
| Percent of Total | 1.5 | 75.1 | 9.9 | 0.8 | 10.4 | 0.8 | 0.1 | 0.5 | 0.5 | 0.0 | 0.0 | 0.1 | 0.1 | 100 |
| Percent of AM | 1.2 | 73.2 | 11.0 | 0.7 | 11.6 | 0.9 | 0.1 | 0.6 | 0.5 | 0.0 | 0.0 | 0.1 | 0.1 | 100 |
| Percent of PM | 1.9 | 77.0 | 8.9 | 0.8 | 9.3 | 0.8 | 0.1 | 0.5 | 0.6 | 0.0 | 0.0 | 0.1 | 0.0 | 100 |

Truck Summary:

Total Trucks: 1141 % Trucks: 13.4 AM % Trucks: 14.6 PM % Trucks: 12.3

Classification Scheme: FHWA (ID: 1)

- | | | |
|-----------------------------------|-----------------------------------|----------------------------------|
| #1 Motorcycles - 2 Axles | #6 Single Unit Truck - 3 Axles | #11 Multi-Unit - 5 Axles or Less |
| #2 Passenger Cars - 2 Axles | #7 Single Unit - 4 Axles | #12 Multi-Unit - 6 Axles |
| #3 Pickup Trucks, Vans - 2 Axles | #8 Single Unit - 4 Axles or Less | #13 Multi-Unit - 7 Axles or More |
| #4 Buses | #9 Double Unit - 5 Axles | |
| #5 Single Unit - 2 Axles, 6 Tires | #10 Double Unit - 6 Axles or More | |

Daily Westbound Classes Report

Study Date: Friday, 08/19/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|-------------------------|------------|-------------|-------------|------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 00:00 - 00:59 | 0 | 31 | 4 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 01:00 - 01:59 | 0 | 14 | 5 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 26 |
| 02:00 - 02:59 | 0 | 26 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 03:00 - 03:59 | 2 | 29 | 5 | 2 | 18 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 59 |
| 04:00 - 04:59 | 3 | 44 | 21 | 5 | 20 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 97 |
| 05:00 - 05:59 | 2 | 192 | 38 | 1 | 69 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 307 |
| 06:00 - 06:59 | 19 | 363 | 78 | 3 | 105 | 6 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 578 |
| 07:00 - 07:59 | 13 | 458 | 84 | 7 | 102 | 3 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 674 |
| 08:00 - 08:59 | 4 | 420 | 89 | 3 | 72 | 5 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 599 |
| 09:00 - 09:59 | 11 | 340 | 47 | 5 | 59 | 5 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 473 |
| 10:00 - 10:59 | 4 | 347 | 45 | 3 | 63 | 2 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 474 |
| 11:00 - 11:59 | 11 | 374 | 49 | 3 | 47 | 6 | 0 | 2 | 7 | 0 | 2 | 1 | 0 | 502 |
| 12:00 - 12:59 | 3 | 378 | 48 | 5 | 50 | 8 | 5 | 4 | 7 | 0 | 0 | 0 | 0 | 508 |
| 13:00 - 13:59 | 6 | 346 | 45 | 1 | 60 | 4 | 1 | 4 | 4 | 0 | 0 | 2 | 0 | 473 |
| 14:00 - 14:59 | 7 | 411 | 55 | 5 | 40 | 9 | 6 | 4 | 4 | 1 | 1 | 0 | 0 | 543 |
| 15:00 - 15:59 | 13 | 412 | 57 | 6 | 46 | 3 | 0 | 4 | 7 | 0 | 0 | 2 | 0 | 550 |
| 16:00 - 16:59 | 13 | 454 | 49 | 7 | 40 | 1 | 1 | 5 | 5 | 0 | 0 | 1 | 0 | 576 |
| 17:00 - 17:59 | 10 | 490 | 46 | 1 | 50 | 4 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 609 |
| 18:00 - 18:59 | 5 | 391 | 42 | 3 | 29 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 472 |
| 19:00 - 19:59 | 3 | 267 | 24 | 0 | 32 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 332 |
| 20:00 - 20:59 | 7 | 197 | 14 | 0 | 25 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 246 |
| 21:00 - 21:59 | 1 | 162 | 16 | 1 | 20 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 201 |
| 22:00 - 22:59 | 3 | 97 | 9 | 0 | 9 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 121 |
| 23:00 - 23:59 | 5 | 119 | 5 | 1 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 139 |
| Totals | 145 | 6362 | 878 | 63 | 983 | 59 | 20 | 62 | 56 | 1 | 3 | 6 | 0 | 8638 |
| Percent of Total | 1.7 | 73.7 | 10.2 | 0.7 | 11.4 | 0.7 | 0.2 | 0.7 | 0.6 | 0.0 | 0.0 | 0.1 | 0.0 | 100 |
| Percent of AM | 1.8 | 68.2 | 12.1 | 0.9 | 14.8 | 0.7 | 0.1 | 0.8 | 0.5 | 0.0 | 0.1 | 0.0 | 0.0 | 100 |
| Percent of PM | 1.6 | 78.1 | 8.6 | 0.6 | 8.6 | 0.6 | 0.3 | 0.7 | 0.8 | 0.0 | 0.0 | 0.1 | 0.0 | 100 |

Truck Summary:

Total Trucks: 1253 % Trucks: 14.5 AM % Trucks: 17.9 PM % Trucks: 11.7

Classification Scheme: FHWA (ID: 1)

- | | | |
|-----------------------------------|-----------------------------------|----------------------------------|
| #1 Motorcycles - 2 Axles | #6 Single Unit Truck - 3 Axles | #11 Multi-Unit - 5 Axles or Less |
| #2 Passenger Cars - 2 Axles | #7 Single Unit - 4 Axles | #12 Multi-Unit - 6 Axles |
| #3 Pickup Trucks, Vans - 2 Axles | #8 Single Unit - 4 Axles or Less | #13 Multi-Unit - 7 Axles or More |
| #4 Buses | #9 Double Unit - 5 Axles | |
| #5 Single Unit - 2 Axles, 6 Tires | #10 Double Unit - 6 Axles or More | |

Daily Westbound Classes Report

Study Date: Saturday, 08/20/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|-------------------------|------------|-------------|------------|------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 00:00 - 00:59 | 0 | 63 | 6 | 2 | 9 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 83 |
| 01:00 - 01:59 | 1 | 29 | 9 | 0 | 9 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 51 |
| 02:00 - 02:59 | 2 | 27 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 03:00 - 03:59 | 0 | 34 | 5 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 04:00 - 04:59 | 0 | 35 | 3 | 1 | 4 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 46 |
| 05:00 - 05:59 | 1 | 76 | 13 | 2 | 19 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 113 |
| 06:00 - 06:59 | 2 | 127 | 18 | 2 | 33 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 186 |
| 07:00 - 07:59 | 1 | 198 | 18 | 1 | 29 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 251 |
| 08:00 - 08:59 | 1 | 273 | 33 | 2 | 47 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 361 |
| 09:00 - 09:59 | 7 | 322 | 44 | 2 | 66 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 445 |
| 10:00 - 10:59 | 10 | 447 | 46 | 2 | 43 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 551 |
| 11:00 - 11:59 | 5 | 504 | 62 | 0 | 61 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 638 |
| 12:00 - 12:59 | 8 | 452 | 38 | 1 | 55 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 557 |
| 13:00 - 13:59 | 2 | 448 | 42 | 1 | 40 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 535 |
| 14:00 - 14:59 | 8 | 412 | 44 | 2 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 509 |
| 15:00 - 15:59 | 4 | 389 | 33 | 3 | 44 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 477 |
| 16:00 - 16:59 | 5 | 403 | 45 | 1 | 41 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 499 |
| 17:00 - 17:59 | 14 | 400 | 34 | 2 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 486 |
| 18:00 - 18:59 | 4 | 326 | 29 | 0 | 28 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 388 |
| 19:00 - 19:59 | 6 | 270 | 30 | 0 | 26 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 338 |
| 20:00 - 20:59 | 4 | 227 | 15 | 0 | 20 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 270 |
| 21:00 - 21:59 | 4 | 198 | 13 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 |
| 22:00 - 22:59 | 0 | 152 | 14 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 175 |
| 23:00 - 23:59 | 0 | 96 | 10 | 1 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 119 |
| Totals | 89 | 5908 | 609 | 27 | 695 | 14 | 5 | 21 | 22 | 0 | 1 | 1 | 0 | 7392 |
| Percent of Total | 1.2 | 79.9 | 8.2 | 0.4 | 9.4 | 0.2 | 0.1 | 0.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of AM | 1.1 | 76.0 | 9.3 | 0.5 | 11.8 | 0.3 | 0.1 | 0.5 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of PM | 1.3 | 82.3 | 7.6 | 0.3 | 7.9 | 0.1 | 0.1 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |

Truck Summary:

Total Trucks: 786 % Trucks: 10.6 AM % Trucks: 13.6 PM % Trucks: 8.8

Classification Scheme: FHWA (ID: 1)

- | | | |
|-----------------------------------|-----------------------------------|----------------------------------|
| #1 Motorcycles - 2 Axles | #6 Single Unit Truck - 3 Axles | #11 Multi-Unit - 5 Axles or Less |
| #2 Passenger Cars - 2 Axles | #7 Single Unit - 4 Axles | #12 Multi-Unit - 6 Axles |
| #3 Pickup Trucks, Vans - 2 Axles | #8 Single Unit - 4 Axles or Less | #13 Multi-Unit - 7 Axles or More |
| #4 Buses | #9 Double Unit - 5 Axles | |
| #5 Single Unit - 2 Axles, 6 Tires | #10 Double Unit - 6 Axles or More | |

Daily Eastbound Classes Report

Study Date: Thursday, 08/18/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|-------------------------|------------|-------------|-------------|------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 00:00 - 00:59 | 0 | 60 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 68 |
| 01:00 - 01:59 | 2 | 28 | 4 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 38 |
| 02:00 - 02:59 | 0 | 17 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 03:00 - 03:59 | 1 | 21 | 3 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 04:00 - 04:59 | 1 | 26 | 3 | 1 | 6 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 41 |
| 05:00 - 05:59 | 2 | 76 | 14 | 2 | 21 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 122 |
| 06:00 - 06:59 | 3 | 174 | 34 | 5 | 28 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 249 |
| 07:00 - 07:59 | 2 | 255 | 52 | 7 | 38 | 7 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 365 |
| 08:00 - 08:59 | 3 | 280 | 57 | 4 | 44 | 5 | 1 | 10 | 4 | 0 | 0 | 0 | 0 | 408 |
| 09:00 - 09:59 | 5 | 233 | 45 | 2 | 55 | 3 | 0 | 11 | 7 | 0 | 0 | 0 | 0 | 361 |
| 10:00 - 10:59 | 4 | 273 | 57 | 7 | 44 | 9 | 1 | 7 | 5 | 0 | 0 | 0 | 0 | 407 |
| 11:00 - 11:59 | 4 | 295 | 54 | 15 | 54 | 6 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 436 |
| 12:00 - 12:59 | 2 | 330 | 32 | 7 | 54 | 4 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 437 |
| 13:00 - 13:59 | 1 | 327 | 56 | 6 | 24 | 4 | 1 | 8 | 3 | 0 | 0 | 0 | 0 | 430 |
| 14:00 - 14:59 | 5 | 438 | 81 | 4 | 48 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 581 |
| 15:00 - 15:59 | 10 | 538 | 109 | 2 | 63 | 9 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 736 |
| 16:00 - 16:59 | 27 | 654 | 97 | 3 | 60 | 1 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 851 |
| 17:00 - 17:59 | 6 | 653 | 63 | 2 | 40 | 2 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 772 |
| 18:00 - 18:59 | 6 | 398 | 41 | 1 | 30 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 480 |
| 19:00 - 19:59 | 2 | 320 | 29 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 367 |
| 20:00 - 20:59 | 4 | 290 | 14 | 2 | 15 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 328 |
| 21:00 - 21:59 | 1 | 242 | 17 | 0 | 13 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 280 |
| 22:00 - 22:59 | 1 | 176 | 15 | 0 | 11 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 207 |
| 23:00 - 23:59 | 1 | 103 | 12 | 0 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 129 |
| Totals | 93 | 6207 | 896 | 71 | 684 | 60 | 9 | 84 | 40 | 0 | 0 | 1 | 0 | 8145 |
| Percent of Total | 1.1 | 76.2 | 11.0 | 0.9 | 8.4 | 0.7 | 0.1 | 1.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of AM | 1.1 | 68.2 | 13.0 | 1.7 | 11.7 | 1.5 | 0.2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of PM | 1.2 | 79.8 | 10.1 | 0.5 | 6.9 | 0.4 | 0.1 | 0.7 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |

Truck Summary:

Total Trucks: 949 % Trucks: 11.7 AM % Trucks: 17.7 PM % Trucks: 8.9

Classification Scheme: FHWA (ID: 1)

- | | | |
|-----------------------------------|-----------------------------------|----------------------------------|
| #1 Motorcycles - 2 Axles | #6 Single Unit Truck - 3 Axles | #11 Multi-Unit - 5 Axles or Less |
| #2 Passenger Cars - 2 Axles | #7 Single Unit - 4 Axles | #12 Multi-Unit - 6 Axles |
| #3 Pickup Trucks, Vans - 2 Axles | #8 Single Unit - 4 Axles or Less | #13 Multi-Unit - 7 Axles or More |
| #4 Buses | #9 Double Unit - 5 Axles | |
| #5 Single Unit - 2 Axles, 6 Tires | #10 Double Unit - 6 Axles or More | |

Daily Eastbound Classes Report

Study Date: Friday, 08/19/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|-------------------------|------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 00:00 - 00:59 | 0 | 69 | 12 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 84 |
| 01:00 - 01:59 | 0 | 46 | 6 | 2 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 59 |
| 02:00 - 02:59 | 1 | 17 | 1 | 0 | 3 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 27 |
| 03:00 - 03:59 | 1 | 19 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 25 |
| 04:00 - 04:59 | 0 | 33 | 5 | 1 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 46 |
| 05:00 - 05:59 | 1 | 82 | 23 | 4 | 13 | 2 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 135 |
| 06:00 - 06:59 | 1 | 163 | 36 | 4 | 27 | 3 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 242 |
| 07:00 - 07:59 | 7 | 239 | 51 | 2 | 32 | 4 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 342 |
| 08:00 - 08:59 | 4 | 290 | 46 | 9 | 43 | 7 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 408 |
| 09:00 - 09:59 | 4 | 255 | 45 | 3 | 33 | 5 | 0 | 9 | 4 | 0 | 0 | 1 | 0 | 359 |
| 10:00 - 10:59 | 2 | 257 | 53 | 5 | 40 | 7 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 372 |
| 11:00 - 11:59 | 4 | 328 | 52 | 3 | 49 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 444 |
| 12:00 - 12:59 | 5 | 365 | 55 | 5 | 38 | 1 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 479 |
| 13:00 - 13:59 | 3 | 371 | 70 | 8 | 52 | 7 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 515 |
| 14:00 - 14:59 | 9 | 476 | 60 | 3 | 53 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 608 |
| 15:00 - 15:59 | 4 | 574 | 100 | 0 | 57 | 4 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 747 |
| 16:00 - 16:59 | 11 | 606 | 90 | 2 | 45 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 759 |
| 17:00 - 17:59 | 10 | 562 | 67 | 3 | 43 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 690 |
| 18:00 - 18:59 | 15 | 406 | 59 | 0 | 23 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 508 |
| 19:00 - 19:59 | 3 | 364 | 28 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 418 |
| 20:00 - 20:59 | 5 | 308 | 30 | 2 | 10 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 358 |
| 21:00 - 21:59 | 2 | 249 | 20 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 283 |
| 22:00 - 22:59 | 0 | 233 | 21 | 1 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 265 |
| 23:00 - 23:59 | 0 | 122 | 16 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 147 |
| Totals | 92 | 6434 | 947 | 59 | 621 | 49 | 2 | 81 | 30 | 1 | 2 | 2 | 0 | 8320 |
| Percent of Total | 1.1 | 77.3 | 11.4 | 0.7 | 7.5 | 0.6 | 0.0 | 1.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of AM | 1.0 | 70.7 | 13.0 | 1.4 | 9.8 | 1.2 | 0.0 | 1.9 | 0.9 | 0.0 | 0.0 | 0.1 | 0.0 | 100 |
| Percent of PM | 1.2 | 80.2 | 10.7 | 0.4 | 6.4 | 0.3 | 0.0 | 0.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |

Truck Summary:

Total Trucks: 847 % Trucks: 10.2 AM % Trucks: 15.3 PM % Trucks: 7.9

Classification Scheme: FHWA (ID: 1)

- | | | |
|-----------------------------------|-----------------------------------|----------------------------------|
| #1 Motorcycles - 2 Axles | #6 Single Unit Truck - 3 Axles | #11 Multi-Unit - 5 Axles or Less |
| #2 Passenger Cars - 2 Axles | #7 Single Unit - 4 Axles | #12 Multi-Unit - 6 Axles |
| #3 Pickup Trucks, Vans - 2 Axles | #8 Single Unit - 4 Axles or Less | #13 Multi-Unit - 7 Axles or More |
| #4 Buses | #9 Double Unit - 5 Axles | |
| #5 Single Unit - 2 Axles, 6 Tires | #10 Double Unit - 6 Axles or More | |

Daily Eastbound Classes Report

Study Date: Saturday, 08/20/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|-------------------------|------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 00:00 - 00:59 | 2 | 83 | 10 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 102 |
| 01:00 - 01:59 | 0 | 63 | 5 | 1 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 79 |
| 02:00 - 02:59 | 1 | 34 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 03:00 - 03:59 | 0 | 22 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 04:00 - 04:59 | 0 | 28 | 6 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 39 |
| 05:00 - 05:59 | 0 | 49 | 6 | 2 | 7 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 71 |
| 06:00 - 06:59 | 6 | 88 | 11 | 3 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 117 |
| 07:00 - 07:59 | 1 | 140 | 23 | 4 | 15 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 189 |
| 08:00 - 08:59 | 4 | 222 | 27 | 3 | 27 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 290 |
| 09:00 - 09:59 | 8 | 237 | 34 | 3 | 46 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 334 |
| 10:00 - 10:59 | 11 | 287 | 33 | 1 | 40 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 377 |
| 11:00 - 11:59 | 3 | 394 | 56 | 0 | 45 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 502 |
| 12:00 - 12:59 | 4 | 442 | 44 | 2 | 29 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 525 |
| 13:00 - 13:59 | 0 | 459 | 40 | 0 | 39 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 541 |
| 14:00 - 14:59 | 6 | 457 | 45 | 0 | 26 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 539 |
| 15:00 - 15:59 | 11 | 471 | 54 | 0 | 28 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 568 |
| 16:00 - 16:59 | 12 | 430 | 44 | 1 | 31 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 521 |
| 17:00 - 17:59 | 2 | 418 | 28 | 0 | 31 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 485 |
| 18:00 - 18:59 | 6 | 346 | 35 | 2 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 403 |
| 19:00 - 19:59 | 9 | 300 | 19 | 1 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 342 |
| 20:00 - 20:59 | 3 | 308 | 40 | 2 | 13 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 368 |
| 21:00 - 21:59 | 1 | 304 | 16 | 0 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 334 |
| 22:00 - 22:59 | 2 | 190 | 18 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 217 |
| 23:00 - 23:59 | 1 | 147 | 22 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 179 |
| Totals | 93 | 5919 | 619 | 26 | 452 | 19 | 5 | 45 | 10 | 0 | 0 | 0 | 0 | 7188 |
| Percent of Total | 1.3 | 82.3 | 8.6 | 0.4 | 6.3 | 0.3 | 0.1 | 0.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of AM | 1.7 | 76.0 | 9.9 | 0.8 | 9.6 | 0.5 | 0.2 | 1.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of PM | 1.1 | 85.1 | 8.1 | 0.2 | 4.9 | 0.2 | 0.0 | 0.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |

Truck Summary:

Total Trucks: 557 % Trucks: 7.7 AM % Trucks: 12.4 PM % Trucks: 5.7

Classification Scheme: FHWA (ID: 1)

- | | | |
|-----------------------------------|-----------------------------------|----------------------------------|
| #1 Motorcycles - 2 Axles | #6 Single Unit Truck - 3 Axles | #11 Multi-Unit - 5 Axles or Less |
| #2 Passenger Cars - 2 Axles | #7 Single Unit - 4 Axles | #12 Multi-Unit - 6 Axles |
| #3 Pickup Trucks, Vans - 2 Axles | #8 Single Unit - 4 Axles or Less | #13 Multi-Unit - 7 Axles or More |
| #4 Buses | #9 Double Unit - 5 Axles | |
| #5 Single Unit - 2 Axles, 6 Tires | #10 Double Unit - 6 Axles or More | |

Daily Total Classes Report

Study Date: Thursday, 08/18/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|-------------------------|------------|--------------|-------------|------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| 00:00 - 00:59 | 0 | 84 | 11 | 1 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 102 |
| 01:00 - 01:59 | 2 | 48 | 5 | 1 | 6 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 65 |
| 02:00 - 02:59 | 0 | 36 | 6 | 1 | 7 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 55 |
| 03:00 - 03:59 | 2 | 52 | 12 | 4 | 13 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 85 |
| 04:00 - 04:59 | 3 | 97 | 12 | 2 | 23 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 141 |
| 05:00 - 05:59 | 4 | 307 | 60 | 5 | 86 | 5 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 474 |
| 06:00 - 06:59 | 13 | 624 | 109 | 8 | 131 | 6 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 899 |
| 07:00 - 07:59 | 14 | 839 | 137 | 10 | 102 | 13 | 1 | 6 | 5 | 1 | 0 | 0 | 0 | 1128 |
| 08:00 - 08:59 | 7 | 751 | 136 | 6 | 106 | 8 | 2 | 16 | 5 | 0 | 0 | 0 | 0 | 1037 |
| 09:00 - 09:59 | 10 | 616 | 102 | 9 | 108 | 9 | 0 | 15 | 11 | 0 | 1 | 2 | 0 | 883 |
| 10:00 - 10:59 | 11 | 679 | 109 | 8 | 95 | 14 | 1 | 9 | 7 | 0 | 0 | 1 | 2 | 936 |
| 11:00 - 11:59 | 11 | 655 | 88 | 20 | 102 | 16 | 2 | 7 | 5 | 0 | 1 | 0 | 1 | 908 |
| 12:00 - 12:59 | 19 | 710 | 75 | 13 | 100 | 14 | 1 | 9 | 5 | 1 | 0 | 0 | 0 | 947 |
| 13:00 - 13:59 | 16 | 667 | 116 | 12 | 74 | 10 | 2 | 10 | 7 | 0 | 0 | 1 | 2 | 917 |
| 14:00 - 14:59 | 14 | 817 | 129 | 10 | 92 | 11 | 1 | 5 | 4 | 1 | 0 | 0 | 0 | 1084 |
| 15:00 - 15:59 | 17 | 935 | 157 | 8 | 113 | 13 | 1 | 3 | 6 | 0 | 1 | 1 | 0 | 1255 |
| 16:00 - 16:59 | 36 | 1066 | 129 | 4 | 114 | 2 | 2 | 9 | 5 | 0 | 0 | 2 | 0 | 1369 |
| 17:00 - 17:59 | 12 | 1076 | 121 | 4 | 100 | 3 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 1326 |
| 18:00 - 18:59 | 12 | 739 | 74 | 4 | 64 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 899 |
| 19:00 - 19:59 | 5 | 537 | 50 | 1 | 31 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 628 |
| 20:00 - 20:59 | 8 | 442 | 28 | 2 | 34 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 519 |
| 21:00 - 21:59 | 3 | 385 | 29 | 2 | 27 | 1 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 458 |
| 22:00 - 22:59 | 4 | 265 | 24 | 1 | 21 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 321 |
| 23:00 - 23:59 | 1 | 161 | 17 | 2 | 18 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 202 |
| Totals | 224 | 12588 | 1736 | 138 | 1570 | 132 | 17 | 128 | 86 | 4 | 3 | 7 | 5 | 16638 |
| Percent of Total | 1.3 | 75.7 | 10.4 | 0.8 | 9.4 | 0.8 | 0.1 | 0.8 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of AM | 1.1 | 71.3 | 11.7 | 1.1 | 11.6 | 1.1 | 0.1 | 1.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of PM | 1.5 | 78.6 | 9.6 | 0.6 | 7.9 | 0.6 | 0.1 | 0.6 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |

Truck Summary:

Total Trucks: 2090 % Trucks: 12.6 AM % Trucks: 15.8 PM % Trucks: 10.4

Classification Scheme: FHWA (ID: 1)

- | | | |
|-----------------------------------|-----------------------------------|----------------------------------|
| #1 Motorcycles - 2 Axles | #6 Single Unit Truck - 3 Axles | #11 Multi-Unit - 5 Axles or Less |
| #2 Passenger Cars - 2 Axles | #7 Single Unit - 4 Axles | #12 Multi-Unit - 6 Axles |
| #3 Pickup Trucks, Vans - 2 Axles | #8 Single Unit - 4 Axles or Less | #13 Multi-Unit - 7 Axles or More |
| #4 Buses | #9 Double Unit - 5 Axles | |
| #5 Single Unit - 2 Axles, 6 Tires | #10 Double Unit - 6 Axles or More | |

Daily Total Classes Report

Study Date: Friday, 08/19/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|-------------------------|------------|--------------|-------------|------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| 00:00 - 00:59 | 0 | 100 | 16 | 2 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 128 |
| 01:00 - 01:59 | 0 | 60 | 11 | 2 | 6 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 85 |
| 02:00 - 02:59 | 1 | 43 | 4 | 0 | 9 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 62 |
| 03:00 - 03:59 | 3 | 48 | 6 | 3 | 20 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 84 |
| 04:00 - 04:59 | 3 | 77 | 26 | 6 | 25 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 143 |
| 05:00 - 05:59 | 3 | 274 | 61 | 5 | 82 | 4 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 442 |
| 06:00 - 06:59 | 20 | 526 | 114 | 7 | 132 | 9 | 1 | 9 | 1 | 0 | 0 | 1 | 0 | 820 |
| 07:00 - 07:59 | 20 | 697 | 135 | 9 | 134 | 7 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 1016 |
| 08:00 - 08:59 | 8 | 710 | 135 | 12 | 115 | 12 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 1007 |
| 09:00 - 09:59 | 15 | 595 | 92 | 8 | 92 | 10 | 0 | 11 | 8 | 0 | 0 | 1 | 0 | 832 |
| 10:00 - 10:59 | 6 | 604 | 98 | 8 | 103 | 9 | 4 | 9 | 4 | 1 | 0 | 0 | 0 | 846 |
| 11:00 - 11:59 | 15 | 702 | 101 | 6 | 96 | 9 | 0 | 5 | 9 | 0 | 2 | 1 | 0 | 946 |
| 12:00 - 12:59 | 8 | 743 | 103 | 10 | 88 | 9 | 6 | 12 | 8 | 0 | 0 | 0 | 0 | 987 |
| 13:00 - 13:59 | 9 | 717 | 115 | 9 | 112 | 11 | 1 | 7 | 5 | 0 | 0 | 2 | 0 | 988 |
| 14:00 - 14:59 | 16 | 887 | 115 | 8 | 93 | 11 | 6 | 9 | 4 | 1 | 1 | 0 | 0 | 1151 |
| 15:00 - 15:59 | 17 | 986 | 157 | 6 | 103 | 7 | 0 | 8 | 11 | 0 | 0 | 2 | 0 | 1297 |
| 16:00 - 16:59 | 24 | 1060 | 139 | 9 | 85 | 3 | 1 | 7 | 5 | 0 | 1 | 1 | 0 | 1335 |
| 17:00 - 17:59 | 20 | 1052 | 113 | 4 | 93 | 5 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 1299 |
| 18:00 - 18:59 | 20 | 797 | 101 | 3 | 52 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 980 |
| 19:00 - 19:59 | 6 | 631 | 52 | 0 | 55 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 750 |
| 20:00 - 20:59 | 12 | 505 | 44 | 2 | 35 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 604 |
| 21:00 - 21:59 | 3 | 411 | 36 | 1 | 32 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 484 |
| 22:00 - 22:59 | 3 | 330 | 30 | 1 | 18 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 386 |
| 23:00 - 23:59 | 5 | 241 | 21 | 1 | 15 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 286 |
| Totals | 237 | 12796 | 1825 | 122 | 1604 | 108 | 22 | 143 | 86 | 2 | 5 | 8 | 0 | 16958 |
| Percent of Total | 1.4 | 75.5 | 10.8 | 0.7 | 9.5 | 0.6 | 0.1 | 0.8 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of AM | 1.5 | 69.2 | 12.5 | 1.1 | 12.8 | 0.9 | 0.1 | 1.2 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of PM | 1.4 | 79.3 | 9.7 | 0.5 | 7.4 | 0.5 | 0.2 | 0.6 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |

Truck Summary:

Total Trucks: 2100 % Trucks: 12.4 AM % Trucks: 16.9 PM % Trucks: 9.7

Classification Scheme: FHWA (ID: 1)

- | | | |
|-----------------------------------|-----------------------------------|----------------------------------|
| #1 Motorcycles - 2 Axles | #6 Single Unit Truck - 3 Axles | #11 Multi-Unit - 5 Axles or Less |
| #2 Passenger Cars - 2 Axles | #7 Single Unit - 4 Axles | #12 Multi-Unit - 6 Axles |
| #3 Pickup Trucks, Vans - 2 Axles | #8 Single Unit - 4 Axles or Less | #13 Multi-Unit - 7 Axles or More |
| #4 Buses | #9 Double Unit - 5 Axles | |
| #5 Single Unit - 2 Axles, 6 Tires | #10 Double Unit - 6 Axles or More | |

Daily Total Classes Report

Study Date: Saturday, 08/20/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | Total |
|-------------------------|------------|--------------|-------------|------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| 00:00 - 00:59 | 2 | 146 | 16 | 2 | 14 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 185 |
| 01:00 - 01:59 | 1 | 92 | 14 | 1 | 17 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 130 |
| 02:00 - 02:59 | 3 | 61 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 03:00 - 03:59 | 0 | 56 | 8 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 04:00 - 04:59 | 0 | 63 | 9 | 2 | 5 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 85 |
| 05:00 - 05:59 | 1 | 125 | 19 | 4 | 26 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 184 |
| 06:00 - 06:59 | 8 | 215 | 29 | 5 | 40 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 303 |
| 07:00 - 07:59 | 2 | 338 | 41 | 5 | 44 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 440 |
| 08:00 - 08:59 | 5 | 495 | 60 | 5 | 74 | 4 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 651 |
| 09:00 - 09:59 | 15 | 559 | 78 | 5 | 112 | 2 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 779 |
| 10:00 - 10:59 | 21 | 734 | 79 | 3 | 83 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 928 |
| 11:00 - 11:59 | 8 | 898 | 118 | 0 | 106 | 2 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 1140 |
| 12:00 - 12:59 | 12 | 894 | 82 | 3 | 84 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 1082 |
| 13:00 - 13:59 | 2 | 907 | 82 | 1 | 79 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1076 |
| 14:00 - 14:59 | 14 | 869 | 89 | 2 | 68 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1048 |
| 15:00 - 15:59 | 15 | 860 | 87 | 3 | 72 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 1045 |
| 16:00 - 16:59 | 17 | 833 | 89 | 2 | 72 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1020 |
| 17:00 - 17:59 | 16 | 818 | 62 | 2 | 67 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 971 |
| 18:00 - 18:59 | 10 | 672 | 64 | 2 | 40 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 791 |
| 19:00 - 19:59 | 15 | 570 | 49 | 1 | 38 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 680 |
| 20:00 - 20:59 | 7 | 535 | 55 | 2 | 33 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 638 |
| 21:00 - 21:59 | 5 | 502 | 29 | 1 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 563 |
| 22:00 - 22:59 | 2 | 342 | 32 | 0 | 14 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 392 |
| 23:00 - 23:59 | 1 | 243 | 32 | 1 | 17 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 298 |
| Totals | 182 | 11827 | 1228 | 53 | 1147 | 33 | 10 | 66 | 32 | 0 | 1 | 1 | 0 | 14580 |
| Percent of Total | 1.2 | 81.1 | 8.4 | 0.4 | 7.9 | 0.2 | 0.1 | 0.5 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of AM | 1.3 | 76.0 | 9.6 | 0.7 | 10.8 | 0.4 | 0.1 | 0.8 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |
| Percent of PM | 1.2 | 83.8 | 7.8 | 0.2 | 6.3 | 0.2 | 0.0 | 0.3 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 100 |

Truck Summary:

Total Trucks: 1343 % Trucks: 9.2 AM % Trucks: 13.1 PM % Trucks: 7.2

Classification Scheme: FHWA (ID: 1)

- | | | |
|-----------------------------------|-----------------------------------|----------------------------------|
| #1 Motorcycles - 2 Axles | #6 Single Unit Truck - 3 Axles | #11 Multi-Unit - 5 Axles or Less |
| #2 Passenger Cars - 2 Axles | #7 Single Unit - 4 Axles | #12 Multi-Unit - 6 Axles |
| #3 Pickup Trucks, Vans - 2 Axles | #8 Single Unit - 4 Axles or Less | #13 Multi-Unit - 7 Axles or More |
| #4 Buses | #9 Double Unit - 5 Axles | |
| #5 Single Unit - 2 Axles, 6 Tires | #10 Double Unit - 6 Axles or More | |

Daily Westbound Speeds (MPH)

Study Date: Thursday, 08/18/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

Posted Speed: 45

| | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-74 | 75-79 | 80-99 | Total |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|-------------|
| 00:00 - 00:59 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 16 | 8 | 1 | 0 | 1 | 0 | 0 | 34 |
| 01:00 - 01:59 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 9 | 3 | 2 | 1 | 0 | 0 | 0 | 27 |
| 02:00 - 02:59 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 10 | 10 | 3 | 2 | 0 | 0 | 0 | 33 |
| 03:00 - 03:59 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 24 | 19 | 4 | 0 | 1 | 0 | 0 | 54 |
| 04:00 - 04:59 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 26 | 42 | 25 | 2 | 2 | 0 | 0 | 99 |
| 05:00 - 05:59 | 0 | 0 | 1 | 0 | 0 | 1 | 11 | 32 | 150 | 123 | 32 | 1 | 0 | 1 | 0 | 352 |
| 06:00 - 06:59 | 6 | 2 | 2 | 2 | 2 | 5 | 24 | 103 | 248 | 225 | 30 | 0 | 0 | 0 | 1 | 650 |
| 07:00 - 07:59 | 0 | 1 | 3 | 5 | 7 | 16 | 63 | 148 | 321 | 185 | 14 | 0 | 0 | 0 | 0 | 763 |
| 08:00 - 08:59 | 2 | 0 | 1 | 0 | 4 | 6 | 26 | 150 | 280 | 145 | 13 | 1 | 0 | 0 | 1 | 629 |
| 09:00 - 09:59 | 2 | 0 | 1 | 0 | 2 | 2 | 33 | 172 | 218 | 83 | 9 | 0 | 0 | 0 | 0 | 522 |
| 10:00 - 10:59 | 2 | 0 | 0 | 3 | 3 | 8 | 19 | 141 | 245 | 92 | 14 | 2 | 0 | 0 | 0 | 529 |
| 11:00 - 11:59 | 3 | 0 | 0 | 4 | 4 | 12 | 37 | 131 | 190 | 76 | 12 | 1 | 0 | 0 | 1 | 471 |
| 12:00 - 12:59 | 4 | 1 | 6 | 1 | 9 | 16 | 67 | 143 | 195 | 55 | 5 | 2 | 0 | 0 | 0 | 504 |
| 13:00 - 13:59 | 4 | 0 | 4 | 4 | 12 | 15 | 35 | 141 | 200 | 62 | 7 | 0 | 0 | 0 | 0 | 484 |
| 14:00 - 14:59 | 2 | 0 | 2 | 0 | 3 | 7 | 54 | 172 | 181 | 70 | 9 | 0 | 0 | 0 | 0 | 500 |
| 15:00 - 15:59 | 0 | 0 | 2 | 0 | 2 | 3 | 35 | 150 | 250 | 66 | 7 | 2 | 1 | 0 | 0 | 518 |
| 16:00 - 16:59 | 1 | 1 | 3 | 1 | 0 | 8 | 25 | 149 | 210 | 97 | 19 | 1 | 0 | 0 | 1 | 516 |
| 17:00 - 17:59 | 1 | 0 | 1 | 1 | 2 | 3 | 18 | 127 | 269 | 110 | 20 | 2 | 0 | 0 | 0 | 554 |
| 18:00 - 18:59 | 1 | 0 | 1 | 0 | 1 | 3 | 14 | 88 | 180 | 119 | 11 | 0 | 1 | 0 | 0 | 419 |
| 19:00 - 19:59 | 0 | 1 | 5 | 8 | 3 | 4 | 3 | 74 | 108 | 44 | 10 | 0 | 0 | 1 | 0 | 261 |
| 20:00 - 20:59 | 0 | 1 | 1 | 0 | 0 | 2 | 12 | 40 | 94 | 34 | 7 | 0 | 0 | 0 | 0 | 191 |
| 21:00 - 21:59 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 55 | 71 | 42 | 5 | 0 | 0 | 0 | 0 | 178 |
| 22:00 - 22:59 | 1 | 0 | 0 | 1 | 3 | 2 | 12 | 24 | 45 | 23 | 1 | 0 | 0 | 0 | 0 | 112 |
| 23:00 - 23:59 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 8 | 27 | 18 | 11 | 6 | 1 | 0 | 0 | 73 |
| Totals | 30 | 7 | 33 | 30 | 58 | 118 | 506 | 2066 | 3567 | 1751 | 271 | 23 | 7 | 2 | 4 | 8473 |
| Percent of Total | 0.4 | 0.1 | 0.4 | 0.4 | 0.7 | 1.4 | 6.0 | 24.4 | 42.1 | 20.7 | 3.2 | 0.3 | 0.1 | 0.0 | 0.0 | 100 |
| Percent of AM | 0.4 | 0.1 | 0.2 | 0.3 | 0.5 | 1.3 | 5.4 | 21.5 | 41.7 | 24.3 | 3.8 | 0.2 | 0.1 | 0.0 | 0.1 | 100 |
| Percent of PM | 0.3 | 0.1 | 0.6 | 0.4 | 0.8 | 1.5 | 6.5 | 27.2 | 42.5 | 17.2 | 2.6 | 0.3 | 0.1 | 0.0 | 0.0 | 100 |

| | | | | | |
|---------------------|----------|---------------------------|--------------|------------------|----------|
| Standard Deviation: | 6.5 MPH | Ten Mile Pace: | 45 to 54 MPH | 85th Percentile: | 57.2 MPH |
| Mean Speed: | 51.4 MPH | Percent in Ten Mile Pace: | 66.5% | 15th Percentile: | 46.2 MPH |
| Median Speed: | 51.9 MPH | | | 90th Percentile: | 58.5 MPH |
| Modal Speed: | 52.5 MPH | | | 95th Percentile: | 59.7 MPH |

Daily Westbound Speeds (MPH)

Study Date: Friday, 08/19/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

Posted Speed: 45

| | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-74 | 75-79 | 80-99 | Total |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|-------------|
| 00:00 - 00:59 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 11 | 11 | 11 | 4 | 2 | 0 | 0 | 0 | 44 |
| 01:00 - 01:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 12 | 2 | 0 | 0 | 0 | 0 | 26 |
| 02:00 - 02:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 17 | 2 | 0 | 0 | 0 | 0 | 35 |
| 03:00 - 03:59 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 13 | 21 | 15 | 1 | 0 | 0 | 0 | 58 |
| 04:00 - 04:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 23 | 27 | 32 | 9 | 2 | 0 | 0 | 97 |
| 05:00 - 05:59 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 59 | 155 | 68 | 12 | 2 | 0 | 0 | 307 |
| 06:00 - 06:59 | 1 | 1 | 0 | 0 | 0 | 0 | 8 | 38 | 173 | 217 | 106 | 20 | 3 | 1 | 0 | 568 |
| 07:00 - 07:59 | 3 | 0 | 0 | 2 | 0 | 1 | 11 | 59 | 248 | 242 | 101 | 6 | 0 | 0 | 0 | 673 |
| 08:00 - 08:59 | 0 | 0 | 1 | 0 | 3 | 1 | 17 | 74 | 221 | 213 | 62 | 6 | 0 | 0 | 0 | 598 |
| 09:00 - 09:59 | 2 | 0 | 0 | 1 | 4 | 1 | 10 | 69 | 221 | 133 | 23 | 0 | 2 | 0 | 1 | 467 |
| 10:00 - 10:59 | 3 | 0 | 0 | 0 | 2 | 3 | 38 | 121 | 191 | 95 | 17 | 3 | 1 | 0 | 0 | 474 |
| 11:00 - 11:59 | 6 | 1 | 0 | 3 | 4 | 7 | 48 | 161 | 179 | 80 | 8 | 1 | 1 | 0 | 0 | 499 |
| 12:00 - 12:59 | 0 | 0 | 2 | 1 | 0 | 4 | 47 | 123 | 217 | 101 | 12 | 0 | 0 | 0 | 1 | 508 |
| 13:00 - 13:59 | 1 | 0 | 1 | 1 | 6 | 11 | 17 | 136 | 192 | 89 | 17 | 1 | 0 | 0 | 0 | 472 |
| 14:00 - 14:59 | 1 | 1 | 2 | 0 | 8 | 3 | 41 | 173 | 207 | 94 | 12 | 1 | 0 | 0 | 0 | 543 |
| 15:00 - 15:59 | 0 | 1 | 7 | 1 | 4 | 2 | 22 | 135 | 262 | 101 | 12 | 0 | 0 | 0 | 1 | 548 |
| 16:00 - 16:59 | 1 | 1 | 4 | 0 | 0 | 2 | 25 | 138 | 239 | 140 | 19 | 2 | 1 | 1 | 0 | 573 |
| 17:00 - 17:59 | 1 | 2 | 3 | 2 | 9 | 29 | 35 | 121 | 253 | 124 | 25 | 1 | 2 | 0 | 0 | 607 |
| 18:00 - 18:59 | 0 | 0 | 0 | 0 | 7 | 11 | 43 | 97 | 163 | 127 | 21 | 2 | 0 | 1 | 0 | 472 |
| 19:00 - 19:59 | 0 | 0 | 0 | 0 | 1 | 4 | 26 | 84 | 131 | 67 | 17 | 2 | 0 | 0 | 0 | 332 |
| 20:00 - 20:59 | 0 | 0 | 0 | 1 | 2 | 11 | 23 | 87 | 84 | 33 | 2 | 0 | 0 | 0 | 0 | 243 |
| 21:00 - 21:59 | 0 | 1 | 0 | 0 | 2 | 5 | 15 | 53 | 83 | 35 | 7 | 0 | 0 | 0 | 0 | 201 |
| 22:00 - 22:59 | 1 | 0 | 0 | 0 | 1 | 1 | 6 | 28 | 48 | 27 | 7 | 1 | 0 | 0 | 0 | 120 |
| 23:00 - 23:59 | 1 | 0 | 0 | 0 | 0 | 3 | 9 | 42 | 47 | 28 | 8 | 0 | 0 | 0 | 0 | 138 |
| Totals | 21 | 8 | 20 | 12 | 55 | 102 | 445 | 1775 | 3287 | 2189 | 599 | 70 | 14 | 3 | 3 | 8603 |
| Percent of Total | 0.2 | 0.1 | 0.2 | 0.1 | 0.6 | 1.2 | 5.2 | 20.6 | 38.2 | 25.4 | 7.0 | 0.8 | 0.2 | 0.0 | 0.0 | 100 |
| Percent of AM | 0.4 | 0.1 | 0.0 | 0.2 | 0.4 | 0.4 | 3.5 | 14.5 | 35.4 | 31.8 | 11.4 | 1.6 | 0.3 | 0.0 | 0.0 | 100 |
| Percent of PM | 0.1 | 0.1 | 0.4 | 0.1 | 0.8 | 1.8 | 6.5 | 25.6 | 40.5 | 20.3 | 3.3 | 0.2 | 0.1 | 0.0 | 0.0 | 100 |

| | | | | | |
|---------------------|----------|---------------------------|--------------|------------------|----------|
| Standard Deviation: | 6.5 MPH | Ten Mile Pace: | 50 to 59 MPH | 85th Percentile: | 58.6 MPH |
| Mean Speed: | 52.5 MPH | Percent in Ten Mile Pace: | 63.7% | 15th Percentile: | 46.8 MPH |
| Median Speed: | 52.8 MPH | | | 90th Percentile: | 59.6 MPH |
| Modal Speed: | 52.5 MPH | | | 95th Percentile: | 62.2 MPH |

Daily Westbound Speeds (MPH)

Study Date: Saturday, 08/20/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

Posted Speed: 45

| | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-74 | 75-79 | 80-99 | Total |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|-------------|
| 00:00 - 00:59 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 29 | 32 | 8 | 0 | 0 | 0 | 0 | 83 |
| 01:00 - 01:59 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 7 | 21 | 11 | 6 | 2 | 0 | 0 | 0 | 51 |
| 02:00 - 02:59 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 6 | 10 | 4 | 5 | 2 | 1 | 0 | 0 | 37 |
| 03:00 - 03:59 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 13 | 18 | 8 | 0 | 1 | 0 | 0 | 47 |
| 04:00 - 04:59 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 7 | 14 | 9 | 10 | 2 | 0 | 0 | 1 | 46 |
| 05:00 - 05:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 27 | 35 | 29 | 6 | 3 | 0 | 0 | 113 |
| 06:00 - 06:59 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 54 | 55 | 54 | 13 | 1 | 0 | 0 | 186 |
| 07:00 - 07:59 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 20 | 89 | 97 | 36 | 3 | 2 | 0 | 0 | 251 |
| 08:00 - 08:59 | 0 | 0 | 0 | 1 | 0 | 1 | 11 | 48 | 114 | 132 | 50 | 4 | 0 | 0 | 0 | 361 |
| 09:00 - 09:59 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 72 | 166 | 153 | 47 | 4 | 0 | 0 | 0 | 445 |
| 10:00 - 10:59 | 0 | 1 | 1 | 2 | 0 | 5 | 9 | 69 | 244 | 173 | 38 | 1 | 1 | 0 | 1 | 545 |
| 11:00 - 11:59 | 0 | 0 | 2 | 1 | 1 | 2 | 23 | 149 | 302 | 143 | 12 | 1 | 1 | 0 | 0 | 637 |
| 12:00 - 12:59 | 0 | 1 | 3 | 0 | 1 | 4 | 46 | 157 | 226 | 107 | 11 | 1 | 0 | 0 | 0 | 557 |
| 13:00 - 13:59 | 0 | 0 | 0 | 0 | 6 | 14 | 22 | 117 | 227 | 124 | 25 | 0 | 0 | 0 | 0 | 535 |
| 14:00 - 14:59 | 0 | 0 | 4 | 1 | 3 | 7 | 27 | 114 | 223 | 101 | 25 | 4 | 0 | 0 | 0 | 509 |
| 15:00 - 15:59 | 1 | 0 | 1 | 0 | 0 | 3 | 17 | 94 | 213 | 120 | 26 | 1 | 0 | 0 | 0 | 476 |
| 16:00 - 16:59 | 0 | 0 | 2 | 0 | 4 | 3 | 18 | 115 | 238 | 93 | 24 | 1 | 0 | 0 | 1 | 499 |
| 17:00 - 17:59 | 1 | 0 | 2 | 0 | 1 | 3 | 34 | 120 | 199 | 105 | 17 | 1 | 0 | 0 | 0 | 483 |
| 18:00 - 18:59 | 0 | 0 | 2 | 0 | 0 | 3 | 29 | 96 | 162 | 82 | 10 | 3 | 1 | 0 | 0 | 388 |
| 19:00 - 19:59 | 0 | 0 | 2 | 0 | 0 | 1 | 22 | 78 | 149 | 78 | 8 | 0 | 0 | 0 | 0 | 338 |
| 20:00 - 20:59 | 0 | 0 | 3 | 0 | 0 | 7 | 34 | 85 | 97 | 36 | 7 | 1 | 0 | 0 | 0 | 270 |
| 21:00 - 21:59 | 0 | 0 | 1 | 0 | 0 | 0 | 28 | 82 | 82 | 27 | 7 | 0 | 1 | 1 | 0 | 229 |
| 22:00 - 22:59 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 52 | 85 | 24 | 3 | 0 | 1 | 1 | 0 | 175 |
| 23:00 - 23:59 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 33 | 43 | 24 | 12 | 2 | 0 | 0 | 0 | 119 |
| Totals | 4 | 2 | 23 | 7 | 18 | 56 | 354 | 1558 | 3027 | 1783 | 478 | 52 | 13 | 2 | 3 | 7380 |
| Percent of Total | 0.1 | 0.0 | 0.3 | 0.1 | 0.2 | 0.8 | 4.8 | 21.1 | 41.0 | 24.2 | 6.5 | 0.7 | 0.2 | 0.0 | 0.0 | 100 |
| Percent of AM | 0.1 | 0.0 | 0.1 | 0.2 | 0.1 | 0.4 | 2.3 | 14.8 | 38.7 | 30.8 | 10.8 | 1.4 | 0.4 | 0.0 | 0.1 | 100 |
| Percent of PM | 0.0 | 0.0 | 0.4 | 0.0 | 0.3 | 1.0 | 6.3 | 25.0 | 42.5 | 20.1 | 3.8 | 0.3 | 0.1 | 0.0 | 0.0 | 100 |

| | | | | | |
|---------------------|----------|---------------------------|--------------|------------------|----------|
| Standard Deviation: | 5.9 MPH | Ten Mile Pace: | 50 to 59 MPH | 85th Percentile: | 58.4 MPH |
| Mean Speed: | 52.7 MPH | Percent in Ten Mile Pace: | 65.2% | 15th Percentile: | 47.1 MPH |
| Median Speed: | 52.8 MPH | | | 90th Percentile: | 59.5 MPH |
| Modal Speed: | 52.5 MPH | | | 95th Percentile: | 61.9 MPH |

Daily Eastbound Speeds (MPH)

Study Date: Thursday, 08/18/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

Posted Speed: 45

| | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-74 | 75-79 | 80-99 | Total |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|-------------|
| 00:00 - 00:59 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 14 | 17 | 15 | 11 | 6 | 2 | 1 | 0 | 68 |
| 01:00 - 01:59 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 7 | 10 | 10 | 0 | 0 | 0 | 0 | 38 |
| 02:00 - 02:59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 5 | 2 | 0 | 0 | 1 | 0 | 22 |
| 03:00 - 03:59 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 3 | 10 | 7 | 3 | 3 | 0 | 1 | 0 | 30 |
| 04:00 - 04:59 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 10 | 14 | 6 | 2 | 2 | 0 | 0 | 41 |
| 05:00 - 05:59 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 18 | 27 | 36 | 27 | 8 | 0 | 0 | 0 | 122 |
| 06:00 - 06:59 | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 26 | 72 | 88 | 39 | 14 | 1 | 1 | 1 | 249 |
| 07:00 - 07:59 | 0 | 0 | 0 | 0 | 3 | 7 | 5 | 50 | 138 | 118 | 33 | 4 | 2 | 0 | 4 | 364 |
| 08:00 - 08:59 | 0 | 0 | 0 | 1 | 8 | 2 | 24 | 85 | 142 | 93 | 43 | 7 | 0 | 2 | 1 | 408 |
| 09:00 - 09:59 | 0 | 0 | 0 | 1 | 0 | 4 | 20 | 93 | 129 | 80 | 28 | 4 | 1 | 0 | 0 | 360 |
| 10:00 - 10:59 | 0 | 0 | 0 | 0 | 1 | 10 | 21 | 107 | 127 | 100 | 31 | 10 | 0 | 0 | 0 | 407 |
| 11:00 - 11:59 | 0 | 0 | 0 | 0 | 5 | 13 | 32 | 104 | 151 | 96 | 32 | 1 | 0 | 1 | 0 | 435 |
| 12:00 - 12:59 | 0 | 0 | 1 | 3 | 2 | 11 | 28 | 118 | 152 | 94 | 21 | 6 | 1 | 0 | 0 | 437 |
| 13:00 - 13:59 | 0 | 0 | 3 | 1 | 3 | 5 | 22 | 105 | 168 | 89 | 26 | 6 | 2 | 0 | 0 | 430 |
| 14:00 - 14:59 | 1 | 0 | 0 | 2 | 0 | 4 | 29 | 136 | 229 | 141 | 36 | 3 | 0 | 0 | 0 | 581 |
| 15:00 - 15:59 | 1 | 1 | 0 | 4 | 4 | 7 | 34 | 146 | 299 | 198 | 40 | 0 | 1 | 0 | 1 | 736 |
| 16:00 - 16:59 | 2 | 1 | 0 | 2 | 1 | 4 | 33 | 174 | 372 | 202 | 42 | 2 | 0 | 0 | 0 | 835 |
| 17:00 - 17:59 | 0 | 0 | 1 | 4 | 4 | 10 | 40 | 179 | 295 | 190 | 44 | 2 | 1 | 1 | 1 | 772 |
| 18:00 - 18:59 | 0 | 0 | 0 | 1 | 2 | 2 | 13 | 95 | 180 | 139 | 40 | 6 | 2 | 0 | 0 | 480 |
| 19:00 - 19:59 | 0 | 1 | 0 | 0 | 3 | 3 | 22 | 82 | 128 | 96 | 27 | 5 | 0 | 0 | 0 | 367 |
| 20:00 - 20:59 | 0 | 0 | 0 | 1 | 2 | 1 | 16 | 107 | 106 | 77 | 17 | 0 | 0 | 0 | 0 | 327 |
| 21:00 - 21:59 | 0 | 0 | 0 | 0 | 3 | 5 | 11 | 51 | 107 | 70 | 25 | 6 | 1 | 0 | 1 | 280 |
| 22:00 - 22:59 | 1 | 0 | 0 | 2 | 9 | 5 | 10 | 46 | 83 | 33 | 15 | 0 | 3 | 0 | 0 | 207 |
| 23:00 - 23:59 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 37 | 48 | 20 | 14 | 2 | 2 | 0 | 1 | 129 |
| Totals | 6 | 5 | 5 | 22 | 50 | 99 | 381 | 1790 | 3008 | 2011 | 612 | 97 | 21 | 8 | 10 | 8125 |
| Percent of Total | 0.1 | 0.1 | 0.1 | 0.3 | 0.6 | 1.2 | 4.7 | 22.0 | 37.0 | 24.8 | 7.5 | 1.2 | 0.3 | 0.1 | 0.1 | 100 |
| Percent of AM | 0.0 | 0.1 | 0.0 | 0.1 | 0.7 | 1.6 | 4.7 | 20.2 | 33.1 | 26.0 | 10.4 | 2.3 | 0.3 | 0.3 | 0.2 | 100 |
| Percent of PM | 0.1 | 0.1 | 0.1 | 0.4 | 0.6 | 1.0 | 4.7 | 22.9 | 38.8 | 24.2 | 6.2 | 0.7 | 0.2 | 0.0 | 0.1 | 100 |

| | | | | | |
|---------------------|----------|---------------------------|--------------|------------------|----------|
| Standard Deviation: | 6.4 MPH | Ten Mile Pace: | 50 to 59 MPH | 85th Percentile: | 58.8 MPH |
| Mean Speed: | 52.8 MPH | Percent in Ten Mile Pace: | 61.8% | 15th Percentile: | 46.8 MPH |
| Median Speed: | 52.8 MPH | | | 90th Percentile: | 59.8 MPH |
| Modal Speed: | 52.5 MPH | | | 95th Percentile: | 62.8 MPH |

Daily Eastbound Speeds (MPH)

Study Date: Friday, 08/19/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

Posted Speed: 45

| | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-74 | 75-79 | 80-99 | Total |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|-------------|
| 00:00 - 00:59 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 15 | 23 | 16 | 18 | 1 | 1 | 0 | 0 | 84 |
| 01:00 - 01:59 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 17 | 19 | 4 | 4 | 0 | 0 | 1 | 59 |
| 02:00 - 02:59 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 11 | 6 | 2 | 0 | 1 | 0 | 0 | 27 |
| 03:00 - 03:59 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 3 | 2 | 9 | 0 | 2 | 0 | 2 | 0 | 25 |
| 04:00 - 04:59 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 10 | 18 | 9 | 2 | 0 | 2 | 0 | 46 |
| 05:00 - 05:59 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 29 | 40 | 34 | 17 | 4 | 1 | 0 | 0 | 135 |
| 06:00 - 06:59 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 42 | 83 | 64 | 34 | 8 | 2 | 2 | 0 | 242 |
| 07:00 - 07:59 | 0 | 0 | 1 | 0 | 0 | 4 | 22 | 67 | 121 | 98 | 23 | 5 | 1 | 0 | 0 | 342 |
| 08:00 - 08:59 | 1 | 2 | 0 | 2 | 2 | 4 | 26 | 112 | 146 | 87 | 19 | 4 | 1 | 0 | 1 | 407 |
| 09:00 - 09:59 | 1 | 1 | 0 | 5 | 4 | 6 | 18 | 68 | 125 | 89 | 36 | 4 | 0 | 0 | 1 | 358 |
| 10:00 - 10:59 | 0 | 0 | 1 | 1 | 3 | 5 | 27 | 75 | 143 | 88 | 24 | 3 | 1 | 0 | 1 | 372 |
| 11:00 - 11:59 | 0 | 0 | 1 | 1 | 2 | 1 | 33 | 134 | 139 | 100 | 28 | 3 | 2 | 0 | 0 | 444 |
| 12:00 - 12:59 | 1 | 0 | 0 | 0 | 5 | 7 | 24 | 102 | 164 | 130 | 37 | 4 | 0 | 1 | 1 | 476 |
| 13:00 - 13:59 | 0 | 2 | 3 | 1 | 1 | 2 | 34 | 127 | 212 | 95 | 31 | 3 | 1 | 0 | 1 | 513 |
| 14:00 - 14:59 | 0 | 0 | 1 | 2 | 4 | 12 | 37 | 149 | 226 | 139 | 34 | 4 | 0 | 0 | 0 | 608 |
| 15:00 - 15:59 | 0 | 0 | 0 | 1 | 0 | 4 | 63 | 188 | 332 | 134 | 23 | 0 | 1 | 0 | 1 | 747 |
| 16:00 - 16:59 | 0 | 0 | 0 | 1 | 1 | 1 | 32 | 218 | 299 | 158 | 40 | 5 | 1 | 0 | 1 | 757 |
| 17:00 - 17:59 | 0 | 1 | 0 | 0 | 0 | 6 | 40 | 132 | 273 | 179 | 50 | 8 | 0 | 0 | 1 | 690 |
| 18:00 - 18:59 | 2 | 0 | 0 | 0 | 5 | 1 | 16 | 148 | 184 | 105 | 34 | 4 | 0 | 0 | 0 | 499 |
| 19:00 - 19:59 | 0 | 0 | 0 | 2 | 2 | 6 | 25 | 91 | 149 | 104 | 30 | 4 | 3 | 1 | 1 | 418 |
| 20:00 - 20:59 | 0 | 1 | 0 | 0 | 1 | 0 | 11 | 75 | 151 | 96 | 16 | 3 | 1 | 0 | 3 | 358 |
| 21:00 - 21:59 | 1 | 1 | 0 | 0 | 0 | 1 | 13 | 58 | 108 | 68 | 28 | 3 | 1 | 1 | 0 | 283 |
| 22:00 - 22:59 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 52 | 105 | 67 | 17 | 10 | 3 | 0 | 0 | 265 |
| 23:00 - 23:59 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 26 | 48 | 44 | 22 | 0 | 1 | 0 | 1 | 147 |
| Totals | 8 | 8 | 7 | 16 | 34 | 66 | 467 | 1929 | 3111 | 1947 | 576 | 88 | 22 | 9 | 14 | 8302 |
| Percent of Total | 0.1 | 0.1 | 0.1 | 0.2 | 0.4 | 0.8 | 5.6 | 23.2 | 37.5 | 23.5 | 6.9 | 1.1 | 0.3 | 0.1 | 0.2 | 100 |
| Percent of AM | 0.2 | 0.1 | 0.1 | 0.4 | 0.5 | 1.0 | 6.2 | 22.2 | 33.8 | 24.7 | 8.4 | 1.6 | 0.4 | 0.2 | 0.2 | 100 |
| Percent of PM | 0.1 | 0.1 | 0.1 | 0.1 | 0.4 | 0.7 | 5.4 | 23.7 | 39.1 | 22.9 | 6.3 | 0.8 | 0.2 | 0.1 | 0.2 | 100 |

| | | | | | |
|---------------------|----------|---------------------------|--------------|------------------|----------|
| Standard Deviation: | 6.4 MPH | Ten Mile Pace: | 50 to 59 MPH | 85th Percentile: | 58.6 MPH |
| Mean Speed: | 52.6 MPH | Percent in Ten Mile Pace: | 60.9% | 15th Percentile: | 46.7 MPH |
| Median Speed: | 52.6 MPH | | | 90th Percentile: | 59.7 MPH |
| Modal Speed: | 52.5 MPH | | | 95th Percentile: | 62.5 MPH |

Daily Eastbound Speeds (MPH)

Study Date: Saturday, 08/20/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

Posted Speed: 45

| | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-74 | 75-79 | 80-99 | Total |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|-------------|
| 00:00 - 00:59 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 7 | 41 | 25 | 15 | 6 | 1 | 1 | 0 | 102 |
| 01:00 - 01:59 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 13 | 24 | 22 | 8 | 3 | 0 | 1 | 0 | 79 |
| 02:00 - 02:59 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 6 | 14 | 7 | 1 | 2 | 0 | 0 | 40 |
| 03:00 - 03:59 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 9 | 4 | 3 | 1 | 0 | 0 | 0 | 26 |
| 04:00 - 04:59 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 3 | 11 | 8 | 6 | 3 | 2 | 1 | 0 | 39 |
| 05:00 - 05:59 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 14 | 21 | 16 | 9 | 6 | 0 | 0 | 0 | 71 |
| 06:00 - 06:59 | 1 | 0 | 1 | 0 | 0 | 0 | 6 | 11 | 35 | 36 | 20 | 2 | 1 | 0 | 0 | 113 |
| 07:00 - 07:59 | 0 | 0 | 0 | 1 | 0 | 3 | 10 | 27 | 68 | 50 | 22 | 5 | 2 | 1 | 0 | 189 |
| 08:00 - 08:59 | 0 | 0 | 0 | 0 | 0 | 5 | 18 | 57 | 98 | 79 | 30 | 3 | 0 | 0 | 0 | 290 |
| 09:00 - 09:59 | 1 | 1 | 0 | 0 | 0 | 4 | 19 | 63 | 130 | 72 | 33 | 7 | 2 | 0 | 2 | 334 |
| 10:00 - 10:59 | 0 | 1 | 0 | 1 | 0 | 1 | 20 | 79 | 142 | 101 | 26 | 5 | 1 | 0 | 0 | 377 |
| 11:00 - 11:59 | 0 | 0 | 0 | 2 | 3 | 2 | 27 | 104 | 221 | 114 | 23 | 3 | 1 | 0 | 1 | 501 |
| 12:00 - 12:59 | 0 | 0 | 0 | 2 | 3 | 8 | 23 | 85 | 242 | 122 | 30 | 7 | 0 | 1 | 0 | 523 |
| 13:00 - 13:59 | 0 | 0 | 0 | 0 | 1 | 8 | 29 | 121 | 207 | 128 | 39 | 7 | 1 | 0 | 0 | 541 |
| 14:00 - 14:59 | 0 | 0 | 0 | 1 | 2 | 5 | 20 | 132 | 214 | 140 | 19 | 4 | 0 | 0 | 2 | 539 |
| 15:00 - 15:59 | 1 | 0 | 0 | 0 | 0 | 7 | 19 | 118 | 238 | 149 | 35 | 1 | 0 | 0 | 0 | 568 |
| 16:00 - 16:59 | 3 | 0 | 1 | 0 | 2 | 6 | 17 | 74 | 200 | 164 | 42 | 5 | 1 | 0 | 1 | 516 |
| 17:00 - 17:59 | 0 | 0 | 0 | 0 | 0 | 3 | 28 | 78 | 183 | 141 | 40 | 9 | 1 | 1 | 1 | 485 |
| 18:00 - 18:59 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 77 | 163 | 112 | 32 | 5 | 0 | 0 | 0 | 402 |
| 19:00 - 19:59 | 0 | 0 | 1 | 0 | 1 | 3 | 21 | 64 | 139 | 77 | 26 | 7 | 3 | 0 | 0 | 342 |
| 20:00 - 20:59 | 0 | 0 | 0 | 3 | 3 | 3 | 31 | 95 | 134 | 68 | 28 | 2 | 1 | 0 | 0 | 368 |
| 21:00 - 21:59 | 0 | 1 | 0 | 0 | 0 | 1 | 12 | 84 | 129 | 80 | 22 | 4 | 1 | 0 | 0 | 334 |
| 22:00 - 22:59 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 53 | 73 | 53 | 24 | 3 | 1 | 0 | 0 | 217 |
| 23:00 - 23:59 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 27 | 68 | 51 | 23 | 3 | 1 | 0 | 0 | 179 |
| Totals | 7 | 3 | 3 | 11 | 15 | 66 | 351 | 1398 | 2796 | 1826 | 562 | 102 | 22 | 6 | 7 | 7175 |
| Percent of Total | 0.1 | 0.0 | 0.0 | 0.2 | 0.2 | 0.9 | 4.9 | 19.5 | 39.0 | 25.4 | 7.8 | 1.4 | 0.3 | 0.1 | 0.1 | 100 |
| Percent of AM | 0.1 | 0.1 | 0.0 | 0.2 | 0.1 | 1.0 | 5.7 | 18.0 | 37.3 | 25.0 | 9.3 | 2.1 | 0.6 | 0.2 | 0.1 | 100 |
| Percent of PM | 0.1 | 0.0 | 0.0 | 0.1 | 0.2 | 0.9 | 4.5 | 20.1 | 39.7 | 25.6 | 7.2 | 1.1 | 0.2 | 0.0 | 0.1 | 100 |

| | | | | | |
|---------------------|----------|---------------------------|--------------|------------------|----------|
| Standard Deviation: | 6.2 MPH | Ten Mile Pace: | 50 to 59 MPH | 85th Percentile: | 59.0 MPH |
| Mean Speed: | 53.1 MPH | Percent in Ten Mile Pace: | 64.4% | 15th Percentile: | 47.2 MPH |
| Median Speed: | 53.1 MPH | | | 90th Percentile: | 59.9 MPH |
| Modal Speed: | 52.5 MPH | | | 95th Percentile: | 63.0 MPH |

Daily Total Speeds (MPH)

Study Date: Thursday, 08/18/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

Posted Speed: 45

| | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-74 | 75-79 | 80-99 | Total |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|--------------|
| 00:00 - 00:59 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 16 | 33 | 23 | 12 | 6 | 3 | 1 | 0 | 102 |
| 01:00 - 01:59 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 15 | 16 | 13 | 12 | 1 | 0 | 0 | 0 | 65 |
| 02:00 - 02:59 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 21 | 15 | 5 | 2 | 0 | 1 | 0 | 55 |
| 03:00 - 03:59 | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 5 | 34 | 26 | 7 | 3 | 1 | 1 | 0 | 84 |
| 04:00 - 04:59 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 36 | 56 | 31 | 4 | 4 | 0 | 0 | 140 |
| 05:00 - 05:59 | 1 | 0 | 1 | 0 | 0 | 3 | 14 | 50 | 177 | 159 | 59 | 9 | 0 | 1 | 0 | 474 |
| 06:00 - 06:59 | 6 | 3 | 2 | 2 | 2 | 6 | 29 | 129 | 320 | 313 | 69 | 14 | 1 | 1 | 2 | 899 |
| 07:00 - 07:59 | 0 | 1 | 3 | 5 | 10 | 23 | 68 | 198 | 459 | 303 | 47 | 4 | 2 | 0 | 4 | 1127 |
| 08:00 - 08:59 | 2 | 0 | 1 | 1 | 12 | 8 | 50 | 235 | 422 | 238 | 56 | 8 | 0 | 2 | 2 | 1037 |
| 09:00 - 09:59 | 2 | 0 | 1 | 1 | 2 | 6 | 53 | 265 | 347 | 163 | 37 | 4 | 1 | 0 | 0 | 882 |
| 10:00 - 10:59 | 2 | 0 | 0 | 3 | 4 | 18 | 40 | 248 | 372 | 192 | 45 | 12 | 0 | 0 | 0 | 936 |
| 11:00 - 11:59 | 3 | 0 | 0 | 4 | 9 | 25 | 69 | 235 | 341 | 172 | 44 | 2 | 0 | 1 | 1 | 906 |
| 12:00 - 12:59 | 4 | 1 | 7 | 4 | 11 | 27 | 95 | 261 | 347 | 149 | 26 | 8 | 1 | 0 | 0 | 941 |
| 13:00 - 13:59 | 4 | 0 | 7 | 5 | 15 | 20 | 57 | 246 | 368 | 151 | 33 | 6 | 2 | 0 | 0 | 914 |
| 14:00 - 14:59 | 3 | 0 | 2 | 2 | 3 | 11 | 83 | 308 | 410 | 211 | 45 | 3 | 0 | 0 | 0 | 1081 |
| 15:00 - 15:59 | 1 | 1 | 2 | 4 | 6 | 10 | 69 | 296 | 549 | 264 | 47 | 2 | 2 | 0 | 1 | 1254 |
| 16:00 - 16:59 | 3 | 2 | 3 | 3 | 1 | 12 | 58 | 323 | 582 | 299 | 61 | 3 | 0 | 0 | 1 | 1351 |
| 17:00 - 17:59 | 1 | 0 | 2 | 5 | 6 | 13 | 58 | 306 | 564 | 300 | 64 | 4 | 1 | 1 | 1 | 1326 |
| 18:00 - 18:59 | 1 | 0 | 1 | 1 | 3 | 5 | 27 | 183 | 360 | 258 | 51 | 6 | 3 | 0 | 0 | 899 |
| 19:00 - 19:59 | 0 | 2 | 5 | 8 | 6 | 7 | 25 | 156 | 236 | 140 | 37 | 5 | 0 | 1 | 0 | 628 |
| 20:00 - 20:59 | 0 | 1 | 1 | 1 | 2 | 3 | 28 | 147 | 200 | 111 | 24 | 0 | 0 | 0 | 0 | 518 |
| 21:00 - 21:59 | 0 | 0 | 0 | 0 | 3 | 5 | 16 | 106 | 178 | 112 | 30 | 6 | 1 | 0 | 1 | 458 |
| 22:00 - 22:59 | 2 | 0 | 0 | 3 | 12 | 7 | 22 | 70 | 128 | 56 | 16 | 0 | 3 | 0 | 0 | 319 |
| 23:00 - 23:59 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 45 | 75 | 38 | 25 | 8 | 3 | 0 | 1 | 202 |
| Totals | 36 | 12 | 38 | 52 | 108 | 217 | 887 | 3856 | 6575 | 3762 | 883 | 120 | 28 | 10 | 14 | 16598 |
| Percent of Total | 0.2 | 0.1 | 0.2 | 0.3 | 0.7 | 1.3 | 5.3 | 23.2 | 39.6 | 22.7 | 5.3 | 0.7 | 0.2 | 0.1 | 0.1 | 100 |
| Percent of AM | 0.3 | 0.1 | 0.1 | 0.2 | 0.6 | 1.4 | 5.1 | 21.0 | 38.4 | 24.9 | 6.3 | 1.0 | 0.2 | 0.1 | 0.1 | 100 |
| Percent of PM | 0.2 | 0.1 | 0.3 | 0.4 | 0.7 | 1.2 | 5.5 | 24.7 | 40.4 | 21.1 | 4.6 | 0.5 | 0.2 | 0.0 | 0.1 | 100 |

| | | | | | |
|---------------------|----------|---------------------------|--------------|------------------|----------|
| Standard Deviation: | 6.5 MPH | Ten Mile Pace: | 45 to 54 MPH | 85th Percentile: | 58.1 MPH |
| Mean Speed: | 52.1 MPH | Percent in Ten Mile Pace: | 62.8% | 15th Percentile: | 46.5 MPH |
| Median Speed: | 52.4 MPH | | | 90th Percentile: | 59.2 MPH |
| Modal Speed: | 52.5 MPH | | | 95th Percentile: | 61.3 MPH |

Daily Total Speeds (MPH)

Study Date: Friday, 08/19/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

Posted Speed: 45

| | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-74 | 75-79 | 80-99 | Total |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|--------------|
| 00:00 - 00:59 | 0 | 0 | 0 | 0 | 1 | 2 | 12 | 26 | 34 | 27 | 22 | 3 | 1 | 0 | 0 | 128 |
| 01:00 - 01:59 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 26 | 31 | 6 | 4 | 0 | 0 | 1 | 85 |
| 02:00 - 02:59 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 24 | 23 | 4 | 0 | 1 | 0 | 0 | 62 |
| 03:00 - 03:59 | 1 | 0 | 0 | 0 | 2 | 0 | 6 | 9 | 15 | 30 | 15 | 3 | 0 | 2 | 0 | 83 |
| 04:00 - 04:59 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 33 | 45 | 41 | 11 | 2 | 2 | 0 | 143 |
| 05:00 - 05:59 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 38 | 99 | 189 | 85 | 16 | 3 | 0 | 0 | 442 |
| 06:00 - 06:59 | 1 | 1 | 0 | 0 | 0 | 3 | 12 | 80 | 256 | 281 | 140 | 28 | 5 | 3 | 0 | 810 |
| 07:00 - 07:59 | 3 | 0 | 1 | 2 | 0 | 5 | 33 | 126 | 369 | 340 | 124 | 11 | 1 | 0 | 0 | 1015 |
| 08:00 - 08:59 | 1 | 2 | 1 | 2 | 5 | 5 | 43 | 186 | 367 | 300 | 81 | 10 | 1 | 0 | 1 | 1005 |
| 09:00 - 09:59 | 3 | 1 | 0 | 6 | 8 | 7 | 28 | 137 | 346 | 222 | 59 | 4 | 2 | 0 | 2 | 825 |
| 10:00 - 10:59 | 3 | 0 | 1 | 1 | 5 | 8 | 65 | 196 | 334 | 183 | 41 | 6 | 2 | 0 | 1 | 846 |
| 11:00 - 11:59 | 6 | 1 | 1 | 4 | 6 | 8 | 81 | 295 | 318 | 180 | 36 | 4 | 3 | 0 | 0 | 943 |
| 12:00 - 12:59 | 1 | 0 | 2 | 1 | 5 | 11 | 71 | 225 | 381 | 231 | 49 | 4 | 0 | 1 | 2 | 984 |
| 13:00 - 13:59 | 1 | 2 | 4 | 2 | 7 | 13 | 51 | 263 | 404 | 184 | 48 | 4 | 1 | 0 | 1 | 985 |
| 14:00 - 14:59 | 1 | 1 | 3 | 2 | 12 | 15 | 78 | 322 | 433 | 233 | 46 | 5 | 0 | 0 | 0 | 1151 |
| 15:00 - 15:59 | 0 | 1 | 7 | 2 | 4 | 6 | 85 | 323 | 594 | 235 | 35 | 0 | 1 | 0 | 2 | 1295 |
| 16:00 - 16:59 | 1 | 1 | 4 | 1 | 1 | 3 | 57 | 356 | 538 | 298 | 59 | 7 | 2 | 1 | 1 | 1330 |
| 17:00 - 17:59 | 1 | 3 | 3 | 2 | 9 | 35 | 75 | 253 | 526 | 303 | 75 | 9 | 2 | 0 | 1 | 1297 |
| 18:00 - 18:59 | 2 | 0 | 0 | 0 | 12 | 12 | 59 | 245 | 347 | 232 | 55 | 6 | 0 | 1 | 0 | 971 |
| 19:00 - 19:59 | 0 | 0 | 0 | 2 | 3 | 10 | 51 | 175 | 280 | 171 | 47 | 6 | 3 | 1 | 1 | 750 |
| 20:00 - 20:59 | 0 | 1 | 0 | 1 | 3 | 11 | 34 | 162 | 235 | 129 | 18 | 3 | 1 | 0 | 3 | 601 |
| 21:00 - 21:59 | 1 | 2 | 0 | 0 | 2 | 6 | 28 | 111 | 191 | 103 | 35 | 3 | 1 | 1 | 0 | 484 |
| 22:00 - 22:59 | 1 | 0 | 0 | 0 | 2 | 1 | 16 | 80 | 153 | 94 | 24 | 11 | 3 | 0 | 0 | 385 |
| 23:00 - 23:59 | 1 | 0 | 0 | 0 | 1 | 3 | 13 | 68 | 95 | 72 | 30 | 0 | 1 | 0 | 1 | 285 |
| Totals | 29 | 16 | 27 | 28 | 89 | 168 | 912 | 3704 | 6398 | 4136 | 1175 | 158 | 36 | 12 | 17 | 16905 |
| Percent of Total | 0.2 | 0.1 | 0.2 | 0.2 | 0.5 | 1.0 | 5.4 | 21.9 | 37.8 | 24.5 | 7.0 | 0.9 | 0.2 | 0.1 | 0.1 | 100 |
| Percent of AM | 0.3 | 0.1 | 0.1 | 0.2 | 0.4 | 0.7 | 4.6 | 17.6 | 34.8 | 29.0 | 10.2 | 1.6 | 0.3 | 0.1 | 0.1 | 100 |
| Percent of PM | 0.1 | 0.1 | 0.2 | 0.1 | 0.6 | 1.2 | 5.9 | 24.6 | 39.7 | 21.7 | 5.0 | 0.6 | 0.1 | 0.0 | 0.1 | 100 |

| | | | | | |
|---------------------|----------|---------------------------|--------------|------------------|----------|
| Standard Deviation: | 6.5 MPH | Ten Mile Pace: | 50 to 59 MPH | 85th Percentile: | 58.6 MPH |
| Mean Speed: | 52.6 MPH | Percent in Ten Mile Pace: | 62.3% | 15th Percentile: | 46.7 MPH |
| Median Speed: | 52.7 MPH | | | 90th Percentile: | 59.6 MPH |
| Modal Speed: | 52.5 MPH | | | 95th Percentile: | 62.3 MPH |

Daily Total Speeds (MPH)

Study Date: Saturday, 08/20/2022

Unit ID: 1

Location: Hop River Road in Bolton, CT

Posted Speed: 45

| | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-74 | 75-79 | 80-99 | Total |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|--------------|
| 00:00 - 00:59 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 18 | 70 | 57 | 23 | 6 | 1 | 1 | 0 | 185 |
| 01:00 - 01:59 | 0 | 0 | 0 | 1 | 0 | 2 | 9 | 20 | 45 | 33 | 14 | 5 | 0 | 1 | 0 | 130 |
| 02:00 - 02:59 | 1 | 0 | 0 | 0 | 0 | 2 | 11 | 11 | 16 | 18 | 12 | 3 | 3 | 0 | 0 | 77 |
| 03:00 - 03:59 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 12 | 22 | 22 | 11 | 1 | 1 | 0 | 0 | 73 |
| 04:00 - 04:59 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 10 | 25 | 17 | 16 | 5 | 2 | 1 | 1 | 85 |
| 05:00 - 05:59 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 27 | 48 | 51 | 38 | 12 | 3 | 0 | 0 | 184 |
| 06:00 - 06:59 | 1 | 0 | 1 | 0 | 0 | 0 | 7 | 19 | 89 | 91 | 74 | 15 | 2 | 0 | 0 | 299 |
| 07:00 - 07:59 | 1 | 0 | 0 | 1 | 1 | 3 | 12 | 47 | 157 | 147 | 58 | 8 | 4 | 1 | 0 | 440 |
| 08:00 - 08:59 | 0 | 0 | 0 | 1 | 0 | 6 | 29 | 105 | 212 | 211 | 80 | 7 | 0 | 0 | 0 | 651 |
| 09:00 - 09:59 | 1 | 1 | 0 | 0 | 1 | 5 | 20 | 135 | 296 | 225 | 80 | 11 | 2 | 0 | 2 | 779 |
| 10:00 - 10:59 | 0 | 2 | 1 | 3 | 0 | 6 | 29 | 148 | 386 | 274 | 64 | 6 | 2 | 0 | 1 | 922 |
| 11:00 - 11:59 | 0 | 0 | 2 | 3 | 4 | 4 | 50 | 253 | 523 | 257 | 35 | 4 | 2 | 0 | 1 | 1138 |
| 12:00 - 12:59 | 0 | 1 | 3 | 2 | 4 | 12 | 69 | 242 | 468 | 229 | 41 | 8 | 0 | 1 | 0 | 1080 |
| 13:00 - 13:59 | 0 | 0 | 0 | 0 | 7 | 22 | 51 | 238 | 434 | 252 | 64 | 7 | 1 | 0 | 0 | 1076 |
| 14:00 - 14:59 | 0 | 0 | 4 | 2 | 5 | 12 | 47 | 246 | 437 | 241 | 44 | 8 | 0 | 0 | 2 | 1048 |
| 15:00 - 15:59 | 2 | 0 | 1 | 0 | 0 | 10 | 36 | 212 | 451 | 269 | 61 | 2 | 0 | 0 | 0 | 1044 |
| 16:00 - 16:59 | 3 | 0 | 3 | 0 | 6 | 9 | 35 | 189 | 438 | 257 | 66 | 6 | 1 | 0 | 2 | 1015 |
| 17:00 - 17:59 | 1 | 0 | 2 | 0 | 1 | 6 | 62 | 198 | 382 | 246 | 57 | 10 | 1 | 1 | 1 | 968 |
| 18:00 - 18:59 | 1 | 0 | 2 | 0 | 0 | 3 | 41 | 173 | 325 | 194 | 42 | 8 | 1 | 0 | 0 | 790 |
| 19:00 - 19:59 | 0 | 0 | 3 | 0 | 1 | 4 | 43 | 142 | 288 | 155 | 34 | 7 | 3 | 0 | 0 | 680 |
| 20:00 - 20:59 | 0 | 0 | 3 | 3 | 3 | 10 | 65 | 180 | 231 | 104 | 35 | 3 | 1 | 0 | 0 | 638 |
| 21:00 - 21:59 | 0 | 1 | 1 | 0 | 0 | 1 | 40 | 166 | 211 | 107 | 29 | 4 | 2 | 1 | 0 | 563 |
| 22:00 - 22:59 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 105 | 158 | 77 | 27 | 3 | 2 | 1 | 0 | 392 |
| 23:00 - 23:59 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 60 | 111 | 75 | 35 | 5 | 1 | 0 | 0 | 298 |
| Totals | 11 | 5 | 26 | 18 | 33 | 122 | 705 | 2956 | 5823 | 3609 | 1040 | 154 | 35 | 8 | 10 | 14555 |
| Percent of Total | 0.1 | 0.0 | 0.2 | 0.1 | 0.2 | 0.8 | 4.8 | 20.3 | 40.0 | 24.8 | 7.1 | 1.1 | 0.2 | 0.1 | 0.1 | 100 |
| Percent of AM | 0.1 | 0.1 | 0.1 | 0.2 | 0.1 | 0.6 | 3.8 | 16.2 | 38.1 | 28.3 | 10.2 | 1.7 | 0.4 | 0.1 | 0.1 | 100 |
| Percent of PM | 0.1 | 0.0 | 0.2 | 0.1 | 0.3 | 0.9 | 5.4 | 22.4 | 41.0 | 23.0 | 5.6 | 0.7 | 0.1 | 0.0 | 0.1 | 100 |

| | | | | | |
|---------------------|----------|---------------------------|--------------|------------------|----------|
| Standard Deviation: | 6.1 MPH | Ten Mile Pace: | 50 to 59 MPH | 85th Percentile: | 58.7 MPH |
| Mean Speed: | 52.9 MPH | Percent in Ten Mile Pace: | 64.8% | 15th Percentile: | 47.1 MPH |
| Median Speed: | 52.9 MPH | | | 90th Percentile: | 59.7 MPH |
| Modal Speed: | 52.5 MPH | | | 95th Percentile: | 62.5 MPH |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | | | ↑ | ↑ | |
| Traffic Vol, veh/h | 483 | 0 | 57 | 606 | 16 | 41 |
| Future Vol, veh/h | 483 | 0 | 57 | 606 | 16 | 41 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 525 | 0 | 62 | 659 | 17 | 45 |

| Major/Minor | Major1 | Major2 | Minor1 | | | |
|----------------------|--------|--------|--------|---|-------|-------|
| Conflicting Flow All | 0 | 0 | 525 | 0 | 1308 | 525 |
| Stage 1 | - | - | - | - | 525 | - |
| Stage 2 | - | - | - | - | 783 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1042 | - | 176 | 552 |
| Stage 1 | - | - | - | - | 593 | - |
| Stage 2 | - | - | - | - | 450 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1042 | - | 159 | 552 |
| Mov Cap-2 Maneuver | - | - | - | - | 159 | - |
| Stage 1 | - | - | - | - | 593 | - |
| Stage 2 | - | - | - | - | 408 | - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.7 | 18.6 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 326 | - | - | 1042 | - |
| HCM Lane V/C Ratio | 0.19 | - | - | 0.059 | - |
| HCM Control Delay (s) | 18.6 | - | - | 8.7 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0.2 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 469 | 68 | 0 | 622 | 49 | 14 |
| Future Vol, veh/h | 469 | 68 | 0 | 622 | 49 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 510 | 74 | 0 | 676 | 53 | 15 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 584 | 0 | 1223 547 |
| Stage 1 | - | - | - | - | 547 - |
| Stage 2 | - | - | - | - | 676 - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | - | - | 991 | - | 198 537 |
| Stage 1 | - | - | - | - | 580 - |
| Stage 2 | - | - | - | - | 505 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 991 | - | 198 537 |
| Mov Cap-2 Maneuver | - | - | - | - | 198 - |
| Stage 1 | - | - | - | - | 580 - |
| Stage 2 | - | - | - | - | 505 - |

| Approach | EB | WB | NB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 27.2 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-----|-----|
| Capacity (veh/h) | 230 | - | - | 991 | - |
| HCM Lane V/C Ratio | 0.298 | - | - | - | - |
| HCM Control Delay (s) | 27.2 | - | - | 0 | - |
| HCM Lane LOS | D | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.2 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 833 | 0 | 63 | 481 | 18 | 48 |
| Future Vol, veh/h | 833 | 0 | 63 | 481 | 18 | 48 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 905 | 0 | 68 | 523 | 20 | 52 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 905 | 0 | 1564 905 |
| Stage 1 | - | - | - | - | 905 - |
| Stage 2 | - | - | - | - | 659 - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | - | - | 752 | - | 123 335 |
| Stage 1 | - | - | - | - | 395 - |
| Stage 2 | - | - | - | - | 515 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 752 | - | 107 335 |
| Mov Cap-2 Maneuver | - | - | - | - | 107 - |
| Stage 1 | - | - | - | - | 395 - |
| Stage 2 | - | - | - | - | 450 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 1.2 | 30.4 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 212 | - | - | 752 | - |
| HCM Lane V/C Ratio | 0.338 | - | - | 0.091 | - |
| HCM Control Delay (s) | 30.4 | - | - | 10.3 | 0 |
| HCM Lane LOS | D | - | - | B | A |
| HCM 95th %tile Q(veh) | 1.4 | - | - | 0.3 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.3 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 817 | 73 | 0 | 499 | 55 | 16 |
| Future Vol, veh/h | 817 | 73 | 0 | 499 | 55 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 888 | 79 | 0 | 542 | 60 | 17 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 967 | 0 | 1470 |
| Stage 1 | - | - | - | - | 928 |
| Stage 2 | - | - | - | - | 542 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 712 | - | 140 |
| Stage 1 | - | - | - | - | 385 |
| Stage 2 | - | - | - | - | 583 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 712 | - | 140 |
| Mov Cap-2 Maneuver | - | - | - | - | 140 |
| Stage 1 | - | - | - | - | 385 |
| Stage 2 | - | - | - | - | 583 |

| Approach | EB | WB | NB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 46.4 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-----|-----|
| Capacity (veh/h) | 161 | - | - | 712 | - |
| HCM Lane V/C Ratio | 0.479 | - | - | - | - |
| HCM Control Delay (s) | 46.4 | - | - | 0 | - |
| HCM Lane LOS | E | - | - | A | - |
| HCM 95th %tile Q(veh) | 2.3 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↔ | | | ↔ | ↔ | |
| Traffic Vol, veh/h | 338 | 0 | 74 | 695 | 22 | 56 |
| Future Vol, veh/h | 338 | 0 | 74 | 695 | 22 | 56 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 367 | 0 | 80 | 755 | 24 | 61 |

| Major/Minor | Major1 | Major2 | Minor1 | | | |
|----------------------|--------|--------|--------|---|-------|-------|
| Conflicting Flow All | 0 | 0 | 367 | 0 | 1282 | 367 |
| Stage 1 | - | - | - | - | 367 | - |
| Stage 2 | - | - | - | - | 915 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1192 | - | 182 | 678 |
| Stage 1 | - | - | - | - | 701 | - |
| Stage 2 | - | - | - | - | 390 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1192 | - | 161 | 678 |
| Mov Cap-2 Maneuver | - | - | - | - | 161 | - |
| Stage 1 | - | - | - | - | 701 | - |
| Stage 2 | - | - | - | - | 345 | - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.8 | 18.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 356 | - | - | 1192 | - |
| HCM Lane V/C Ratio | 0.238 | - | - | 0.067 | - |
| HCM Control Delay (s) | 18.2 | - | - | 8.2 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.9 | - | - | 0.2 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 319 | 88 | 0 | 717 | 65 | 19 |
| Future Vol, veh/h | 319 | 88 | 0 | 717 | 65 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 347 | 96 | 0 | 779 | 71 | 21 |

| Major/Minor | Major1 | Major2 | Minor1 | | | |
|----------------------|--------|--------|--------|---|-------|-------|
| Conflicting Flow All | 0 | 0 | 443 | 0 | 1174 | 395 |
| Stage 1 | - | - | - | - | 395 | - |
| Stage 2 | - | - | - | - | 779 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1117 | - | 212 | 654 |
| Stage 1 | - | - | - | - | 681 | - |
| Stage 2 | - | - | - | - | 452 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1117 | - | 212 | 654 |
| Mov Cap-2 Maneuver | - | - | - | - | 212 | - |
| Stage 1 | - | - | - | - | 681 | - |
| Stage 2 | - | - | - | - | 452 | - |

| Approach | EB | WB | NB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 27.5 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|------|-----|
| Capacity (veh/h) | 250 | - | - | 1117 | - |
| HCM Lane V/C Ratio | 0.365 | - | - | - | - |
| HCM Control Delay (s) | 27.5 | - | - | 0 | - |
| HCM Lane LOS | D | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.6 | - | - | 0 | - |

STATE OF CONNECTICUT

DEPARTMENT OF PUBLIC HEALTH

Manisha Juthani, MD
Commissioner



Ned Lamont
Governor
Susan Bysiewicz
Lt. Governor

Drinking Water Section

September 22, 2022

Mr. Asif Choudry
Manager
IMS Petroleum, LLC
96 Route 32
Franklin, CT 06245

PUBLIC WATER SYSTEM: Bestway - Bolton
TOWN: Bolton
CLASSIFICATION: TNC
DPH PROJECT NUMBER: #2021-0194

RE: CPCN Phase I-A Well Site Suitability Certification for Well #1 – Approved withdrawal rate of less than ten gallons per minute – *Re-Issue – Revised Application submitted July 15, 2022*

Dear Mr. Choudry:

In accordance with the attached Notice of Well Site Suitability Certification and pursuant to the authority of Connecticut General Statutes (CGS) Section 25-33(b) and Regulations of Connecticut State Agencies (RCSA) Section 19-13-B102(d)(2) the location of proposed Well #1 has been re-inspected and found to be suitable for drilling well with a withdrawal rate of less than ten (10) gallons per minute (gpm) at the location specified in the application and subject to the enclosed terms of the well site review. This well location presently meets the requirements of RCSA Section 19-13-B51d(a) and CGS Section 25-33(b) and is subject to the enclosed terms of the well site review. This site as proposed presently meet the requirements of RCSA Section 19-13-B51d(a) and CGS Section 25-33(b) according to the information provided in the well site applications. At the time of the well site application, information provided by the applicant did not identify any known sources of pollution nor identified any concerns with the well location.

It is the responsibility of the public water system to maintain the 75 foot radius of this well to assure drinking water purity and prevent contamination and potential violations of the RCSA.

A copy of the attached Well Site Suitability Certification must be provided to the well drilling contractor prior to drilling and construction of the well. The Public Water System will be fully responsible for maintaining the sanitary conditions within the Sanitary Radius of this proposed well. Any changes



Phone: (860) 509-7333 • Fax: (860) 509-7359
Telecommunications Relay Service 7-1-1
410 Capitol Avenue, P.O. Box 340308, MS DWS 12
Hartford, Connecticut 06134-0308
www.ct.gov/dph

Affirmative Action/Equal Opportunity Employer



Mr. Asif Choudry
September 22, 2022
Page 2 of 5

affecting the sanitary condition within the sanitary radius for the proposed well may lead to a revocation of this site suitability approval. This Well Site Suitability Certification does not relieve the public water system of its responsibility to comply with other applicable federal, state and local laws.

Please be reminded that this approval is not the final approval of the CPCN. You must seek and obtain Phase I-B and Phase II approvals from DPH before you can construct the new public water system.

Please note that components of the required water quality monitoring conducted on this well as part of the approval process will indicate the potential corrosivity of the water. Although there is no requirement to monitor for lead in drinking water for this classification of public water system, it is recommended that the water quality be analyzed for corrosive properties to determine the potential for leaching of lead into the water supply.

If the water is deemed to be corrosive, it is recommended that periodic first-draw tests for lead be conducted. The department can assist in analyzing the water chemistry and the potential for risks to public health.

The Department of Public Health (DPH) has completed its review of your Phase I-A application for a "Certificate of Public Convenience and Necessity" (CPCN) and has hereby granted its approval of this phase by issuing the Well Site Suitability Certification.

Should you have any questions or concerns regarding the Phase I-A approval, please contact Rich Iozzo of this office.

Sincerely,



Lori J. Mathieu
Public Health Branch Chief
Environmental Health and Drinking Water Branch

Cc: Heather Aaron, MPH, LHNA, CTDPH Deputy Commissioner
Doug Hoskins, DEEP
Mandy Smith, Supervising Sanitary Engineer, Capacity Development Unit, DPH
Robert Miller, Director of Health, Eastern Highlands Health District
Thad King, Sanitarian, Eastern Highlands Health District
Central WUCC Chairs

NOTICE OF WELL SITE SUITABILITY CERTIFICATION

FROM: Rich Iozzo, Environmental Analyst
 DATE: September 22, 2022
 DATE OF SITE VISIT: August 10, 2022
 VISITED WITH: Thad King, EHHD; Ryan Goad, CMG Environmental
 SUBJECT: Well Site Review: Well #1 – **Revised Location**
 TOWN: Bolton
 DPH Project #: #2021-0194

NEED FOR SUPPLY: The site is being redeveloped into a gasoline filling station and convenience store with a food service. The site was originally a gasoline service station. The underground storage tanks were removed in 2015 while the parcel was being used as a home heating fuel business. The current owner has removed the heating fuel storage tanks and has begun a remediation project to address contaminated soil in the area of the original gasoline fuel tanks. The proposed well area and 75 ft sanitary radius is not located in the area that is contaminated. The existing well which previously served the property is expected to be abandoned in accordance with RCSA Section 25-128-57.

| Background Information | |
|--|--|
| Public Water System Or Owner | Bestway - Bolton |
| Consulting Engineer | Ryan Goad, CMG Environmental |
| Site Location | 271 Hop River Rd, Bolton |
| Licensed Well Driller | LaFramboise Water Service, Inc |
| Type Of Well Proposed | Bedrock |
| Proposed Withdrawal Rate | Less than 10 gallons per minute |
| Existing Topography | Flat |
| Groundwater Quality Of Aquifer | GA |
| Adjacent Well Locations | Existing Well approximately 260 ft NW (To be Abandoned) |
| Nearby Wells required to be tested per CGS Section 25-33(b) and CGS Section 16-262(m)(e)(1)(G) | Refer to #12 under terms of the well site suitability certification for recommendations to assess/monitor private and public wells nearby the proposed Well #1 for interference. Coordinate with the local health department concerning identification, notification and testing of any wells within, minimally, 500 feet. |
| Source Water Area | 18 acres |
| Ownership or Control of Sanitary Radius | The 75 foot sanitary radius is owned by Bestway - Bolton |
| Groundwater Under The Direct Influence of Surface Water Study | Not Required |
| DEEP Contacted On | By way of this document |
| Map Information | Site Plan of 271 Hop River Rd - Bolton, January 3, 2022 |
| GPS Points | Lat: N 41.78291 Lon: W -072.43499 |

| Sources Of Pollution In Area per RCSA 19-13-B51 | Distance (feet) | Compass Heading |
|--|-----------------|-----------------|
| Subsurface Sewage System (septic tank/leaching fields) | 220 | N |
| Sanitary Sewer | N/A | N/A |
| Storm Drain | 115 | N |
| Foundation, Floor Drain | N/A | N/A |
| Dry Well | N/A | N/A |
| Annual High Water Mark/Wetland Delineations | 60 | E/SE |
| Liquid Fuel Storage Tank/Piping | 235 | N/NW |
| Gaseous Fuel Storage Tank/Piping | N/A | N/A |

| Water Supply Planning | |
|--|---------------------------|
| Water Utility Coordinating Committee (WUCC) | Central WUCC |
| Exclusive Service Area Provider | CTWC |
| Distance to closest public water system water main* | 3 miles |
| Compliance with CGS Section 25-33(i) | CTWC Supported (11/10/21) |
| * Pursuant to CGS Section 16-262m (e), this system will be required to interconnect to a viable public water system if and when it becomes available. The Department will determine if a supply is available based on supply capacity, distance to system, cost to interconnect and other factors. | |

TERMS OF THE WELL SITE REVIEW

1. Due to the identification of an onsite contamination, final well use approval for Bestway – Bolton will include requirements for Granulated Activated Carbon treatment for the well as well as a monitoring scheme to ensure water quality standards are met and no regulatory Maximum Contaminant Levels (MCL) are exceeded.
2. The well must be constructed and completed in accordance with the Regulations of Connecticut State Agencies (RCSA) Sections 19-13-B51 (a) through (l) and the Connecticut Well Drilling Code Sections 25-128-33 through 25-128-64.
3. Bestway - Bolton is a non-community water system that once constructed will own the water system and well. Bestway - Bolton owns the entire 75-foot radius of the revised new proposed Well #1. Bestway - Bolton is responsible for maintaining the 75-foot radius of this well to assure drinking water purity and prevent contamination and potential violations of the RCSA.
4. The location of the proposed well, as noted on the site plan dated July 15, 2022, provided with the Application for a Well Site Suitability Certification, cannot be altered without written approval from this office.
5. This office must be notified immediately in writing of any pollution, spills, or any change to the sanitary conditions or the sources of pollution within the recharge area of the proposed well prior to drilling. This information may lead to a modification of this well site suitability review. Drilling must be carried out by a licensed well driller in a manner which prevents contamination of the groundwater aquifer. Any contamination identified or caused in the groundwater recharge area during the drilling operation must be reported to this office in writing.

6. This Well Site Suitability Certification is valid until March 19, 2022. If the well is not drilled by this date the approval expires, and a new well site application must be provided to this office for review. In that case, a new written review must be issued by this office prior to well development.
7. RCSA Section 19-13-B51d requires a minimum separating distance of 75 feet from the well to sanitary sewer lines. Greater separating distance shall be required for certain industrial wastes or certain rock formations. If the sanitary sewer is constructed of extra heavy cast iron pipe with leaded joints or equal approved type of joint, a minimum separating distance of 25 feet is required per RCSA Section 19-13-B51d(a)(2).
8. The well must be constructed and completed in accordance with the Drinking Water Section's "General Terms for Well Site Development." This document can be obtained via the Drinking Water Sections website by clicking on Forms and Applications and then Well Site Approval. It is the responsibility of the applicant to review and follow the conditions outlined within this document.
9. Components of the required water quality monitoring conducted on this well as part of the approval process will indicate the potential corrosivity of the water. Although there is no requirement to monitor for lead in drinking water for this classification of public water system, it is recommended that the water quality be analyzed for corrosive properties to determine the potential for leaching of lead into the water supply. If the water is deemed to be corrosive, it is recommended that periodic first-draw tests for lead be conducted. The department can assist in analyzing the water chemistry and the potential for risks to public health.
10. Use and overuse of snow/ice control products near the wellhead areas can negatively affect drinking water quality. Best management practices must be developed to protect drinking water quality.
11. Proposed Bestway - Bolton must also identify and assess/monitor private wells within 500 feet of proposed Well #1. Private well information may be obtained through the local health department.
12. Bestway - Bolton must collect a water sample from Well #1 for analysis for perfluoroheptanoic acid (PFHpA), perfluorohexane sulfonate (PFHxS), perfluorooctanoic acid (PFOA), perfluorooctane sulfonate (PFOS), and perfluorononanoic acid (PFNA). The samples must be analyzed using EPA method 537 at an approved lab registered in CT to perform this method. The results of the sample must be provided to the DPH with the Phase IB Application. A list of laboratories is attached and may be found on the Department of Public Health's website.

From: Nathaniel Fleming <nffleming@fedusengineering.com>
Sent: Tuesday, September 27, 2022 11:23 AM
To: Carson, Patrice <pcarson@boltonct.org>
Cc: Palazzini, Danielle <dpalazzini@boltonct.org>
Subject: RE: Process for Your Special Use Permit Application #PL-22-8, 271 Hop River Road, Bolton, CT

Good morning,

Received.

From: Carson, Patrice <pcarson@boltonct.org>
Sent: Tuesday, September 27, 2022 11:19 AM
To: Nathaniel Fleming <nffleming@fedusengineering.com>
Cc: Palazzini, Danielle <dpalazzini@boltonct.org>
Subject: Process for Your Special Use Permit Application #PL-22-8, 271 Hop River Road, Bolton, CT

Nathaniel, As the listed applicant, PLEASE ACKNOWLEDGE RECEIPT OF THIS EMAIL BY REPLYING "RECEIVED", thank you.

Dear Applicant:

Please find attached the legal notice for the public hearing at which your special permit application will be heard. This notice (or a notice containing the same information) needs to be sent to all abutters within 500 feet of your property at least ten (10) days prior to the date of the public hearing. For purposes of notice, (1) proof of mailing shall be evidenced by a certificate of mailing, and (2) the person who owns land shall be the owner indicated on the property tax map or on the last-completed grand list as of the date such notice is mailed. Below are the requirements from Section 16B.3.g. & h. of the Bolton Zoning Regulations:

16B.3.g. Notice to Abutting Owners The applicant shall also notify all Abutting landowners of record within 500 feet of the subject property, as disclosed by the Assessor's records, of the date, time and place of the public hearing of the Commission at which said Special Permit is to be considered no less than ten (10) days preceding the date of said hearing, and shall submit proof to the Zoning Enforcement Officer of such notification. No notice shall be required for the continuation of a public hearing once it has been opened.

The Zoning Regulations also require you to post a sign(s) on the property at least seven (7) days prior to the date of the public hearing (see below). You can obtain the signs from Danielle Palazzini in the Land Use Department. There is a \$26 fee per sign.

16B.3.h. Posting of Sign No less than seven (7) days prior to the opening of any public hearing, the applicant shall post a sign on the property which is the subject of any application for Special Permit. The face of such sign shall be as provided by the Commission, and shall set forth the date, time and place of the public hearing, and the telephone number to call for additional information. It shall be the obligation of the applicant to post such sign(s) on the property in a location which is plainly visible from each abutting public street, and to maintain the sign(s) until the opening of the public

hearing. No sign need be posted for the continuation of a public hearing once it has opened. If the Commission provides a mount for the sign, such sign mount shall be returned to the Commission's offices within three (3) days after the close of the hearing. The Commission may require a cash deposit to assure such return.

If you have any questions, please don't hesitate to contact:

Patrice

*Patrice L. Carson, AICP
Consulting Director of Community Development
Town of Bolton
860.359.1454*

Bolton Planning & Zoning Commission
Notice of Public Hearing

The Bolton Planning & Zoning Commission will hold a Public Hearing on Wednesday, October 12, 2022 at 7:30pm virtually via Zoom, to hear Nathaniel Fleming's appl. for a modification of Special Permit for a gas station/convenience store at 271 Hop River Rd. (#PL-22-8)

Said proposal is on file in the Bolton Land Use Office. All interested parties may attend virtually and testify or may submit written testimony.

Dated at Bolton, CT, this 27th day of September, 2022.

Thomas Manning
P&Z Chairman

To be published in the *Hartford Courant* on September 30, 2022 and October 7, 2022



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46 1/2 Laurel Drive
Friendswood, TX 77546

3. Michael P. Martin, LLC
25 Wiltrons Road
Babur, CT 06043

4. Paul M. & Shirley A. Torney PSN
38 Torney Lane
Babur, CT 06043

5. Dolores & Donald G. Huberen
43 London Road
Hebun, CT 06248

6. Margaret Sporn
71 Johnson Road
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| 2. | Bernard Gouchoe 239 Hop River Road Bolton, CT 06043 | | | | |
| 3. | John & Frederica Johnson Merritt/Camp Inc. 287 Jagger Lane Hebron, CT 06248 | | | | |
| 4. | Stevens Brothers Inc. PO Box 406 Willington, CT 06279 | | | | |
| 5. | 262 Hop River, LLC 8 West St Ext Andover, CT 06232 | | | | |
| 6. | 255 Hop River, LLC 255 Hop River Road Bolton, CT 06043 | | | | |



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Botton, CT 06043

JMS Petroleum, LLC
271 Hop River Road
Botton, CT 06043

2.

3.

4.

5.

6.



Town of Bolton

222 BOLTON CENTER ROAD • BOLTON, CT 06043

Date: October 6, 2022

To: Planning & Zoning Commission
From: Patrice L. Carson, AICP, Consulting Director of Community Development

Subject: Nathaniel Fleming's Modification of a Special Permit Application at 271 Hop River Road for Gas Station/Convenience Store

INFORMATION

Application No.: VP#PL-22-8
Application Date: August 17, 2022
Receipt Date: September 14, 2022
Public Notification: Published in *Hartford Courant* September 30, 2022 & October 7, 2022
Public Hearing Date(s): October 12, 2022
Applicant(s): Nathaniel Fleming
Owner(s): IMS Petroleum, LLC

Wetlands Permit Effective: July 26, 2022
Wetlands Permit Expires: July 25, 2024

Applicant Nathaniel Fleming, Fedus Engineering, of 70 Essex Street, Mystic, CT, is seeking a modification of a Special Permit approval to remove an existing auto repair shop and replace it with a convenience store and gas fueling operation, cleaning and removing existing debris on the front portion of a 14.6 acre lot at 271 Hop River Road. The application proposes a new septic system, new underground fuel tanks and existing fuel tanks to be removed, parking areas and driveway, and two canopies over fuel pumps, as well as a new building. The current driveway access/egress will not change.

Located on the south side of Hop River Road (Route 6) just west of Stony Road, the property sits in two zones: the front 300 feet is zoned GB and the remainder of the property (in the rear) is zoned I. The surrounding properties are also zoned in the same fashion. Non-residential uses and vacant land surround the property. The property also abuts the very well-used multi-use Hop River Trail to the rear. A fueling station has already existed on this property. On May 11, 2022 the PZC granted a Special Permit to renovate the building and site and the applicant has now decided to demolish the existing building and change the parking areas. The path that connects to the Hop River Trail, which the PZC approved in the previous application, is still included in this application.

There are wetlands on the property. The Inland Wetlands Agency has reviewed a permit for the project and has issued its decision and permit approval. This included any stream crossing necessary to connect to the Hop River Trail.

The use and proposal is a logical reuse of the site in an area zoned for this type of use. The removal of debris and junk that was stored on the property has helped to clean up the site both visually and environmentally and completion of that clean-up should be a condition of any approval. It appears that all buildings, pumps, underground storage tanks and outdoor spaces will be updated and new. Proposed parking and dumpster location/treatment appears adequate and in accordance with the Zoning Regulations. The plan does not seem to show an EV charging station which is now required under a new law which recently took effect on October 1, 2022. Although the applicant applied for a Special Permit prior to October 1, the law is a requirement of the Building Permit application which will be made after October 1, 2022.

Please see below for individual staff comments. As the plans are revised, there may be additional staff comments that the applicant will need to address.

REPORTS RECEIVED

- Site Plan Checklist - completed
- 08/02/22 review email from Barbara Kelly, Inland Wetlands Agent with approval
- 09/15/22 Public Health Code review/approval from Thad Kind, EHHD with map
- 10/05/22 review letter from Joseph Dillon, PE with 4 issues to address
- 10/06/22 review email from Jim Rupert & Bruce Dixon, Fire Chief with 6 comments

ADDITIONAL INFORMATION RECEIVED

- Site Development Plan & Details 08/11/2022 (10 sheets)
- A-2 and Class D Survey of Site 04/26/2021 (2 pages)
- Landscaping Plan
- Lighting Plan
- Sign Plan
- Drive-thru Cueing Plan
- Turning Template Diagram
- Architectural Floor Plans & Elevations 06/17/2022
- Drainage Plan and Report
- Traffic Report 09/22/2022
- Warranty Deed
- Abutter List & Certificate of Mailing for Notification
- E&S Bond Estimate - needs to be adjusted for 20% contingency
- Engineering & Legal Review Fee of \$2,000

ADDITIONAL CONSIDERATION OF INFORMATION TO RECEIVE

- Site Development Bond Estimate
- Any requested waivers allowable under the Zoning Regulations

STAFF ANALYSIS

The use fits the zone of the property and is a good reuse of the site. There are reports and information still needed for the staff to recommend a decision on this application.

- The applicant shall submit to the town of Bolton copies of any referrals or applications made to the CTDOT.
- Section 16A.3.x. – Buildings and Structures: Architectural and Design Requirements & Section 16B.4.1. – Architectural Character, Historic Preservation, Site Design. The Commission needs to determine if the design of the proposed building renovation is adequate to meet these standards. Building architectural plans and elevations need to be submitted.
- The applicant needs to provide an affidavit/proof for the posting of a sign.
- Addressing additional comments outlined in Staff Reports attached with this report.
- It appears there is no longer pervious pavement proposed.
- Is there any protection for cars driving onto the grass strip in the rear of the property? The previous application proposed a wood guardrail/fence which is still preferable.
- The two pole lights at the entrance/exits of the site and the “Proposed Sign Light” on the east property line appear to cast light to the adjacent property. Beyond the regulations prohibiting this, staff questions if there is perhaps a better location for these lights, so they are not located essentially on the property line. The “proposed sign light” is not allowed.
- The plans show a “proposed sign light” but based on the survey, it appears they are asking for a new sign in a new location, which is not part of this plan review.
- All intended signage, including directional signage, and the location of that signage is not part of this application and shall be part of a separate application once the PZC makes a decision on the Special Permit.
- The lighting plan shows two wall pack fixtures – one with a hood which is allowed, and one without a hood which is not allowed and should be removed from the lighting detail.
- Prior to installation of the connection to the rail trail, the applicant shall consult with the Bolton Inland Wetlands Agent about the stream crossing proposed.
- Staff questions the location of the ADA parking space and if it meets code.

STAFF RECOMMENDATION

The staff has determined that:

- the application is complete
- the use is compatible with other uses in the neighborhood, and is in keeping with the zone in which it is located
- Staff will review revisions made to address the comments, to determine if staff can recommend approval.

From: Thad D. King <KingTD@ehhd.org>
Sent: Monday, October 03, 2022 2:03 PM
To: Carson, Patrice <pcarson@boltonct.org>
Cc: Palazzini, Danielle <dpalazzini@boltonct.org>
Subject: RE: REMINDER: Staff Review Requested: Special Permit Application for Convenience Store & Gas Station, 271 Hop River Road, Nathaniel Fleming (VP#PL-22-8)

As far as the site plan is concerned, the septic system plan has been approved, attached, and well site approval looks to be forthcoming, see attached email.

The water quality tests are part of the CTDPH Phase 1B which will be conducted after the well has been constructed. A permit to construct the well is issued once the well site approval is received from CTDPH and application is made to EHHD.

The store will also require a Food Service Establishment permit. A plan review application can be made online at;

<https://easternhighlandshealthdistrict.viewpointcloud.com/categories/1083/record-types/6462>

Thad King MPH REHS CP-FS
Eastern Highlands Health District
4 South Eagleville Rd
Mansfield CT 06268
860 429 3325 W
860 208 9940 C



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9/15/22, 1:57 PM



Eastern Highlands Health District

4 South Eagleville Road Phone: (860) 429-3325 Fax (860) 429-3321

Septic Plan Review Approval

September 15, 2022

Nathaniel Fleming
70 ESSEX STREET
MYSTIC CT 06355

RE: Septic Plan Review, Surveyor or Engineered

Address: 271 HOP RIVER RD Bolton
Reference #: SPR-22-170

Dear Nathaniel Fleming:

Your Application for the above referenced project has been reviewed for compliance with the Connecticut Public Health Code and Technical Standards. The plan is approved with the following conditions:

Per plan revised sheets 4 and 6 dated 9-14-22 and as indicated otherwise in plan dated 8-11-22.

Please note that this plan approval is not an approval to construct the sewage disposal system. If not already done, a completed application and fee for the Permit to Construct the Sewage Disposal System must be submitted to the Health District for review and approval. The permit will be approved when all above noted conditions of approval have been met.

If you have any questions, please contact me.

Sincerely,

Thad King, MPH, REHS RS

860-429-3325 (Mansfield)
860-649-8066 x6108 (Bolton)
kingtd@ehhd.org

*Preventing Illness & Promoting Wellness for Communities In Eastern Connecticut
Andover * Ashford * Bolton * Chaplin * Columbia * Coventry * Mansfield * Scotland * Tolland * Willington*



October 5, 2022

Ms. Patrice Carson, AICP
 Director of Community Development
 Town Office Building
 222 Bolton Center Road
 Bolton, CT 06043

Re: IMS Petroleum, LLC
 271 Hop River Road
 Site Plan Review
 NLJA #0968-0051

Dear Ms. Carson:

As requested, we have reviewed the following information received for the subject project at our office through September 13, 2022:

Item 1: Set of ten (10) drawings titled "Planning and Zoning Submission 271 Hop River Road, Proposed Convenience Store, 271 Hop River Road, Bolton, Connecticut, Applicant: IMS Petroleum, LLC", scales as noted, dated August 11, 2022, prepared by Fedus Engineering, LLC.

Item 2: Report entitled Drainage Study, 271 Hop River Road, Bolton, CT", dated September 12, 2022, prepared by Fedus Engineering, LLC.

Item 3: Set of two (2) drawings titled "Property Survey Map Depicting Existing Conditions of 271 Hop River Road, Bolton, Connecticut", dated April 26, 2021, prepared by Fedus Engineering, LLC.

Item 4: Hydroworks Sizing Summary – 271 Hop River Road, Bolton, dated 08-08-2022.

We have the following comments:

1. A planting plan should be provided for the proposed stormwater basin.
2. While subsurface testing has been performed elsewhere on site, we would recommend that a pit be excavated within the limit of the proposed stormwater basin.
3. The proposed 100-year water surface elevation for the proposed basin is elevation 470.73 (A discrepancy of minus 100' in noted in the elevations contained within the Drainage Study Report, this discrepancy should be corrected). The south edge of the pavement is at elevation 471.00. This places the 100-year water surface within 0.27 feet of the paved surface. The basin should maintain one foot of freeboard between the proposed 100-year water surface elevation and the top of the stormwater embankment.

Nathan L. Jacobson & Associates, Inc.
 Nathan L. Jacobson & Associates, P.C. (NY)
 86 Main Street P.O. Box 337 Chester, Connecticut 06412-0337
 Tel 860.526.9591 Fax 860.526.5416

Consulting Civil and Environmental Engineers Since 1972



Jacobson

Ms. Patrice Carson, AICP
Director of Community Development
Re: IMS Petroleum, LLC
271 Hop River Road
Site Plan Review
NLJ #0968-0051

October 5, 2022

Page 2 of 2

4. We would recommend that guiderail be placed between the paved parking surface and the stormwater basin to prevent vehicles from entering the basin. The guide rail should be placed in such a way as to still allow for maintenance access to the basin.

Should you have any questions, please feel free to contact our office.

Very truly yours,

NATHAN L. JACOBSON & ASSOCIATES, INC.

Joseph M. Dillon, P.E.

JMD:jmd

cc: James Rupert
Barbara Kelly
File

From: Rupert, Jim <jrupert@boltonct.org>
Sent: Thursday, October 06, 2022 1:26 PM
To: Carson, Patrice <pcarson@boltonct.org>
Cc: boltonchief34@gmail.com
Subject: 271 hop river

Patrice,

Chief Dixon and I reviewed the site plan for the proposed project at 271 Hop River Road. Our comments are as follows.

- 01) Ingress and egress from the site do not appear to pose any issues for the fire apparatus.
- 02) On both the east and west sides just in from the entrance the paved area widens out. It is our request that both of these area be striped out as fire lanes and have signage that they are fire lanes and parking is prohibited.
- 03) While we are not requiring it we would suggest that the propane tank and dumpsters not be located in proximity to one another.
- 04) We concur with Joe Dillon that there should be a barrier between the driveway and the detention basin.
- 05) The isodiagram in the plan set will have to be reviewed for compliance with the Building Code.
- 06) You had questioned the location of the accessible parking with regard to code compliance. Code requires that it be as close to the entrance as possible. While the space may not be directly in front of the door it may be in the current location due to elevation changes between the parking and finished floor that require a ramp and an accessible route to the ramp. As such the proposed location may in fact be the most suitable but it is a good question to ask the designer.

Respectfully submitted,

Jim Rupert

From: Kelly, Barbara <bkelly@boltonct.org>
Sent: Tuesday, August 02, 2022 2:48 PM
To: Carson, Patrice <pcarson@boltonct.org>
Subject: RE: 271 Hop River Road - Modification for Wetland

Hi Patrice,

The completed Inland Wetlands Permit for 271 Hop River Road is attached. It is also attached to the Inland Wetlands Application on the ViewPoint system.

Please let me know if you have any questions.
BK

Barbara Kelly, Agent
Inland Wetlands Commission
Town of Bolton
860.649.8066, x6113



Town of Bolton

222 BOLTON CENTER ROAD • BOLTON, CT 06043

INLAND WETLANDS COMMISSION OF THE TOWN OF BOLTON INLAND WETLANDS PERMIT # 2022-5 (IW-22-5)

Name and Address of Applicant:

Nathaniel Fleming – Fedus Engineering, LLC
70 Essex Street
Mystic, CT 06355

Property to which this permit applies:

271 Hop River Road
Bolton, CT 06043

This authorization refers to an application to conduct a regulated activity in or within 100 feet of inland wetlands and/or watercourses in the Town of Bolton.

The permitted activities **within the wetlands and the upland review area** are:

- **Removal of the existing auto repair shop;**
- **Construction of a convenience store & fueling station;**
- **Installation of a new well and septic system;**
- **Construction/installation of associated parking, stormwater system, utilities, and access trail.**
- **Removal of debris and any associated contamination; and**
- **Grading, including excavation and filling, associated with the construction noted above.**

The Bolton Inland Wetlands Commission, as the Inland Wetlands and Watercourses Agency of the Town of Bolton, following investigation, and after reviewing the full record, has considered the application with due regard for the criteria found in the Inland Wetland Regulations of the Town of Bolton. The agency believes that the proposed activity, subject to the specified conditions, conforms with the purpose of Town regulations and does not violate any of its provisions or regulations governing wetlands and/or watercourses. Therefore, this authorization will constitute the permit required pursuant to Section 11.1 of the Inland Wetland Regulations of the Town of Bolton.

This permit is issued with the following specific conditions and/or modifications and with the attached general conditions:

1. **Work shall be done in accordance with the plan titled “Inland Wetland Submission, 271 Hop River Road, Proposed Convenience Store” revised 7/12/2022, and designed by Fedus Engineering, LLC.**
2. **A stormwater system maintenance plan & schedule, covering catch basins, hydro-dynamic separator, and detention basin, shall be added to the plan.**

3. **The final sizing of the hydro-dynamic separator shall be shown on the plan and this information sent to the Inland Wetlands Agent.**
4. **Soil erosion and sediment control measures shall be added to the well drilling site and added to the plan.**
5. **Soil erosion and sediment control measures shall be installed, adjusted, or maintained in accordance with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control.**

This permit is subject to, and in no way derogates, any present or future property right or any other rights or powers of the Town of Bolton. This permit conveys no property rights in real estate or materials or any exclusive privileges.

No permission, either express or implied, is given for any regulated activities other than those authorized in this permit.

The applicant will notify the Agency 3 days before the permitted activity begins.

The applicant will notify the Agency within 7 days of the completion date that the permitted activity has been finished.

Effective date of permit: **7/26/22**
Expiration date of permit: **7/25/24**


Bolton Inland Wetlands Commission

ALL INLAND WETLAND PERMITS ARE SUBJECT TO THE FOLLOWING GENERAL CONDITIONS:

1. No person shall conduct a regulated activity in a regulated area without first obtaining a permit from the Agency. (Section 7.1)
2. Permits shall be valid for a time specified by the Agency. (Section 11.6)
3. All permits shall be in writing, including any special conditions of the permit. One copy shall be maintained in the agency files and one copy furnished to the Applicant.
4. This permit shall not be construed as relieving the permittee of the obligation to obey all applicable federal, state, and local laws or to obtain any other applicable federal, state, and local permits.
5. The agency or its designated agent may enter at all reasonable times upon any private or public property to inspect for and investigate any possible violations of the Inland Wetlands Regulations of the Town of Bolton. (Sections 14.1 and 14.2)

Original to: Applicant
Copy to: Inland Wetlands Commission files

CURTIS H. ROGGI
ATTORNEY AT LAW
83 BOULDER AVENUE
STONINGTON, CONNECTICUT 06378

CURTIS H. ROGGI

TELEPHONE
(860) 558-3645

CURTISROGGI@YAHOO.COM

October 6, 2022

Town of Bolton, Connecticut
Planning and Zoning Commission
222 Bolton Center Road
Bolton, CT 06043

Re: Request for additional 90-day extension of Zoning Approvals.

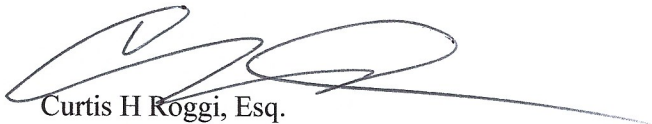
Dear Mr. Chairman and Members of the Commission,

I am the attorney for Veterinarians of Eastern Connecticut LLC and Bolton Veterinary Hospital, P.C.
My clients are working to resolve issues concerning costs and internal staffing.

On behalf of my clients, I hereby request an additional 90-day extension for all approvals granted under Permit #PL-22-3 as permitted by Section **16B.5.b. Endorsement and Filing** of the Bolton Zoning Regulations.

Thank you for your consideration.

Very truly yours,



Curtis H Roggi, Esq.

Bolton Planning & Zoning Commission
222 Bolton Center Road
Bolton, CT 06043

Date: October 12, 2022
To: Elizabeth Waters, Town Clerk
From: Planning & Zoning Commission

Subject: **REGULAR PLANNING & ZONING COMMISSION MEETING DATES FOR 2023**

The following are the regular meeting dates scheduled for the Planning & Zoning Commission in 2023 which fall on the second Wednesday of every month:

January 11

February 8

March 8

April 12

May 10

June 14

July 12

August 9

September 13

October 11

November 8

December 13

Special meetings are scheduled as necessary and notified by posting an agenda at the Town Hall and on the Town Website.

All meetings begin at 7:30pm virtually, in the Town Hall Meeting Room, or where otherwise notified and agendas are posted 24 hours prior to the meeting.