Cumberland Farms
Mansfield (Storrs), CT

TRAFFIC STUDY

December 9, 2011

Prepared for:

Cumberland Farms
100 Crossing Boulevard
Framingham, MA 01702

Prepared by:

3 Winners Circle
Albany, NY 12205

CHA File: 23016

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STATE OF CONNECTICUT
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1.0 INTRODUCTION

Cumberland Farms proposes to redevelop an existing commercial site at the corner of Storrs Road (State Route 195) and Middle Turnpike (US Route 44), in the Town of Mansfield, Connecticut.

The existing site, which consists of a 4,085 s.f. restaurant and a 1,505 s.f. gas station with 8 fueling positions, will be redeveloped to consist of a 3,634 s.f. convenience mart with 8 fueling positions. Access to the site will be provided through two full access driveways to the parcel; one on Storrs Road and one on Middle Turnpike. This is a significant improvement over the existing site access which consists of a total of 6 full access driveways; two on Storrs Road and four on Middle Turnpike. Appendix A includes a conceptual site plan of the proposed project.

The purpose of this report is to evaluate the traffic impacts of the proposed Cumberland Farms development on the adjacent roadway network.

2.0 EXISTING CONDITIONS

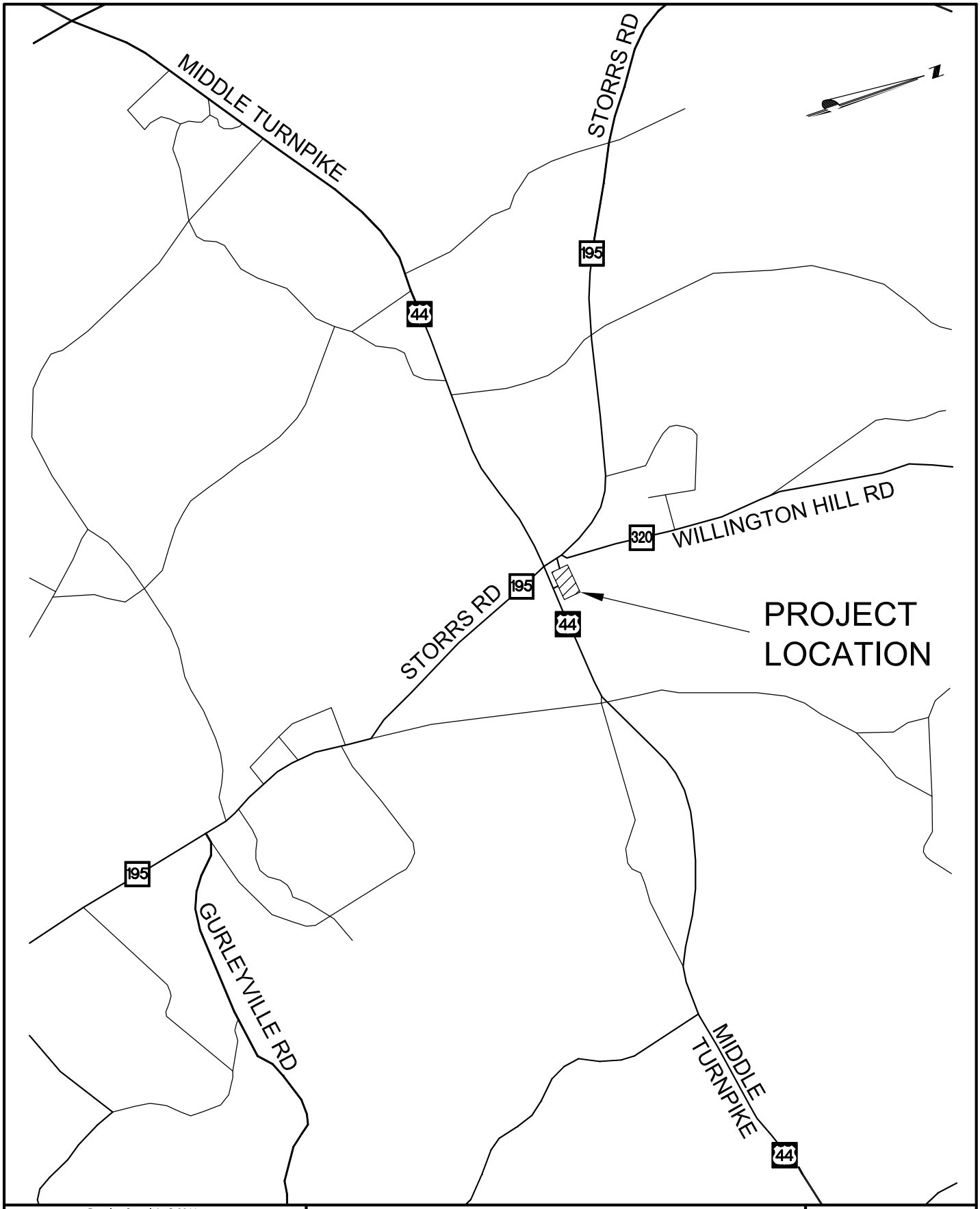
A. ADJACENT SITE AREA

The site is located in the northeastern quadrant of the signalized intersection of Storrs Road (State Route 195) and Middle Turnpike (US Route 44). The site is bounded by Willington Hill Road (State Route 320) to the north, Storrs Road to the west, Middle Turnpike to the south and vacant land to the east. Below is a description of the adjacent roadways providing direct access to the site. See Figure 1.

Storrs Road (State Route 195)
Storrs Road is a two lane north-south roadway that is classified by the Connecticut Department of Transportation as a principal arterial. Storrs Road is a main route servicing adjacent land uses including the University of Connecticut, the Mansfield Town Hall, retail uses and E.O. Smith High School. At its intersection with Middle Turnpike, Storrs Road widens to provide three approach lanes in both the north- and southbound directions as noted below. The posted speed limit on Storrs Road south of the site is 40 miles per hour and north of the site is 45 miles per hour.

Middle Turnpike (U.S Route 44)
Middle Turnpike is a two-lane east-west roadway that provides access to retail/commercial and residential uses. At its intersection with Storrs Road, Middle Turnpike widens to provide two approach lanes, as discussed below. The posted speed limit is 40 miles per hour.

Storrs Road and Middle Turnpike intersect at a 4-way signalized intersection. At its intersection with Middle Turnpike, Storrs Road widens to provide a three-lane approach consisting of an exclusive left turn lane, an exclusive through lane and a shared through/right turn lane in both the north- and southbound directions. At its intersection with Storrs Road, Middle Turnpike widens to provide a two-lane approach, consisting of an exclusive left turn lane and a shared through / right turn lane in both the east- and westbound directions.



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SITE LOCATION MAP

CUMBERLAND FARMS
MANSFIELD, CONNECTICUT

PROJECT NO.
23016

DATE: 07/13/11

FIGURE 1

File: V:\PROJECTS\ANY\K2\23016\CADD\FIGURES\TRAFFIC\PROJECT_LOCATION.DWG Saved: 7/13/2011 11:13:11 AM PLotted: 7/13/2011 12:25:49 PM User: Kinley, James LastSavedBy: 2657

B. TRAFFIC VOLUMES

Average Daily Traffic (ADT) and peak hourly volume data was obtained from the Connecticut Department of Transportation for years 1999 and 2008 for both Storrs Road and Middle Turnpike, which is included in Appendix B. This data was used to develop the 2008 directional AM and PM peak hour volumes for each approach which is the basis of this report. The calculations for developing these 2008 volumes are included in Appendix C. Table 1 summarizes the 2008 ADT volumes and Table 2 summarizes the 2008 peak hour directional approach volume on the adjacent roadways.

Table 1: 2008 Average Daily Traffic Volumes (veh/day)

Roadway	Approach	1999	2008
Storrs Road (State Route 195)	North of Middle Turnpike	-[1]	15,300
	South of Middle Turnpike	15,700	16,100
Middle Turnpike (US Route 44)	West of Storrs Road	9,300	9,300
	East of Storrs Road	6,200	6,400

[1]Data not provided for this period.

Table 2: 2008 Peak Hour Directional Link Traffic Volumes (veh/hr)

Roadway	Approach	AM			PM		
		NB	SB	Total	NB	SB	Total
Storrs Road (State Route 195)	North of Middle Turnpike	275	830	**1105**	900	595	**1495**
	South of Middle Turnpike	305	905	**1210**	895	485	**1380**
		EB	**WB**		**EB**	**WB**	
Middle Turnpike (US Route 44)	West of Storrs Road	290	285	**575**	480	395	**875**
	East of Storrs Road	105	420	**525**	330	220	**550**

As shown in the above Tables, Storrs Road experiences significantly higher daily and peak hour traffic volumes than Middle Turnpike.

C. ACCIDENT ANALYSIS

Accident data was obtained from the Connecticut Department of Transportation for the three-year period between January 1, 2006 and December 31, 2008 on Storrs Road between milepost 9.39 and 9.46 and on Middle Turnpike between milepost 76.61 and 76.68. The accident data is included in Appendix F. The accident data showed a total of 42 accidents on this segment of Storrs Road and a total of 10 accidents on this segment of Middle Turnpike for this three year period.

The predominant types of accident on both Storrs Road and Middle Turnpike occurred at the intersection and involved rear-end or left turn accidents. Thirteen of the 42 accidents on Storrs Road occurred during wet and snow/slush road surface conditions. There were 3 accidents on Storrs Road at the existing site accesses; one involving a southbound left entering the site and a northbound through, one involving a northbound through and a northbound right entering the site, and one involving a

westbound left exiting the site with a northbound through movement. No accidents on Middle Turnpike were associated with the existing site accesses.

The predominate contributing factors associated with the Storrs Road accidents included failure to grant the right-of-way (ROW) (11) and following too closely (19). Contributing factors associated with the Middle Turnpike accidents included speeding (1), DUI (1), following too closely (3), failure to grant ROW (3), lost control (1), and unsafe right-on-red (1).

There were no fatalities reported. While the accidents on Storrs Road resulted in both personal injury (2) and property damage (40), only property damage was cited for the accidents on Middle Turnpike.

This data indicates that the accident history on the study area roadway system is not indicative of any safety deficiencies associated with the site. Although no safety issue was identified regarding the existing site accesses, the project includes consolidation of the 6 driveways to 2. This improved access management plan will minimize the number of conflicts and potential for accidents.

D. SIGHT DISTANCE ANALYSIS

Sight distance was assessed for the proposed site driveway on Middle Turnpike. The available intersection sight distance was measured from the perspective of a driver exiting the site onto Middle Turnpike looking left and right. In addition to the intersection sight distance, the sight distance along Middle Turnpike east of the proposed driveway was also measured. The posted speed limit on Middle Turnpike is 40 mph.

As shown in Photo 1 below, there is limited sight distance looking to the left from the proposed driveway due to brush, vegetation and trees that line the north side of Middle Turnpike. This brush extends to the curb line approximately 60 feet from the proposed driveway. The intersection sight distance looking to the left from the proposed driveway and along Middle Turnpike, east of the driveway was measured to be approximately 150 feet (see Photo 2). The intersection sight distance looking to the right from the proposed driveway is essentially unlimited along Middle Turnpike.

Photo 1: At Site Driveway on Middle Turnpike looking east (left)

Photo 2: On Middle Turnpike looking west toward site driveway

The existing sight distance at the site drive looking left was measured and compared to the guidelines in the Association of State Highways and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 2004, for a posted speed limit of 40 mph. The analysis indicates that the existing sight distance (150 feet) is less than the recommended sight distance (445 feet) due to the brush and vegetation. While the sight distance is currently limited, removing the brush and vegetation would improve the intersection sight distance.

Photo 3: On Middle Turnpike looking west toward site driveway

Photo 4: On Middle Turnpike looking west toward site driveway

There is an existing crest vertical curve approximately 750 feet east of the driveway. Using this as the limiting factor, the sight distance was measured from this location and photos taken in both the east- and westbound lanes (see photos 3 and 4, respectively). It was determined that there is adequate stopping sight distance along Middle Turnpike and that by removing the brush and vegetation, the recommended 445 feet of intersection sight distance could be met.

As noted above, there were no accidents associated with the site's driveways. Therefore, the intersection sight distance does not appear to be a contributing factor to a safety deficiency.

3.0 NO-BUILD TRAFFIC VOLUMES

In order to assess the traffic impacts associated with the proposed development, it is first necessary to estimate the traffic volumes on the adjacent roadways for the future condition without the project (No-Build Condition) and then apply the traffic generated from the proposed project to obtain the future conditions with the project (Build Condition).

A. BACKGROUND GROWTH

Whether or not the project is built, it is assumed that background growth and development unrelated to the project will affect street operations within the study area. It is anticipated that the Cumberland Farms will be completed in 2012.

Using the ADT volume data provided by the Connecticut Department of Transportation, a trend analysis was preformed, using the data from 1993 through 2008, for each of the approaches to the intersection and applied to project the 2008 volumes to 2012. Table 3 shows the 2012 projected ADT by approach.

Table 3: 2012 Average Daily Traffic Volumes (veh/day)

Roadway	Approach	2008[1] (Existing)	2012 (Projected)
Storrs Road (State Route 195)	North of Middle Turnpike	15,300	16,300
	South of Middle Turnpike	16,100	16,300
Middle Turnpike (US Route 44)	West of Storrs Road	9,300	9,500
	East of Storrs Road	6,400	6,500

[1]From Table 1.

The 2012 peak hour directional volume for each approach was developed by applying the same 2008 K-factor and directional distribution percentages to the 2012 projected ADT shown in Table 3. This yielded an approximate 0.80% annualized growth rate for the intersection. See pages 3 through 8 of Appendix C for the calculations.

In addition to background growth, the Storrs Center which is located approximately 2 miles south of this Cumberland Farms project is expected to generate traffic that would affect the adjacent street network as discussed below.

B. STORRS CENTER

Storrs Center will be a mixed-use development on the easterly side of Storrs Road (State Route 195), located south of this Cumberland Farms project, between Dog Lane and Post Office Road in the Town of Mansfield. Storrs Center proposes to combine retail, restaurant, and office uses with a variety of residence types including rental apartments, town homes and condominium apartments. A summary of the Storrs Center project including its site generated traffic volumes for the AM and PM peak periods is shown in Figure 6 of Appendix D. Table 4 shows the AM and PM peak hour trip generation volumes on Storrs Road north of SR 430.

Table 4: Storrs Center Trip Generation on Storrs Road (trips)

Roadway	AM Peak Period		PM Peak Period	
	NB	SB	NB	SB
Storrs Road (State Route 195)	67	44	105	139

The 2012 projected peak hourly directional approach volumes were used to determine the AM and PM peak period distribution percentages. See page 10 of Appendix C. The Storrs Center AM and PM peak period trip generation volumes shown in Table 4 were distributed through the Storrs Road and Middle Turnpike intersection based upon these 2012 distribution percentages. Page 11 of Appendix C shows the volume distribution of the Storrs Center development through the intersection.

C. NO-BUILD CONDITIONS

The 2012 No-Build conditions were developed by adding the Storrs Center AM and PM peak hour volumes to the 2012 background AM and PM volumes. Table 5 shows the 2012 No-Build Peak Hour

Directional Traffic Volumes by approach. Appendix C provides the calculations for developing the 2012 No-Build conditions.

Table 5: 2012 No-Build Peak Hour Directional Link Traffic Volumes (veh/hr)

Roadway	Approach	AM			PM		
		NB	SB	Total	NB	SB	Total
Storrs Road (State Route 195)	North of Middle Turnpike	324	909	**1233**	1014	700	**1714**
	South of Middle Turnpike	372	964	**1336**	1015	626	**1641**
		EB	WB		EB	WB	
Middle Turnpike (US Route 44)	West of Storrs Road	304	318	**622**	540	430	**970**
	East of Storrs Road	115	435	**550**	356	249	**605**

4.0 BUILD TRAFFIC VOLUMES

A. TRIP GENERATION

Trip generation determines the quantity of traffic expected to travel to/from the project site. The Institute of Transportation Engineers (ITE) *Trip Generation Manual*, eighth edition, is the industry standard for determining trip generation for various land uses. The ITE provides trip generation information on Convenience Markets with Gasoline Pumps (Land Use Code (LUC) 853). The proposed Cumberland Farms development is consistent with the description of this ITE LUC. Therefore, the site generated trips were estimated for the weekday peak AM and PM periods based on this LUC.

ITE provides data to permit the number of trips generated by the proposed development to be estimated either based upon the number of fueling positions or the square footage of the building, both of which can also be based upon the peak hour of generator or peak hour or adjacent street traffic. CHA analyzed the trip generation for each of these methods, which is included in Appendix C. The data provided in ITE's *Trip Generation* manual indicates that there is a higher correlation of trip generation for convenience marts with fuel pumps based on the size of the building than based on the number of fueling positions. In addition, past traffic studies conducted by CHA for this type of land use also showed a better correlation of site traffic to building size. Therefore, using the building's square footage and the ITE average rate on a weekday peak hour of adjacent street traffic, the site generated trips from this Cumberland Farms development were estimated to be 160 trips and 217 trips during the AM and PM peak periods, respectively. A trip end is equal to one entering trip or one exiting trip.

The site trips generated by the proposed development can be divided into two categories; new trips and pass-by trips. New trips represent motorists whose primary destination is within the development. Pass-by trips are trips that are attracted from traffic passing the site on an adjacent street that offers direct access to the generator. While the ITE *Trip Generation Handbook* shows that the average pass-by trip rate for this type of land use is approximately 65%, Connecticut's State Traffic Commission 'rule-of-thumb' standard is to use the lesser of a) method 1 - 20% of the site generated trips or b) method 2- 10% of the adjacent street volumes. The calculations of both of these methods are included in Appendix C. Since method 1 – 20% of the site generated trips yields less pass-by trips than method 2,

method 1 was used in the analysis. Table 6 below summarizes the number of new and pass-by trips entering and exiting the site.

Table 6: Cumberland Farms Trip Generation (trips)

Land Use	AM Peak Period			PM Peak Period		
	Enter	Exit	Total	Enter	Exit	Total
Convenience Market with Gasoline Pumps	80	80	160	108	109	217
Pass-by Trips (20% of Site Trips)	-16	-16	-32	-22	-22	-44
Total New Trips	64	64	128	86	87	173

Using the square footage of the building as the independent variable for determining the site generated trips results in a more conservative analysis as it yields more trips than if the trip generation were estimated based on the number of fueling positions.

It should be noted that the former land uses on the site both closed after 2008[1], which is the base year of the ADT and peak hour volume data used for this study (see Section 2.B). The traffic generated by these former uses is consequently represented in the volumes on Storrs Road and Middle Turnpike for the existing and future No-Build conditions. Using the ITE *Trip Generation Manual* and Land Use Code 932, High Turnover Sit Down Restaurant for the 4,086 s.f. Kathy John's restaurant and Land Use Code 944, Gasoline/Service Station, for the 1,507 s.f. building with 8 fuel positions, the total combined trip generation for these former uses is estimated to have been 144 trips and 157 trips during the AM and PM peak periods, respectively. Table 7 provides a comparison of the primary and pass-by trips associated with the former and proposed uses of the site. Since the former uses are no longer operational and the trips associated with them are already accounted for in the base traffic volumes, the new trips generated by the redevelopment of the site for the proposed Cumberland Farms convenience mart and fuel services will be 3 new vehicle trips onto the adjacent roadways during the AM peak hour and 38 new vehicle trips during the PM peak hour.

Table 7: Estimated Net Change in Primary (New) Site Trips

Site Use	Trip Type	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Former Use							
Kathy John's Restaurant & Gas Station	Primary	63	62	125	71	64	135
	Pass-By *	10	9	19	11	11	22
	Total	73	71	144	82	75	157
Proposed Use							
Cumberland Farms Convenience Mart & Fuel	Primary	64	64	128	86	87	173
	Pass-By	16	16	32	22	22	44
	Total	80	80	160	108	109	217
Net Change in Total Driveway Trips		7	9	16	26	34	60
Net Change in Primary (New) Trips		1	2	3	15	23	38

* *20% Pass-by applied to Gas Station trips only; see also Appendix C*

[1] The former gas station closed in the Fall 2009 and the restaurant closed Spring 2010

B. SITE TRIP DISTRIBUTION

Two (2) full ingress/egress accesses are proposed; one on Storrs Road and one on Middle Turnpike. The existing AM and PM peak period traffic volumes to/from the Storrs Road and Middle Turnpike intersection were used as the basis for developing the arrival / departure percentages, which were used for assigning the primary and pass-by trips to each site driveway. See Appendix C for the calculations.

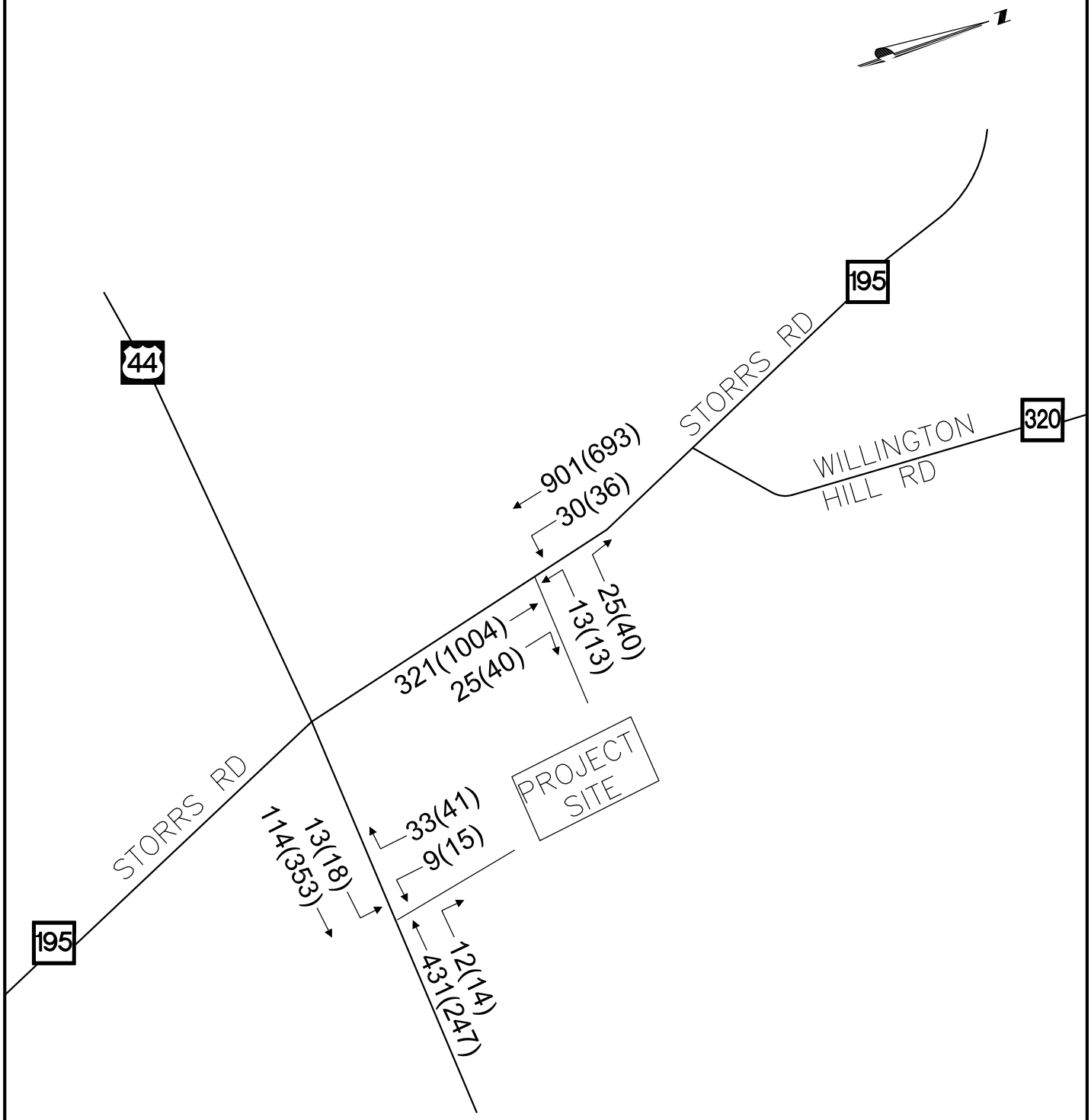
Applying these percentages yielded a higher left turning volume from the site driveway on Storrs Road than would be expected since left turns exiting the site are more likely to be made as a right turn onto Middle Turnpike and then left turn onto Storrs Road. Therefore, it was assumed that approximately 55% during the AM and 67% during the PM peak period of the exiting left turning maneuvers from the Storrs Road site driveway would shift to the Middle Turnpike site driveway. The pass-by and primary site trips were adjusted to accommodate this shift in driveway assignment.

C. FUTURE BUILD VOLUMES

The site generated traffic was combined with the 2012 No-Build volumes to represent the estimated future volume conditions for the site. The future 2012 Build volumes are shown on Figure 2 for the AM and PM peak hours.

The driveway volumes portrayed on Figure 2 represent a conservative analysis in that the traffic volumes on Storrs Road and on Middle Turnpike have not been adjusted (downward) to reflect the credit of the traffic generated by the former site uses on these roadways, as discussed in Section 4A.

The difference between the traffic generated by the former uses of the site and the proposed Cumberland Farms project (as indicated in Table 7), and consideration of the distribution of this traffic onto Storrs Road and Middle Turnpike, shows that the net new (primary trip) traffic at the intersection of Storrs Road and Middle Turnpike generated by the Cumberland Farms project will be less than 1% of the total volume during peak hours compared to the 2012 No-Build volumes. See Appendix C for these calculations. This change is less than what could be expected for normal daily and seasonal variation of traffic flow at this intersection.



LEGEND:
AM(PM) PEAK HOUR

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2012 PEAK HOUR BUILD TRAFFIC VOLUMES

CUMBERLAND FARMS
MANSFIELD, CONNECTICUT

PROJECT NO. 23016

DATE: 07/13/11

FIGURE 2

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5.0 CAPACITY ANALYSIS

To determine existing traffic operating conditions, a capacity analysis was performed using Highway Capacity Software (HCS+), version 5.3, which is based on the Transportation Research Board's (TRB) 2000 Highway Capacity Manual (HCM) methodologies.

The HCM methodology for unsignalized intersections generally assumes that major street traffic is not affected by minor street flows. Left turns from the major street are assumed to be affected by opposing, or oncoming, major street flow. Minor street traffic is affected by all conflicting movements. The HCM methodology expresses the quality of flow at unsignalized intersections in terms of Levels of Service (LOS) based on the amount of delay that a driver experiences. This relationship differs somewhat from the criteria used for signalized intersections, primarily because drivers expect different levels of performance from the two different kinds of transportation facilities. For unsignalized intersections, LOS range from A, with minimal delay (ten seconds or less per vehicle), to F, which represents long delays (50 seconds or greater per vehicle). A LOS of E or better is generally considered acceptable for unsignalized movements during peak periods. A LOS F represents unacceptable operating conditions at any intersection.

Table 8: HCM Unsignalized Intersection LOS

LOS	Control Delay per Vehicle (seconds)
A	10 or less
B	10-15
C	15-25
D	25-35
E	35-50
F	greater than 50

Capacity Analysis: Capacity analyses were performed for the 2012 Build conditions. Summaries of these analyses are shown in Table 9 for the AM and PM peak hours. These analyses show that the proposed site driveways will operate at acceptable levels of service (LOS C or better) at full buildout. These levels of service are consistent with or better than the performance objectives typically established for new highway design.

Table 9: 2012 Build Level of Service Summary

Intersection & Approach		2012 Build Condition			
		AM Peak Period		PM Peak Period	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Storrs Road & Site Access	Exit from Site	B	12.2	C	19.1
	Left-turn into Site from Storrs Rd	A	8.1	B	10.8
Middle Turnpike & Site Access	Exit from Site	B	10.3	B	10.8
	Left-turn into Site from Middle Turnpike	A	8.4	A	7.9

The traffic generated by the proposed project will not have a significant impact on traffic operations at the Storrs Road/Middle Turnpike intersection since these volume increases represent less than 1% of the peak hour traffic volumes at the intersection.

6.0 ON-SITE CIRCULATION, PARKING AND ACCESS

Access for the proposed site redevelopment will be consolidated from 6 full movement accesses to 2 full movement accesses; one on Storrs Road and one on Middle Turnpike. This proposed consolidation will enhance on-site circulation and minimize traffic conflicts and the potential for accidents both on-and off site.

The location and configuration of the parking spaces meet applicable design and ADA criteria to provide adequate vehicular circulation and access to the fueling stations and to the parking spaces. The locations and 'throat' distance along the site access drives (i.e., the distance between the adjacent street and the point of internal interaction of site traffic for parking/circulation) are also sufficient to allow the on-site circulation to function independently of the site access intersections with Storrs Road and Middle Turnpike.

The proposed site also provides adequate space for delivery trucks to circulate as they deliver fuel and supply the store. An illustration of the fuel delivery truck path, which is the largest vehicle anticipated to access the site, is provided in Appendix G.

7.0 CONCLUSION

The proposed project consists of the redevelopment of an existing site which will include a 3,634 s.f. convenience mart with 8 fueling positions at the northeast corner of the Storrs Road and Middle Turnpike intersection. Access to the site will be consolidated from 6 full movement accesses to 2 full movement accesses; one on Storrs Road and one on Middle Turnpike. Consolidating and locating the accesses as proposed will enhance on-site circulation and minimize traffic conflicts and the potential for accidents both on-and off site.

The accident history on the study area roadway system is not indicative of any safety deficiencies associated with the site. Although no safety issue was identified associated with the site, it is recommended that the existing overgrown brush and vegetation along the north side of Middle Turnpike be removed to improve the intersection sight distance for the site access drive on Middle Turnpike.

Construction of this project is scheduled for completion in 2012. It is estimated that the project will generate 160 trips and 217 trips during the AM and PM peak hours, respectively. This is approximately 16 more vehicle trips (combined enter and exit) in the AM peak hour and 60 more trips in the PM peak hour than was generated by the former uses of the site at the driveways. These include primary and pass-by trips at the driveways. The 2012 Build capacity analysis which includes traffic associated with background growth and the Storrs Center as well as the traffic from this project shows acceptable LOS at both site driveways that meets or exceeds design standards.

The Cumberland Farms project is estimated to generate 3 new/primary trips more than the former uses on the site during the AM peak hour, and 38 more new/primary trips in the PM peak hour. The result is that the Cumberland Farms project will increase the traffic volumes at the intersection of Storrs Road and Middle Turnpike by less than 1% during peak hours compared to the traffic generated by the former uses of the site. This amount of change is not significant and is within the normal daily and seasonal variation of traffic.

A review of the proposed site layout indicates that the site will be able to accommodate traffic circulation to the fuel positions and to the store parking. The proposed site also provides adequate space for trucks to circulate to deliver fuel and store supplies/merchandise.

APPENDIX A

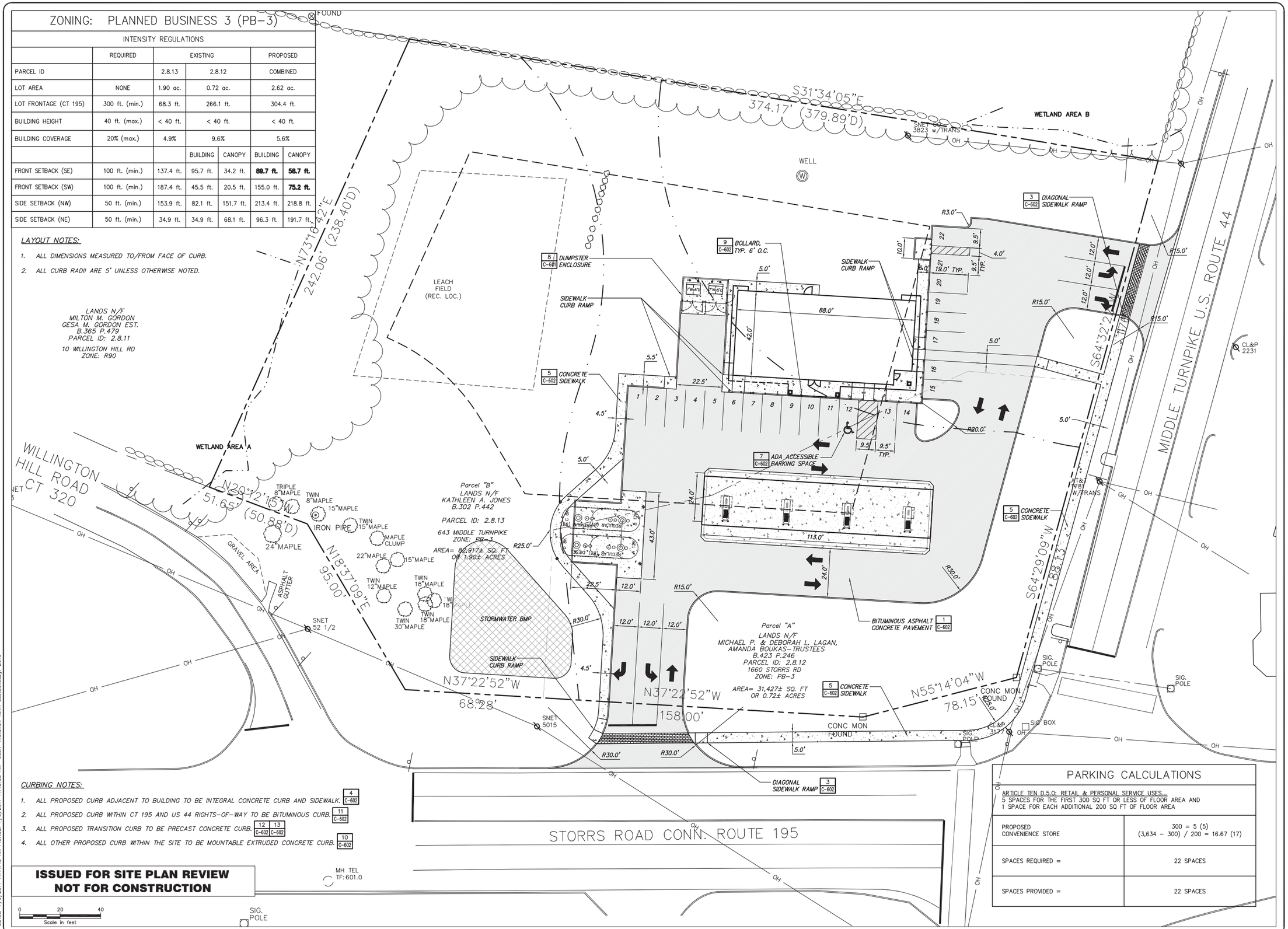
Concept Site Plan

ZONING: PLANNED BUSINESS 3 (PB-3)

INTENSITY REGULATIONS						
	REQUIRED	EXISTING			PROPOSED	
PARCEL ID		2.8.13	2.8.12		COMBINED	
LOT AREA	NONE	1.90 ac.	0.72 ac.		2.62 ac.	
LOT FRONTAGE (CT 195)	300 ft. (min.)	68.3 ft.	266.1 ft.		304.4 ft.	
BUILDING HEIGHT	40 ft. (max.)	< 40 ft.	< 40 ft.		< 40 ft.	
BUILDING COVERAGE	20% (max.)	4.9%	9.6%		5.6%	
			BUILDING	CANOPY	BUILDING	CANOPY
FRONT SETBACK (SE)	100 ft. (min.)	137.4 ft.	95.7 ft.	34.2 ft.	**89.7 ft.**	**58.7 ft.**
FRONT SETBACK (SW)	100 ft. (min.)	187.4 ft.	45.5 ft.	20.5 ft.	155.0 ft.	**75.2 ft.**
SIDE SETBACK (NW)	50 ft. (min.)	153.9 ft.	82.1 ft.	151.7 ft.	213.4 ft.	218.8 ft.
SIDE SETBACK (NE)	50 ft. (min.)	34.9 ft.	34.9 ft.	68.1 ft.	96.3 ft.	191.7 ft.

LAYOUT NOTES:

1. *ALL DIMENSIONS MEASURED TO/FROM FACE OF CURB.*
2. *ALL CURB RADII ARE 5' UNLESS OTHERWISE NOTED.*



CURBING NOTES:

1. *ALL PROPOSED CURB ADJACENT TO BUILDING TO BE INTEGRAL CONCRETE CURB AND SIDEWALK.* 4 C-602
2. *ALL PROPOSED CURB WITHIN CT 195 AND US 44 RIGHTS-OF-WAY TO BE BITUMINOUS CURB.* 11 C-602
3. *ALL PROPOSED TRANSITION CURB TO BE PRECAST CONCRETE CURB.* 12 C-602 13 C-602
4. *ALL OTHER PROPOSED CURB WITHIN THE SITE TO BE MOUNTABLE EXTRUDED CONCRETE CURB.* 10 C-602

ISSUED FOR SITE PLAN REVIEW
NOT FOR CONSTRUCTION

PARKING CALCULATIONS

ARTICLE TEN D.5.0: RETAIL & PERSONAL SERVICE USES...
5 SPACES FOR THE FIRST 300 SQ FT OR LESS OF FLOOR AREA AND
1 SPACE FOR EACH ADDITIONAL 200 SQ FT OF FLOOR AREA

PROPOSED CONVENIENCE STORE	300 = 5 (5) (3,634 – 300) / 200 = 16.67 (17)
SPACES REQUIRED =	22 SPACES
SPACES PROVIDED =	22 SPACES

No.	Submittal / Revision	App'd	By	Date

CUMBERLAND GULF GROUP OF COMPANIES
100 Crossing Boulevard
Framingham, MA 01702

Cumberland FARMS

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CHA
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Designed: KDT | Drawn: KDT | Checked: MLR

PROPOSED CONVENIENCE STORE
US 44 / CT 195 / CT 320
MANSFIELD (STORRS), CT

SITE LAYOUT PLAN

Issue Date: 07/11/11 | Project No: 23016 | Scale: AS NOTED

C-101

File: V:\PROJECTS\ANY\K2\23016\CADD_ACAD\C-101 SITE LAYOUT PLAN.DWG
Saved: 7/9/2011 11:11:45 AM Plotted: 7/9/2011 11:13:33 AM User: Thatcher, Kevin LastSavedBy: 2016

APPENDIX B

Traffic Counts

STA TYPE:2 STA NO 077 2030

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA
TRAFFIC RECORDER DATA

TOWN OF MANSFIELD ROUTE 195 DIRECTION B
LOC SE OF US 44 (MIDDLE TPKE)

DAY	SUN	MON	TUES	WED	THUR	FRI	SAT
DATE	0	0	0	0	918	919	0
TYPE							
HOUR		2008 ADT =		16100		ACF = NA	
BEG		**********					
12A	0	0	0	0	0	184	0
1A	0	0	0	0	0	126	0
2A	0	0	0	0	0	65	0
3A	0	0	0	0	0	50	0
4A	0	0	0	0	0	40	0
5A	0	0	0	0	77	0	0
6A	0	0	0	0	395	0	0
7A	0	0	0	0	1211	0	0
8A	0	0	0	0	1199	0	0
9A	0	0	0	0	1099	0	0
10A	0	0	0	0	914	0	0
11A	0	0	0	0	805	0	0
12P	0	0	0	0	1015	0	0
1P	0	0	0	0	902	0	0
2P	0	0	0	0	1032	0	0
3P	0	0	0	0	1231	0	0
4P	0	0	0	0	1184	0	0
5P	0	0	0	0	1381*	0	0
6P	0	0	0	0	1318	0	0
7P	0	0	0	0	989	0	0
8P	0	0	0	0	799	0	0
9P	0	0	0	0	605	0	0
10P	0	0	0	0	408	0	0
11P	0	0	0	0	242	0	0
TOT	0	0	0	0	16806	465	0

RECORDER 049 24 HR = 17271 G - 4

STA TYPE:2 STA NO 077 2030

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA
TRAFFIC RECORDER DATA

TOWN OF MANSFIELD ROUTE 195 DIRECTION N
LOC SE OF US 44

DAY	SUN	MON	TUES	WED	THUR	FRI	SAT
DATE	0	0	0	714	715	0	0
TYPE							

HOUR 1999 WEIGHTED ADT = 7400 ACF = NA

BEG				**********			
12A	0	0	0	0	64	0	0
1A	0	0	0	0	34	0	0
2A	0	0	0	0	21	0	0
3A	0	0	0	0	10	0	0
4A	0	0	0	0	14	0	0
5A	0	0	0	0	39	0	0
6A	0	0	0	0	137	0	0
7A	0	0	0	0	244	0	0
8A	0	0	0	0	305	0	0
9A	0	0	0	0	378	0	0
10A	0	0	0	319	0	0	0
11A	0	0	0	463	0	0	0
12P	0	0	0	522	0	0	0
1P	0	0	0	547	0	0	0
2P	0	0	0	634	0	0	0
3P	0	0	0	788*	0	0	0
4P	0	0	0	753	0	0	0
5P	0	0	0	654	0	0	0
6P	0	0	0	445	0	0	0
7P	0	0	0	364	0	0	0
8P	0	0	0	345	0	0	0
9P	0	0	0	250	0	0	0
10P	0	0	0	134	0	0	0
11P	0	0	0	96	0	0	0
TOT	0	0	0	6314	1246	0	0

RECORDER 003 24 HR = 7560

STA TYPE:2 STA NO 077 2030

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA
TRAFFIC RECORDER DATA

TOWN OF MANSFIELD ROUTE 195 DIRECTION S
LOC SE OF US 44

DAY	SUN	MON	TUES	WED	THUR	FRI	SAT
DATE	0	0	0	714	715	0	0
TYPE							

HOUR 1999 WEIGHTED ADT = 8300 ACF = NA

BEG							
		**********					
12A	0	0	0	0	47	0	0
1A	0	0	0	0	27	0	0
2A	0	0	0	0	14	0	0
3A	0	0	0	0	13	0	0
4A	0	0	0	0	19	0	0
5A	0	0	0	0	99	0	0
6A	0	0	0	0	414	0	0
7A	0	0	0	0	715	0	0
8A	0	0	0	0	946*	0	0
9A	0	0	0	0	615	0	0
10A	0	0	0	481	0	0	0
11A	0	0	0	496	0	0	0
12P	0	0	0	521	0	0	0
1P	0	0	0	489	0	0	0
2P	0	0	0	450	0	0	0
3P	0	0	0	452	0	0	0
4P	0	0	0	454	0	0	0
5P	0	0	0	498	0	0	0
6P	0	0	0	414	0	0	0
7P	0	0	0	322	0	0	0
8P	0	0	0	264	0	0	0
9P	0	0	0	227	0	0	0
10P	0	0	0	166	0	0	0
11P	0	0	0	99	0	0	0
TOT	0	0	0	5333	2909	0	0

RECORDER 005 24 HR = 8242

0770043N2008

STA TYPE:0 STA NO 077 0043

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

STATION 43 IN MANSFIELD DIRECTION: N
LOCATED ON RTE 195, NW OF US 44 (MIDDLE TPKE)

	DAY	SUN	MON	TUES	WED	THUR	FRI	SAT
	DATE					9/18	9/19	
	BEG HR							
	12A	0	0	0	0	0	114	0
	1A	0	0	0	0	0	77	0
	2A	0	0	0	0	0	27	0
	3A	0	0	0	0	0	38	0
	4A	0	0	0	0	0	28	0
	5A	0	0	0	0	41	0	0
	6A	***0***	***0***	***0***	***0***	***168***	***0***	***0***
AM PEAK	***7A***	***0***	***0***	***0***	***0***	***245***	***0***	***0***
	8A	***0***	***0***	***0***	***0***	***269***	***0***	***0***
	9A	0	0	0	0	299	0	0
	10A	0	0	0	0	251	0	0
	11A	0	0	0	0	322	0	0
	12P	0	0	0	0	466	0	0
	1P	0	0	0	0	410	0	0
	2P	0	0	0	0	551	0	0
	3P	***0***	***0***	***0***	***0***	***686***	***0***	***0***
PM PEAK	***4P***	***0***	***0***	***0***	***0***	***723***	***0***	***0***
	5P	***0***	***0***	***0***	***0***	***914****	***0***	***0***
	6P	0	0	0	0	799	0	0
	7P	0	0	0	0	610	0	0
	8P	0	0	0	0	453	0	0
	9P	0	0	0	0	318	0	0
	10P	0	0	0	0	239	0	0
	11P	0	0	0	0	133	0	0
	TOT	0	0	0	0	7897	284	0

24-hour total = 8181

RECORDER #047 ACF = NA G - 4
*Peak hourly volume

2008 ADT = 7600 FOR STATION 43 NB IN MANSFIELD

0770043S2008

STA TYPE:0 STA NO 077 0043

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

STATION 43 IN MANSFIELD DIRECTION: S
LOCATED ON RTE 195, NW OF US 44 (MIDDLE TPKE)

	DAY	SUN	MON	TUES	WED	THUR	FRI	SAT
	DATE					9/18	9/19	
	BEG HR							
	12A	0	0	0	0	0	54	0
	1A	0	0	0	0	0	37	0
	2A	0	0	0	0	0	34	0
	3A	0	0	0	0	0	27	0
	4A	0	0	0	0	0	17	0
	5A	0	0	0	0	69	0	0
	6A	***0***	***0***	***0***	***0***	***224***	***0***	***0***
AM PEAK	***7A***	***0***	***0***	***0***	***0***	***822***	***0***	***0***
	8A	***0***	***0***	***0***	***0***	***837****	***0***	***0***
	9A	0	0	0	0	632	0	0
	10A	0	0	0	0	564	0	0
	11A	0	0	0	0	418	0	0
	12P	0	0	0	0	453	0	0
	1P	0	0	0	0	440	0	0
	2P	0	0	0	0	417	0	0
	3P	***0***	***0***	***0***	***0***	***441***	***0***	***0***
PM PEAK	***4P***	***0***	***0***	***0***	***0***	***490***	***0***	***0***
	5P	***0***	***0***	***0***	***0***	***580***	***0***	***0***
	6P	0	0	0	0	509	0	0
	7P	0	0	0	0	352	0	0
	8P	0	0	0	0	330	0	0
	9P	0	0	0	0	264	0	0
	10P	0	0	0	0	160	0	0
	11P	0	0	0	0	96	0	0
	TOT	0	0	0	0	8098	169	0

24-hour total = 8267

RECORDER #038 ACF = NA G - 4
*Peak hourly volume

2008 ADT = 7700 FOR STATION 43 SB IN MANSFIELD

0770029B2008

STA TYPE:0 STA NO 077 0029

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

STATION 29 IN MANSFIELD DIRECTION: B
LOCATED ON RTE US44, WEST OF ROUTE 195 (STORRS RD)

	DAY	SUN	MON	TUES	WED	THUR	FRI	SAT
	DATE					9/18	9/19	
	BEG HR							
	12A	0	0	0	0	0	74	0
	1A	0	0	0	0	0	48	0
	2A	0	0	0	0	0	20	0
	3A	0	0	0	0	0	22	0
	4A	0	0	0	0	0	25	0
	5A	0	0	0	0	0	76	0
	6A	***0***	***0***	***0***	***0***	***217***	***0***	***0***
AM PEAK	***7A***	***0***	***0***	***0***	***0***	***520***	***0***	***0***
	8A	***0***	***0***	***0***	***0***	***572***	***0***	***0***
	9A	0	0	0	0	613	0	0
	10A	0	0	0	0	515	0	0
	11A	0	0	0	0	555	0	0
	12P	0	0	0	0	658	0	0
	1P	0	0	0	0	611	0	0
	2P	0	0	0	0	685	0	0
	3P	***0***	***0***	***0***	***0***	***808***	***0***	***0***
PM PEAK	***4P***	***0***	***0***	***0***	***0***	***823***	***0***	***0***
	5P	***0***	***0***	***0***	***0***	***875****	***0***	***0***
	6P	0	0	0	0	722	0	0
	7P	0	0	0	0	553	0	0
	8P	0	0	0	0	431	0	0
	9P	0	0	0	0	292	0	0
	10P	0	0	0	0	155	0	0
	11P	0	0	0	0	97	0	0
	TOT	0	0	0	0	9702	265	0

24-hour total = 9967

RECORDER #033 ACF = NA G - 4
*Peak hourly volume

2008 ADT = 9300 FOR STATION 29 IN MANSFIELD

0772031B2008

STA TYPE:2 STA NO 077 2031

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

STATION 2031 IN MANSFIELD DIRECTION: B
LOCATED ON RTE US44, EAST OF ROUTE 195 (STORRS RD)

	DAY	SUN	MON	TUES	WED	THUR	FRI	SAT
	DATE					9/18	9/19	
	BEG HR							
	12A	0	0	0	0	0	56	0
	1A	0	0	0	0	0	43	0
	2A	0	0	0	0	0	24	0
	3A	0	0	0	0	0	30	0
	4A	0	0	0	0	0	33	0
	5A	0	0	0	0	0	102	0
	6A	***0***	***0***	***0***	***0***	***286***	***0***	***0***
AM PEAK	***7A***	***0***	***0***	***0***	***0***	***543***	***0***	***0***
	8A	***0***	***0***	***0***	***0***	***522***	***0***	***0***
	9A	0	0	0	0	398	0	0
	10A	0	0	0	0	358	0	0
	11A	0	0	0	0	325	0	0
	12P	0	0	0	0	429	0	0
	1P	0	0	0	0	390	0	0
	2P	0	0	0	0	388	0	0
	3P	***0***	***0***	***0***	***0***	***508***	***0***	***0***
PM PEAK	***4P***	***0***	***0***	***0***	***0***	***502***	***0***	***0***
	5P	***0***	***0***	***0***	***0***	***548****	***0***	***0***
	6P	0	0	0	0	385	0	0
	7P	0	0	0	0	302	0	0
	8P	0	0	0	0	261	0	0
	9P	0	0	0	0	206	0	0
	10P	0	0	0	0	123	0	0
	11P	0	0	0	0	76	0	0
	TOT	0	0	0	0	6550	288	0

24-hour total = 6838

RECORDER #042 ACF = NA G - 4
*Peak hourly volume

2008 ADT = 6400 FOR STATION 2031 IN MANSFIELD

0770029B2005

STA TYPE:0 STA NO 077 0029

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

STATION 29 IN MANSFIELD DIRECTION: B
LOCATED ON RTE US44, WEST OF ROUTE 195 (STORRS RD)

	DAY	SUN	MON	TUES	WED	THUR	FRI	SAT
	DATE			11/08	11/09			
	BEG HR							
	12A	0	0	0	77	0	0	0
	1A	0	0	0	42	0	0	0
	2A	0	0	0	20	0	0	0
	3A	0	0	0	26	0	0	0
	4A	0	0	0	25	0	0	0
	5A	0	0	0	66	0	0	0
	6A	***0***	***0***	***0***	***254***	***0***	***0***	***0***
AM PEAK	***7A***	***0***	***0***	***499***	***0***	***0***	***0***	***0***
	8A	***0***	***0***	***581***	***0***	***0***	***0***	***0***
	9A	0	0	619	0	0	0	0
	10A	0	0	536	0	0	0	0
	11A	0	0	598	0	0	0	0
	12P	0	0	706	0	0	0	0
	1P	0	0	659	0	0	0	0
	2P	0	0	663	0	0	0	0
	3P	***0***	***0***	***801***	***0***	***0***	***0***	***0***
PM PEAK	***4P***	***0***	***0***	***832****	***0***	***0***	***0***	***0***
	5P	***0***	***0***	***818***	***0***	***0***	***0***	***0***
	6P	0	0	565	0	0	0	0
	7P	0	0	415	0	0	0	0
	8P	0	0	399	0	0	0	0
	9P	0	0	237	0	0	0	0
	10P	0	0	167	0	0	0	0
	11P	0	0	100	0	0	0	0
	TOT	0	0	9195	510	0	0	0

24-hour total = 9705

RECORDER #034 ACF = NA G - 4
*Peak hourly volume

2005 ADT = 9200 FOR STATION 29 IN MANSFIELD

STA TYPE:0 STA NO 077 0029

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA
TRAFFIC RECORDER DATA

TOWN OF MANSFIELD ROUTE US44 DIRECTION E
LOC WEST OF ROUTE 195

DAY	SUN	MON	TUES	WED	THUR	FRI	SAT
DATE	0	0	0	714	715	0	0
TYPE							

HOUR 1999 WEIGHTED ADT = 4600 ACF = NA

BEG							
				**********			
12A	0	0	0	0	38	0	0
1A	0	0	0	0	22	0	0
2A	0	0	0	0	15	0	0
3A	0	0	0	0	6	0	0
4A	0	0	0	0	12	0	0
5A	0	0	0	0	41	0	0
6A	0	0	0	0	111	0	0
7A	0	0	0	0	193	0	0
8A	0	0	0	0	308	0	0
9A	0	0	0	0	319	0	0
10A	0	0	0	0	319	0	0
11A	0	0	0	330	0	0	0
12P	0	0	0	374	0	0	0
1P	0	0	0	326	0	0	0
2P	0	0	0	368	0	0	0
3P	0	0	0	383	0	0	0
4P	0	0	0	465*	0	0	0
5P	0	0	0	417	0	0	0
6P	0	0	0	296	0	0	0
7P	0	0	0	257	0	0	0
8P	0	0	0	220	0	0	0
9P	0	0	0	169	0	0	0
10P	0	0	0	97	0	0	0
11P	0	0	0	60	0	0	0
TOT	0	0	0	3762	1384	0	0

RECORDER 119 24 HR = 5146 G - 4

STA TYPE:0 STA NO 077 0029

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA
TRAFFIC RECORDER DATA

TOWN OF MANSFIELD ROUTE US44 DIRECTION W
LOC WEST OF ROUTE 195

DAY	SUN	MON	TUES	WED	THUR	FRI	SAT
DATE	0	0	0	714	715	0	0
TYPE							

HOUR 1999 WEIGHTED ADT = 4700 ACF = NA

BEG							
			**********				
12A	0	0	0	0	31	0	0
1A	0	0	0	0	19	0	0
2A	0	0	0	0	13	0	0
3A	0	0	0	0	10	0	0
4A	0	0	0	0	12	0	0
5A	0	0	0	0	55	0	0
6A	0	0	0	0	175	0	0
7A	0	0	0	0	274	0	0
8A	0	0	0	0	297	0	0
9A	0	0	0	0	305	0	0
10A	0	0	0	0	311	0	0
11A	0	0	0	374	0	0	0
12P	0	0	0	343	0	0	0
1P	0	0	0	356	0	0	0
2P	0	0	0	381	0	0	0
3P	0	0	0	430*	0	0	0
4P	0	0	0	391	0	0	0
5P	0	0	0	360	0	0	0
6P	0	0	0	281	0	0	0
7P	0	0	0	225	0	0	0
8P	0	0	0	218	0	0	0
9P	0	0	0	136	0	0	0
10P	0	0	0	75	0	0	0
11P	0	0	0	51	0	0	0
TOT	0	0	0	3621	1502	0	0

RECORDER 014 24 HR = 5123

STA TYPE:0 STA NO 077 0029

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA
TRAFFIC RECORDER DATA

TOWN OF MANSFIELD ROUTE US44 DIRECTION B
LOC WEST OF ROUTE 195 (STORRS RD)

DAY	SUN	MON	TUES	WED	THUR	FRI	SAT
DATE	0	0	0	0	918	919	0
TYPE							
HOUR		2008 ADT =		9300		ACF = NA	
BEG		**********					
12A	0	0	0	0	0	74	0
1A	0	0	0	0	0	48	0
2A	0	0	0	0	0	20	0
3A	0	0	0	0	0	22	0
4A	0	0	0	0	0	25	0
5A	0	0	0	0	0	76	0
6A	0	0	0	0	217	0	0
7A	0	0	0	0	520	0	0
8A	0	0	0	0	572	0	0
9A	0	0	0	0	613	0	0
10A	0	0	0	0	515	0	0
11A	0	0	0	0	555	0	0
12P	0	0	0	0	658	0	0
1P	0	0	0	0	611	0	0
2P	0	0	0	0	685	0	0
3P	0	0	0	0	808	0	0
4P	0	0	0	0	823	0	0
5P	0	0	0	0	875*	0	0
6P	0	0	0	0	722	0	0
7P	0	0	0	0	553	0	0
8P	0	0	0	0	431	0	0
9P	0	0	0	0	292	0	0
10P	0	0	0	0	155	0	0
11P	0	0	0	0	97	0	0
TOT	0	0	0	0	9702	265	0

RECORDER 033 24 HR = 9967

STA TYPE:2 STA NO 077 2031

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA
TRAFFIC RECORDER DATA

TOWN OF MANSFIELD ROUTE US44 DIRECTION E
LOC EAST OF ROUTE 195

DAY	SUN	MON	TUES	WED	THUR	FRI	SAT
DATE	0	0	0	714	715	0	0
TYPE							

HOUR 1999 WEIGHTED ADT = 2900 ACF = NA

BEG							
				**********			
12A	0	0	0	0	29	0	0
1A	0	0	0	0	27	0	0
2A	0	0	0	0	18	0	0
3A	0	0	0	0	4	0	0
4A	0	0	0	0	8	0	0
5A	0	0	0	0	28	0	0
6A	0	0	0	0	52	0	0
7A	0	0	0	0	86	0	0
8A	0	0	0	0	135	0	0
9A	0	0	0	0	119	0	0
10A	0	0	0	137	0	0	0
11A	0	0	0	142	0	0	0
12P	0	0	0	146	0	0	0
1P	0	0	0	158	0	0	0
2P	0	0	0	197	0	0	0
3P	0	0	0	233	0	0	0
4P	0	0	0	335*	0	0	0
5P	0	0	0	285	0	0	0
6P	0	0	0	235	0	0	0
7P	0	0	0	199	0	0	0
8P	0	0	0	142	0	0	0
9P	0	0	0	125	0	0	0
10P	0	0	0	90	0	0	0
11P	0	0	0	62	0	0	0
TOT	0	0	0	2486	506	0	0

RECORDER 148 24 HR = 2992

STA TYPE:2 STA NO 077 2031

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA
TRAFFIC RECORDER DATA

TOWN OF MANSFIELD ROUTE US44 DIRECTION W
LOC EAST OF ROUTE 195

DAY	SUN	MON	TUES	WED	THUR	FRI	SAT
DATE	0	0	0	714	715	0	0
TYPE							
HOUR	1999 WEIGHTED ADT = 3300 ACF = NA						
BEG		**********					
12A	0	0	0	0	23	0	0
1A	0	0	0	0	24	0	0
2A	0	0	0	0	12	0	0
3A	0	0	0	0	8	0	0
4A	0	0	0	0	15	0	0
5A	0	0	0	0	80	0	0
6A	0	0	0	0	244	0	0
7A	0	0	0	0	394*	0	0
8A	0	0	0	0	331	0	0
9A	0	0	0	0	245	0	0
10A	0	0	0	174	0	0	0
11A	0	0	0	200	0	0	0
12P	0	0	0	196	0	0	0
1P	0	0	0	182	0	0	0
2P	0	0	0	189	0	0	0
3P	0	0	0	202	0	0	0
4P	0	0	0	215	0	0	0
5P	0	0	0	203	0	0	0
6P	0	0	0	186	0	0	0
7P	0	0	0	143	0	0	0
8P	0	0	0	147	0	0	0
9P	0	0	0	82	0	0	0
10P	0	0	0	60	0	0	0
11P	0	0	0	42	0	0	0
TOT	0	0	0	2221	1376	0	0

RECORDER 148 24 HR = 3597

APPENDIX C

Existing and Future Condition Volume Calculations

CHA COMPUTATION PAD

COMPLETED BY:		PROJECT: 23016	PHASE:
CHECKED BY:		SHEET #: 1 OF 2	PAGE 1
PROJECT NAME:	CUMBERLAND FARMS	DATE:	7/6/11
PROJECT LOCATION:	MANSFIELD, CT	SUBJECT:	BASE TRAFFIC VOLS

US 44

	YEAR			DISTRIBUTION (EB/WB)
EAST OF CT 195	1999	ADT	6200	
		AM PK HR	480	20/80
		PM PK HR	550	60/40
	2008	ADT	6400	
		AM PK HR	522	N/A
		PM PK HR	548	N/A
WEST OF CT 195	1999	ADT	9300	
		AM PK HR	630	50/50
		PM PK HR	856	55/45
	2008	ADT	9300	
		AM PK HR	572	N/A
		PM PK HR	875	N/A

CT 195

				NB/SB
NORTH OF US 44	2008	ADT	15,300	
		AM PK HR	1106	25/75
		PM PK HR	1494	60/40

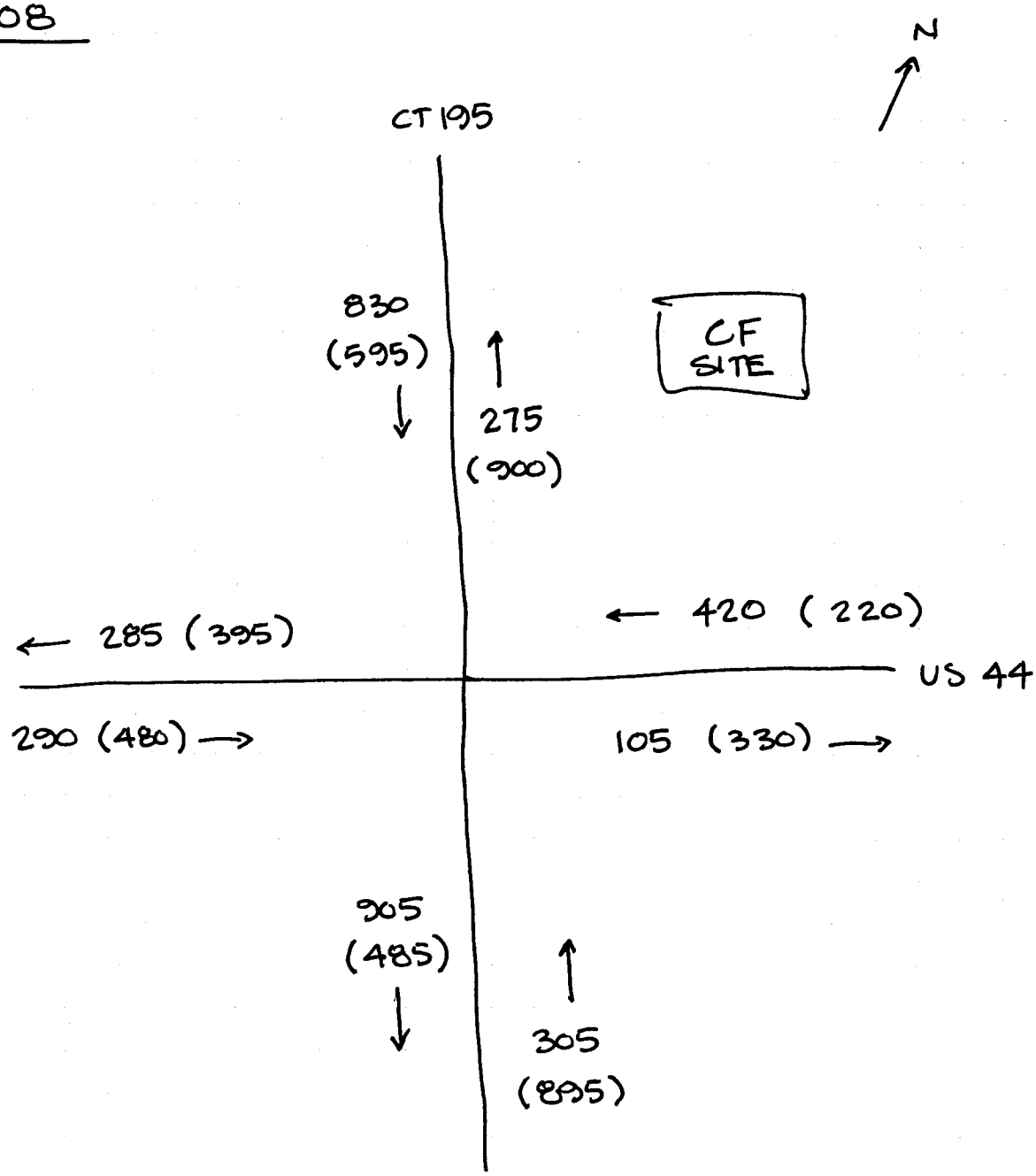
CT 195

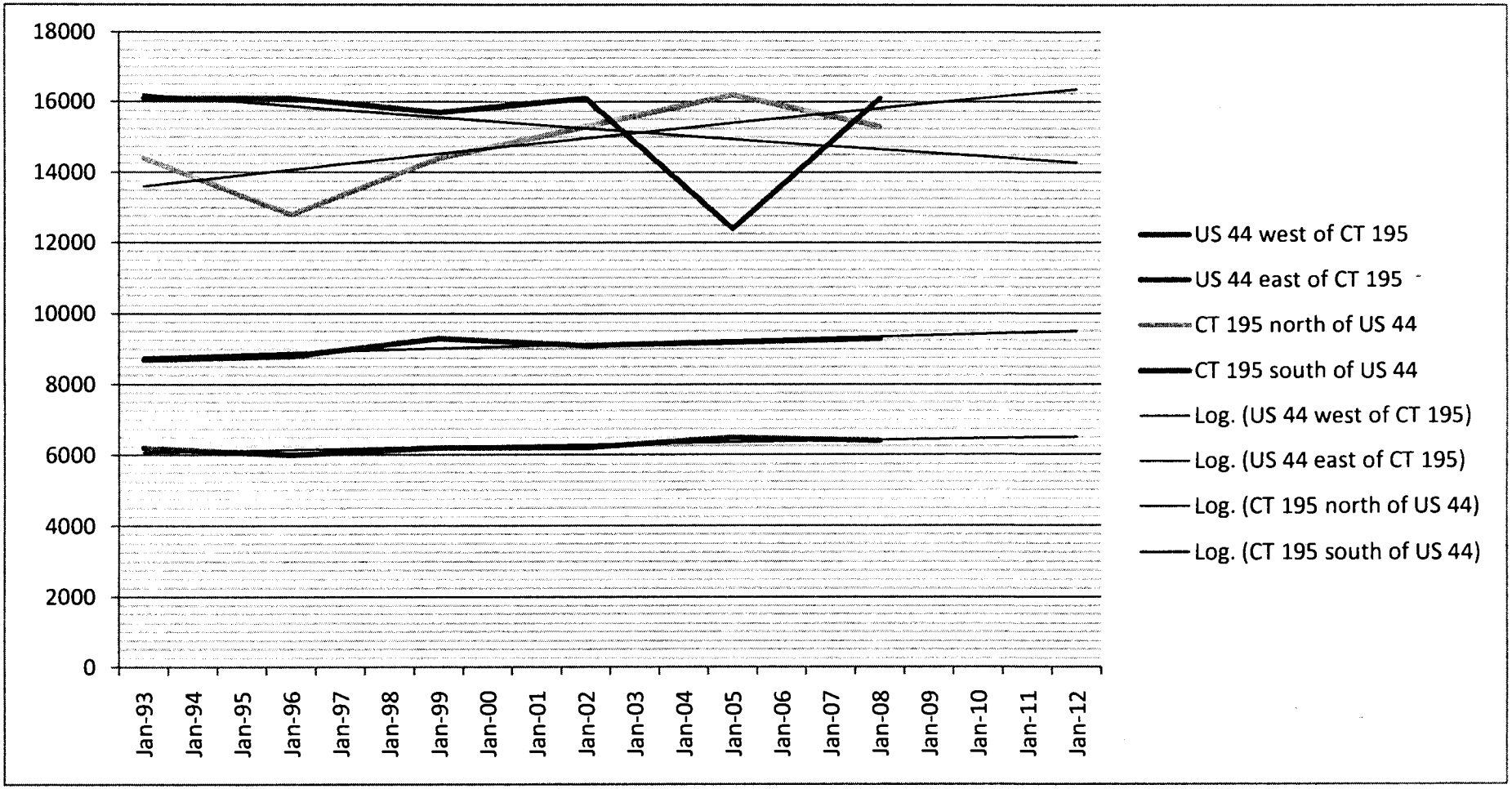
SOUTH OF US 44	1999	ADT	15,700	
		AM PK HR	1251	25/75
		PM PK HR	1240	65/35
	2008	ADT	16,100	
		AM PK HR	1211	N/A
		PM PK HR	1381	N/A

CHA COMPUTATION PAD

COMPLETED BY:	D KAHLBAUGH	PROJECT: 23016	PHASE:
CHECKED BY:		SHEET #: 2 OF 2	PAGE 2
PROJECT NAME:	CUMBERLAND FARMS	DATE: 7/7/11	
PROJECT LOCATION:	MANSFIELD, CT	SUBJECT: BASE TRAFFIC VOLS	

2008




18000
16000
14000
12000
10000
8000
6000
4000
2000
0
Jan-93
Jan-94
Jan-95
Jan-96
Jan-97
Jan-98
Jan-99
Jan-00
Jan-01
Jan-02
Jan-03
Jan-04
Jan-05
Jan-06
Jan-07
Jan-08
Jan-09
Jan-10
Jan-11
Jan-12
US 44 west of CT 195
US 44 east of CT 195
CT 195 north of US 44
CT 195 south of US 44
Log. (US 44 west of CT 195)
Log. (US 44 east of CT 195)
Log. (CT 195 north of US 44)
Log. (CT 195 south of US 44)

TWN#	STA	RTE	DIR	TOWN	LOCATION	YR	ADT	COMB ADT
077	29	44	B	MANSFIELD	WEST OF ROUTE 195 (STORRS RD)	08	9300	
077	29	44	B	MANSFIELD	WEST OF ROUTE 195 (STORRS RD)	05	9200	
077	29	44	B	MANSFIELD	WEST OF ROUTE 195 (STORRS RD)	02	9100	
077	29	44	E	MANSFIELD	WEST OF ROUTE 195	99	4600\	
077	29	44	W	MANSFIELD	WEST OF ROUTE 195	99	4700/	9300
077	29	44	E	MANSFIELD	WEST OF ROUTE 195	99	4600\	
077	29	44	W	MANSFIELD	WEST OF ROUTE 195	99	4700/	9300
077	29	44	B	MANSFIELD	WEST OF ROUTE 195	96	8800	
077	29	44	B	MANSFIELD	WEST OF ROUTE 195	96	7800	
077	29	44	B	MANSFIELD	WEST OF ROUTE 195	93	7900	
077	29	44	B	MANSFIELD	WEST OF ROUTE 195	93	8700	

End of Summary Report/All Records -- 1 Page(s) Printed -- 11 Station Counts Located

TWN#	STA	RTE	DIR	TOWN	LOCATION	YR	ADT	COMB ADT
077	2031	44	B	MANSFIELD	EAST OF ROUTE 195 (STORRS RD)	08	6400	
077	2031	44	B	MANSFIELD	EAST OF ROUTE 195 (STORRS RD)	05	6500	
077	2031	44	B	MANSFIELD	EAST OF ROUTE 195 (STORRS RD)	02	6200	
077	2031	44	B	MANSFIELD	EAST OF ROUTE 195	99	6200	
077	2031	44	E	MANSFIELD	EAST OF ROUTE 195	99	2900\	
077	2031	44	W	MANSFIELD	EAST OF ROUTE 195	99	3300/	6200
077	31	44	B	MANSFIELD	EAST OF ROUTE 195	96	6000	
077	31	44	B	MANSFIELD	EAST OF ROUTE 195	96	5600	
077	31	44	B	MANSFIELD	EAST OF ROUTE 195	93	5900	
077	31	44	B	MANSFIELD	EAST OF ROUTE 195	93	6200	

End of Summary Report/All Records -- 1 Page(s) Printed -- 10 Station Counts Located

TWN#	STA	RTE	DIR	TOWN	LOCATION	YR	ADT	COMB ADT
077	43	195	N	MANSFIELD	NW OF US 44 (MIDDLE TPKE)	08	7600\	
077	43	195	S	MANSFIELD	NW OF US 44 (MIDDLE TPKE)	08	7700/	15300
077	43	195	N	MANSFIELD	NW OF US 44 (MIDDLE TPKE)	05	8000\	
077	43	195	S	MANSFIELD	NW OF US 44 (MIDDLE TPKE)	05	8200/	16200
077	43	195	N	MANSFIELD	NW OF US 44 (MIDDLE TPKE)	02	7900\	
077	43	195	S	MANSFIELD	NW OF US 44 (MIDDLE TPKE)	02	8400/	#15300
077	43	195	N	MANSFIELD	NW OF US 44 (MIDDLE TPKE)	02	5900\	
077	43	195	S	MANSFIELD	NW OF US 44 (MIDDLE TPKE)	02	6300/	#15300
077	43	195	N	MANSFIELD	NW OF US 44	99	7100\	
077	43	195	S	MANSFIELD	NW OF US 44	99	7300/	14400
077	43	195	N	MANSFIELD	NW OF US 44	99	7100\	
077	43	195	S	MANSFIELD	NW OF US 44	99	7300/	14400
077	43	195	E	MANSFIELD	N.W. OF U.S. 44	96	7300	
077	43	195	E	MANSFIELD	N.W. OF U.S. 44	96	5600\	
077	43	195	W	MANSFIELD	N.W. OF U.S. 44	96	7200/	12800
077	43	195	W	MANSFIELD	N.W. OF U.S. 44	96	5400	
077	43	195	E	MANSFIELD	N.W. OF U.S. 44	93	6800	
077	43	195	E	MANSFIELD	N.W. OF U.S. 44	93	8800\	
077	43	195	W	MANSFIELD	N.W. OF U.S. 44	93	5600/	14400
077	43	195	W	MANSFIELD	N.W. OF U.S. 44	93	7000	

End of Summary Report/All Records -- 1 Page(s) Printed -- 20 Station Counts Located

TWN#	STA	RTE	DIR	TOWN	LOCATION	YR	ADT	COMB ADT
077	2030	195	B	MANSFIELD	SE OF US 44 (MIDDLE TPKE)	08	16100	
077	2030	195	N	MANSFIELD	SE OF US 44 (MIDDLE TPKE)	05	5900\	
077	2030	195	S	MANSFIELD	SE OF US 44 (MIDDLE TPKE)	05	6500/	12400
077	2030	195	B	MANSFIELD	SE OF US 44 (MIDDLE TPKE)	02#	16100	
077	2030	195	B	MANSFIELD	SE OF US 44 (MIDDLE TPKE)	02#	16100	
077	2030	195	N	MANSFIELD	SE OF US 44	99	7400\	
077	2030	195	S	MANSFIELD	SE OF US 44	99	8300/	15700
077	2030	195	N	MANSFIELD	SE OF US 44	99	7400\	
077	2030	195	S	MANSFIELD	SE OF US 44	99	8300/	15700
077	30	195	B	MANSFIELD	S.E. OF U.S. 44	96	16100	
077	30	195	B	MANSFIELD	S.E. OF U.S. 44	96	11400	
077	30	195	B	MANSFIELD	S.E. OF U.S. 44	93	11200	
077	30	195	B	MANSFIELD	S.E. OF U.S. 44	93	16100	

End of Summary Report/All Records -- 1 Page(s) Printed -- 13 Station Counts Located

CHA COMPUTATION PAD

COMPLETED BY:	D KAHLBAUGH	PROJECT	23016
CHECKED BY:		PHASE	
PROJECT NAME:	CUMBERLAND FARMS	ORG	
PROJECT LOCATION:	MANSFIELD, CT	SHEET #:	1 OF 3
		DATE:	7/7/11
		SUBJECT:	BACKGROUND GROWTH VOLS

TREND ANALYSIS 1993 TO 2008 → PROJECT TO 2012

PROJECTED 2012 ADTS :

US 44	EAST OF CT 195	6,500
	WEST OF CT 195	9,500
CT 195	NORTH OF US 44	16,300
	SOUTH OF US 44	16,300

ESTIMATED PEAK HOUR VOLS (2012)
- ASSUME SAME K% AS 2008 DATA

US 44 :	EAST OF CT 195	AM: 522/6400 × 6500	= 530
		PM: 548/6400 × 6500	= 556
	WEST OF CT 195	AM: 572/9300 × 9500	= 584
		PM: 875/9300 × 9500	= 894
CT 195 :	NORTH OF US 44	AM: 1106/15,300 × 16,300	= 1178
		PM: 1494/15,300 × 16,300	= 1592
	SOUTH OF US 44	AM: 1211/16,100 × 16,300	= 1226
		PM: 1381/16,100 × 16,300	= 1398

CHA COMPUTATION PAD

COMPLETED BY:	D KAHLBAUGH
CHECKED BY:	
PROJECT NAME:	CUMBERLAND FARMS
PROJECT LOCATION:	MANSFIELD, CT

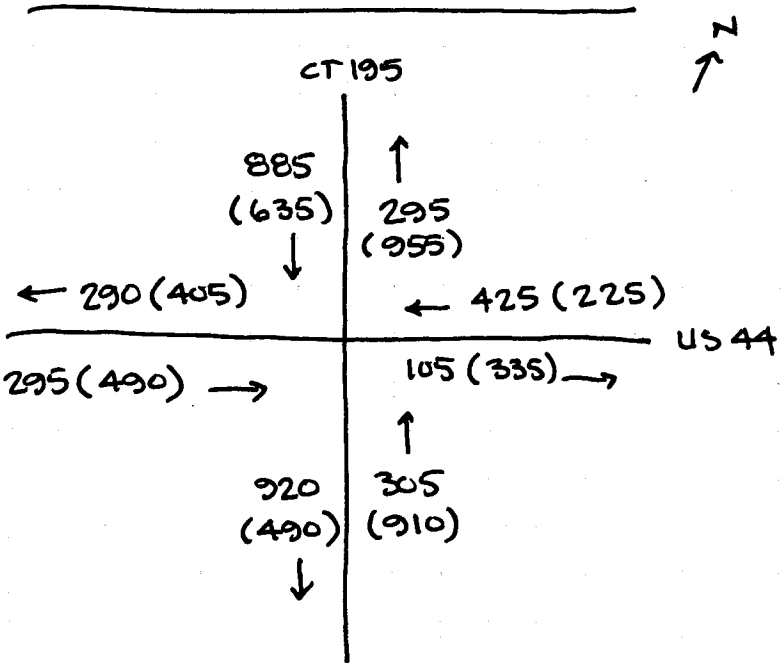
PROJECT	PHASE	ORG
23016		

SHEET #: 2 OF 3 PAGE 8B

DATE: 7/7/11

SUBJECT: BACKGROUND GROWTH VOLS

PROJECTED 2012 BACKGRD



COMPARISON OF ENTER/EXIT VOLS

YEAR	PEAK HOUR	ENTER	EXIT	TOTAL	ENTER/EXIT DIFFERE
2008	AM	1845	1570	3415	275
	PM	2190	2110	4300	80
[redacted]	AM	1910	1610	3520	300
2012	PM	2260	2185	4445	75

GROWTH %

AM: 3520/3415 = 1.0307

PM: 4445/4300 = 1.0337

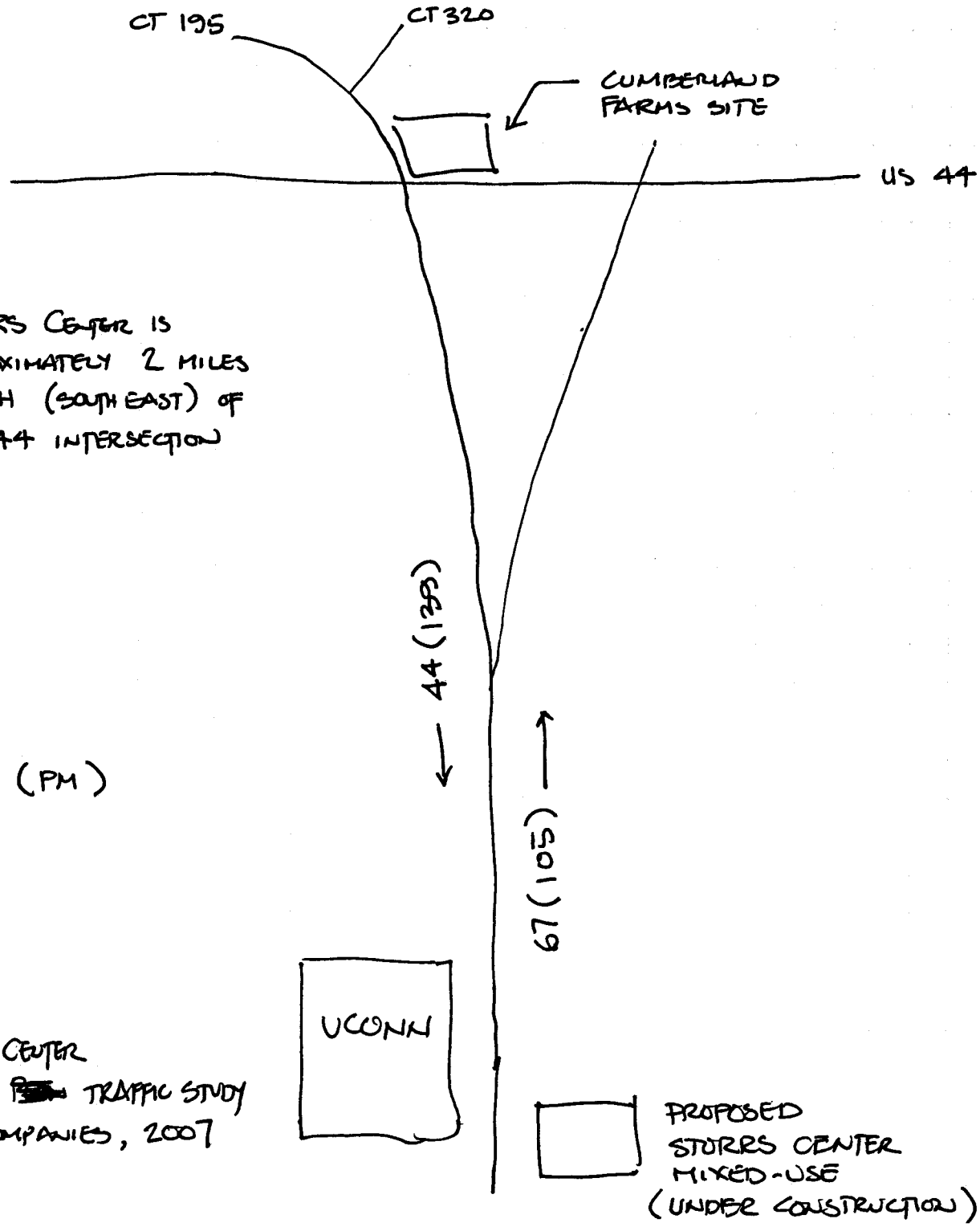
ANNUALIZED GROWTH RATE: AM - 0.77%

PM - 0.84%

CHA COMPUTATION PAD

COMPLETED BY:	DE	PROJECT	23016
CHECKED BY:		PHASE	
PROJECT NAME:	CUMBERLAND FARMS	ORG	
PROJECT LOCATION:	MANSFIELD, CT	SHEET #:	1 OF 3
		DATE:	7/6/11
		SUBJECT:	STORRS CENTER VOLS

STORRS CENTER PROJECT : SITE TRIPS GENERATED ON SR 195 NORTH OF STORRS CENTER SITE



STORRS CENTER IS APPROXIMATELY 2 MILES SOUTH (SOUTHEAST) OF 195/44 INTERSECTION

AM (PM)

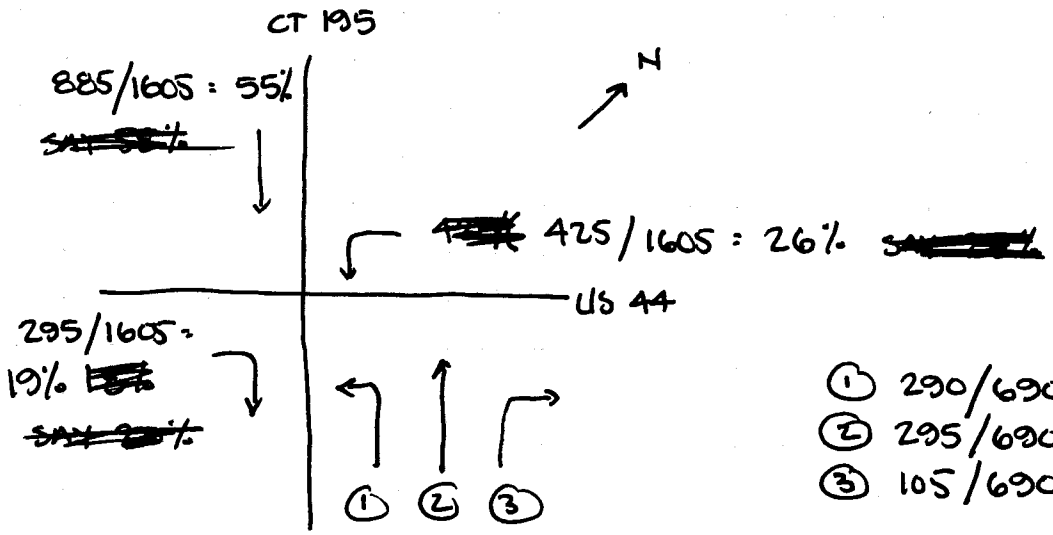
SOURCE:
STORRS CENTER
MASTER [redacted] TRAFFIC STUDY
BL COMPANIES, 2007

CHA COMPUTATION PAD

COMPLETED BY:	D KAHLBAUGH	PROJECT	23016
CHECKED BY:		PHASE	
PROJECT NAME:	CUMBERLAND FARMS	ORG	
PROJECT LOCATION:	MANSFIELD, CT	SHEET #:	2 OF 3
		DATE:	7/7/11
		SUBJECT:	STORRS CENTER VOLS

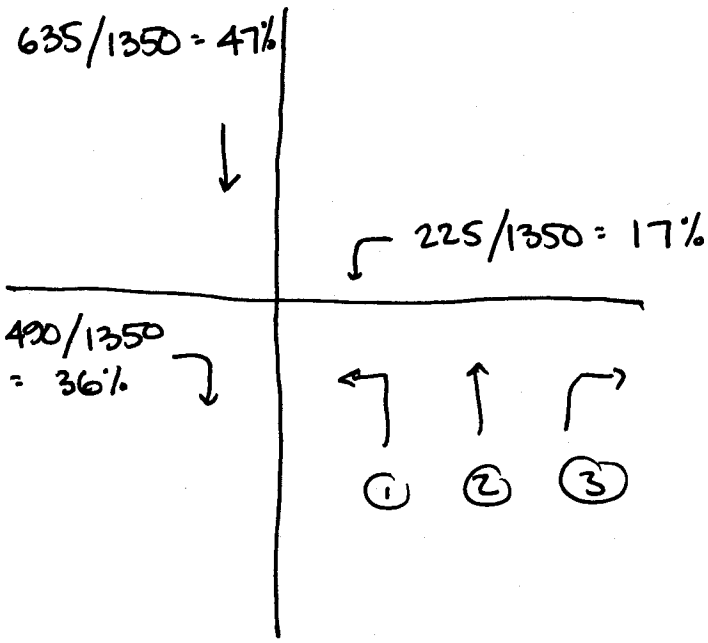
ESTIMATED DISTRIBUTION OF STORRS CENTER DEVELOPMENT TRAFFIC

AM



① 290/690 = 42%
② 295/690 = 43%
③ 105/690 = 15%

PM

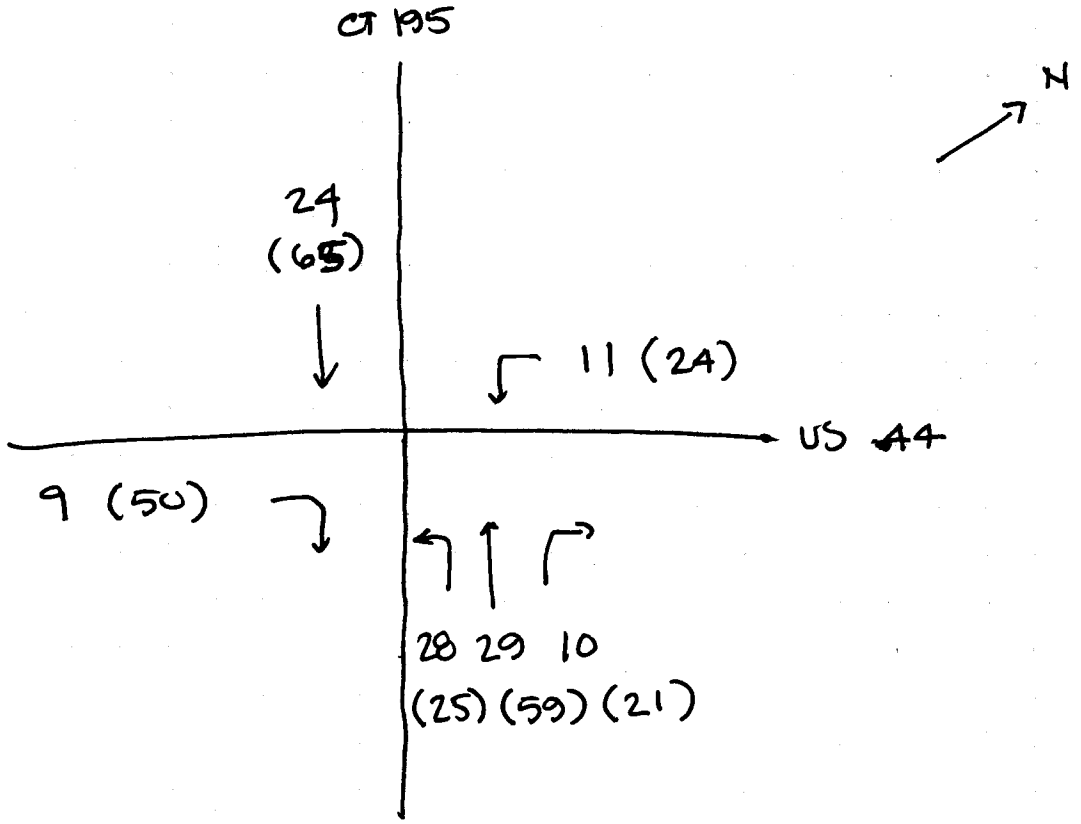


① 405/1695 = 24%
② 955/1695 = 56%
③ 335/1695 = 20%

CHA COMPUTATION PAD

COMPLETED BY:	D KAHLBAUGH	PROJECT	23016
CHECKED BY:		PHASE	
PROJECT NAME:	CUMBERLAND FARMS	ORG	
PROJECT LOCATION:	MANSFIELD, CT	SHEET #:	3 OF 3
		DATE:	7/7/11
		SUBJECT:	STORRS CTR VOLS

ESTIMATED STORRS CENTER DEVELOPMENT TRAFFIC

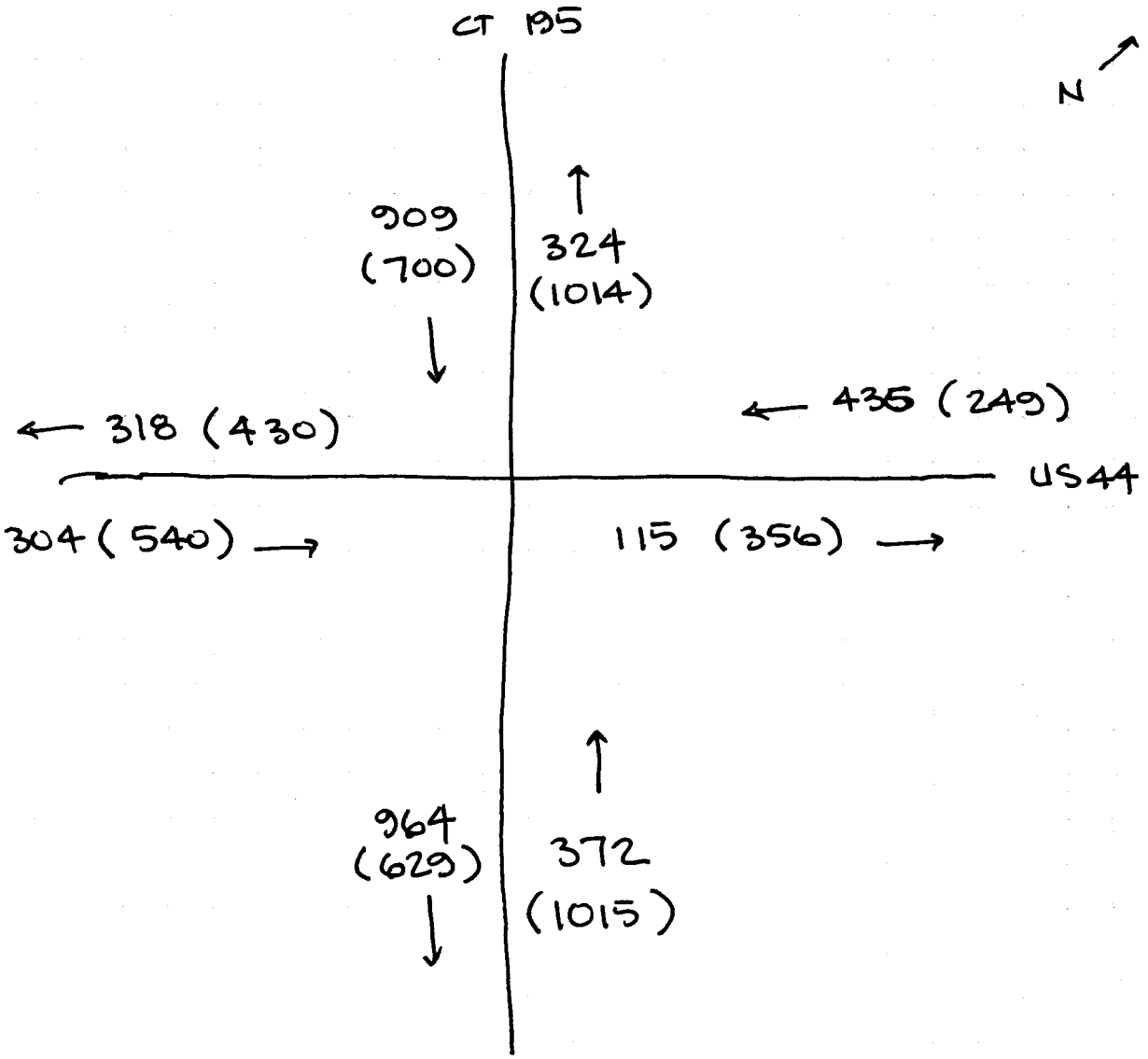


AM (PM)

CHA COMPUTATION PAD

COMPLETED BY:	TD KAHLBAUGH	PROJECT: 23016	PHASE:
CHECKED BY:		SHEET #: 3 OF 3	ORG: PAGE 12
PROJECT NAME:	CUMBERLAND FARMS	DATE: 7/7/11	
PROJECT LOCATION:	MANSFIELD, CT	SUBJECT: BACKGRD GRWTH VOLS	

PROJECTED 2012 VOLS : BACKGRD & STORRS CTR



CHA COMPUTATION PAD

COMPLETED BY:	D KAHLBAUGH	PROJECT	23016
CHECKED BY:		PHASE	
PROJECT NAME:	CUMBERLAND FARMS	ORG	
PROJECT LOCATION:	MANSFIELD, CT	SHEET #:	1 OF 1
		DATE:	7/8/11
		SUBJECT:	TRIP GEN - FORMER USES

PAGE B

TRIP GENERATION OF FORMER SITE USES

1. KATHY JOHNS RESTAURANT — ITE LUC 932
   BLDG AREA = 4,086 SF — HIGH TURNOVER, SIT-DOWN

ADT : 127.15 × 4.086 = 520

			ENTER	EXIT
AM PK HR:	11.52 × 4.086 =	47	24	23
PM PK HR:	11.15 × 4.086 =	46	27	19

2. GAS STATION — ITE LUC 944
   BLDG AREA = 1507 SF — GASOLINE/SERVICE STATION
   8 FUEL POSITIONS

ADT : 168.56 × 8 = 1348

AM PK HR:	12.16 × 8 =	97	49	48
PM PK HR:	13.87 × 8 =	111	55	56

COMBINED FORMER USES

ADT : 1868

~~AM PEAK~~:

	ENTER	EXIT	TOTAL
AM PK HR	73	71	144
PM PK HR	82	75	157

CHA COMPUTATION PAD

COMPLETED BY:	D KAHLBAUGH	PROJECT: 23016	PHASE:	ORG:
CHECKED BY:		SHEET #: 1 OF 4	PAGE 14
PROJECT NAME:	CUMBERLAND FARMS	DATE: 7/6/11	
PROJECT LOCATION:	MANSFIELD, CT	SUBJECT: TRIP GEN	

LUC 853 CONVENIENCE MARKET w/ FUEL PUMPS

ITE TRIP GEN 8th Edition 2008

CONVENIENCE STORE : 3,634 SF
FUEL POSITIONS : 8

BASED ON FUEL POSITIONS

					ENTER	EXIT
ADT:	542.60	× 8	=	4,341	2170	2171
ADJACENT STREET						
AM:	16.57	× 8	=	133	66	67
PM:	19.07	× 8	=	153	76	77
PEAK OF GENERATOR						
AM:	17.03	× 8	=	136	68	68
PM:	19.98	× 8	=	160	80	80
SAT PEAK OF GENERATOR						
	10.00	× 8	=	80	41	39

CHA COMPUTATION PAD

COMPLETED BY:	D KAHLBAUGH	PROJECT: 23016	PHASE:
CHECKED BY:		SHEET #: 2 OF 4	ORG:
PROJECT NAME:	CUMBERLAND FARMS	DATE: 7/6/11	
PROJECT LOCATION:	MANSFIELD, CT	SUBJECT: TRIP GEN	

LUC 853 CONVENIENCE MARKET w/ FUEL PUMPS

BASED ON SIZE OF CONVENIENCE STORE

				ENTER	EXIT
ADT:	845.60 × 3.634	=	3,073	1536	1537

ADJACENT STREET

AM:	43.90 × 3.634	=	160	80	80
PM:	59.69 × 3.634	=	217	108	109

PEAK OF GENERATOR

AM:	45.23 × 3.634	=	164	82	82
PM:	62.57 × 3.634	=	227	113	114

SATURDAY PEAK OF GENERATOR

	45.94 × 3.634	=	167	85	82

CHA COMPUTATION PAD

COMPLETED BY:	D KAHLBAUGH	PROJECT: 23016	PHASE:
CHECKED BY:		SHEET #: 3 OF 4	ORG:
PROJECT NAME:	CUMBERLAND FARMS	DATE: 7/6/11	
PROJECT LOCATION:	MANSFIELD, CT	SUBJECT: TRIP GEN	

PAGE 16

AM PEAK HOUR VOLUMES

CT 195: NB - 837
SB - 269
1106

1106/15,300 = 0.07

US 44: ~~0.07 x 6400 = 448 (ESTIMATED)~~
2-WAY = 522 DCK

PM PEAK HOUR VOLUMES

CT 195: NB - 580
SB - 914
1494

1494/15,300 = 0.10

US 44: ~~0.10 x 6400 = 640 (ESTIMATED)~~
2 WAY = 548 DCK

TRIP GEN BASED ON VOL OF ADJ STREET

			ENTER	EXIT
AM:	(1106 + ~~448~~ 522) x 0.10 =	~~155~~ 163	~~83~~ 79	~~76~~ 80
PM:	(1494 + ~~640~~ 548) x 0.08 =	~~170~~ 163	~~81~~ 85	~~85~~ 82

CHA COMPUTATION PAD

COMPLETED BY:	D KAHLBAUGH	PROJECT	23016
CHECKED BY:		PHASE	
PROJECT NAME:	CUMBERLAND FARMS	ORG	
PROJECT LOCATION:	MANSFIELD, CT	SHEET #:	4 OF 4
		DATE:	7/6/11
		SUBJECT:	TRIP GEN

AVG. FROM VARIOUS METHODS

AM: $\frac{(133 + 136 + 160 + 164 + \cancel{155}\ 163)}{5} = \cancel{150}\ 151$

PM: $\frac{(153 + 160 + 217 + 227 + \cancel{170}\ 163)}{5} = \cancel{185}\ 184$

NOTE: THE TRAFFIC STUDY CONDUCTED BY CHA FOR THE CF SITE IN BRANFORD - EAST MAIN STREET (CHA # 21049 2010)

IDENTIFIED A BETTER CORRELATION OF SITE TRIPS TO BLDG SIZE THAN TO FUEL POSITIONS (COMPARING SITE COUNTS TO ITE DATA)

USE PK HR OF ADJ. STREET BASED ON BLDG AREA

ADT	= 3,073		
AM :	160	80/80	ENTER/EXIT
PM :	217	108/109	

CHA COMPUTATION PAD

COMPLETED BY:	D KAHLBAUGH	PROJECT: 23016	PHASE:
CHECKED BY:		SHEET #: 1 OF 1	ORG:
PROJECT NAME:	CUMBERLAND FARMS	DATE: 7/7/11	
PROJECT LOCATION:	MANSFIELD, CT	SUBJECT: PASS-BY TRIPS	

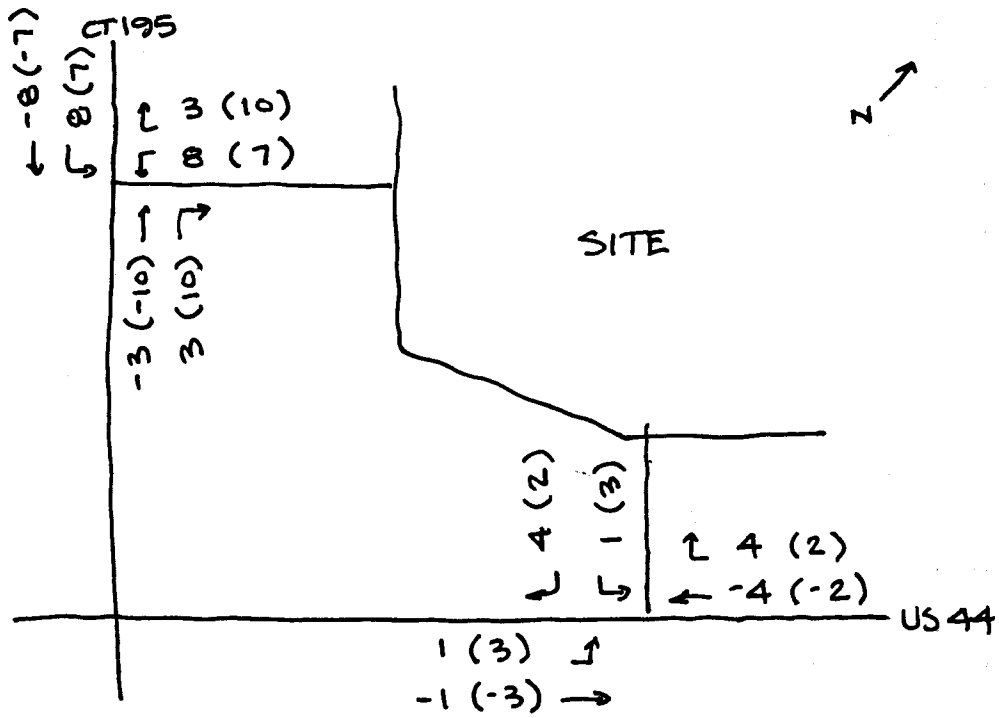
PAGE 18

		ENTER	EXIT	TOTAL
TRIP GENERATION - ALL TRIPS	AM	80	80	160
	PM	108	109	217
PASS-BY PER ITE DATA (65% PASS-BY)	AM	52	52	104
	PM	70	70	140
PASS-BY PER CONNDOT (LESSER OF METHOD 1 OR 2)				
METHOD 1 (20% OF SITE TRIPS)	AM	16	16	32
	PM	22	22	44
METHOD 2 (10% OF ADJ. STREET VOL)	AM	89	89	178
	PM	116	116	232

USE METHOD 1

PASS-BY TRIPS

AM (PM)

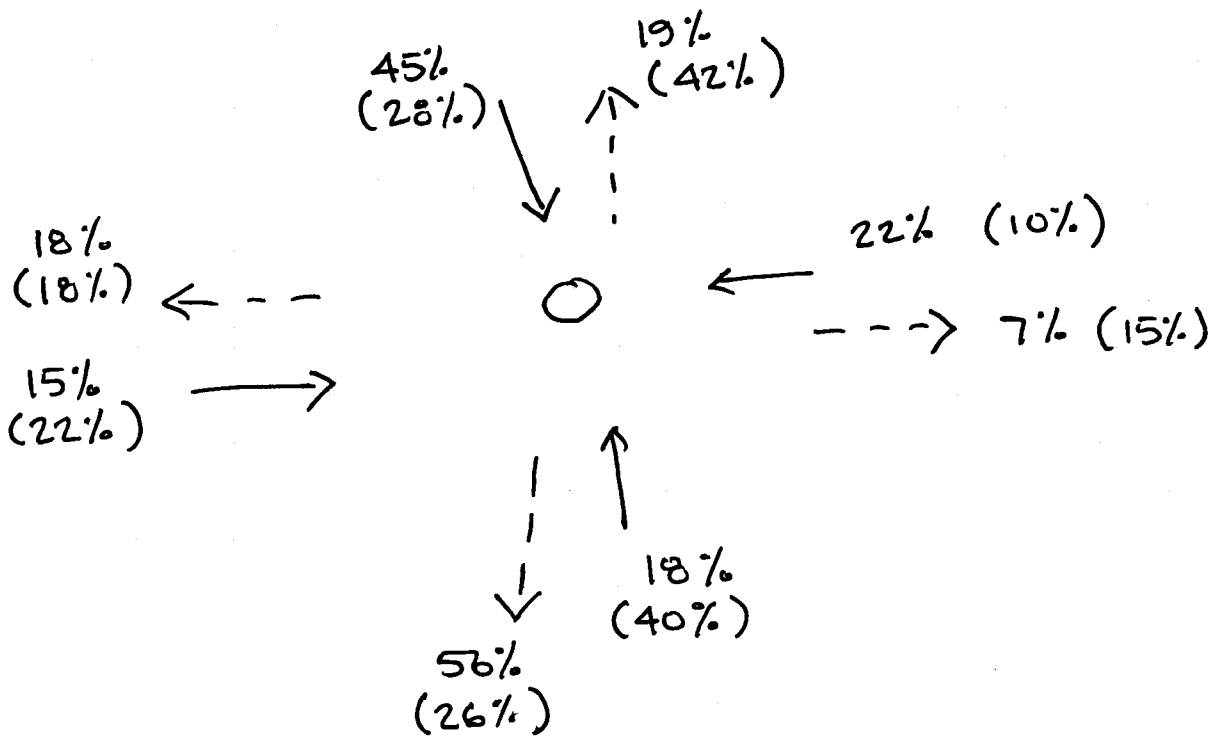


CHA COMPUTATION PAD

COMPLETED BY:	D KAHUBAUGH	PROJECT	23016
CHECKED BY:		PHASE	
PROJECT NAME:	CUMBERLAND FARMS	ORG	
PROJECT LOCATION:	MANSFIELD, CT	SHEET #:	1 OF 3
		DATE:	7/7/11
		SUBJECT:	TRIP DISTRIBUTION

PRIMARY TRIP DISTRIBUTION

TO/FROM	AM ENTER	AM EXIT	PM ENTER	PM EXIT
NORTH	909	324	700	1014
SOUTH	372	964	1015	629
EAST	435	115	249	356
WEST	304	318	540	430
	2020	1721	2504	2429



CHA COMPUTATION PAD

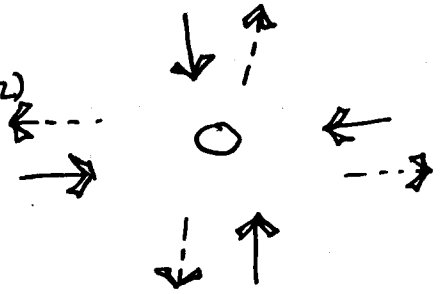
COMPLETED BY:	D KAHLBAUGH	PROJECT / PHASE / ORG	
CHECKED BY:		SHEET #: 2 OF 3	PAGE 20
PROJECT NAME:	CUMBERLAND FARMS	DATE:	7/7/11
PROJECT LOCATION:	MANSFIELD, CT	SUBJECT:	TRIP DISTRIBUTION

$\frac{(45+28+42+19)}{4} = 33.5$

SAY 34%

$\frac{(18+18+15+22)}{4} = 18.25$

SAY 18%



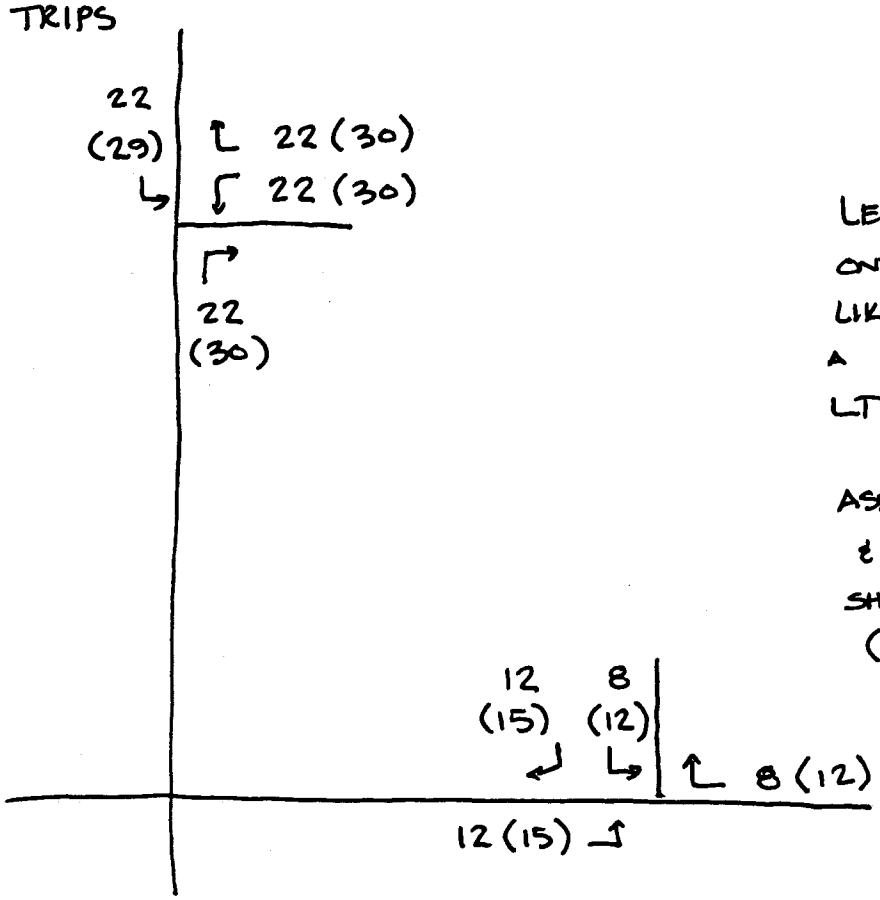
$\frac{(22+10+7+15)}{4} = 13.5$

SAY 13%

$\frac{(56+26+18+40)}{4} = 35$

SAY 35%

PRIMARY TRIPS



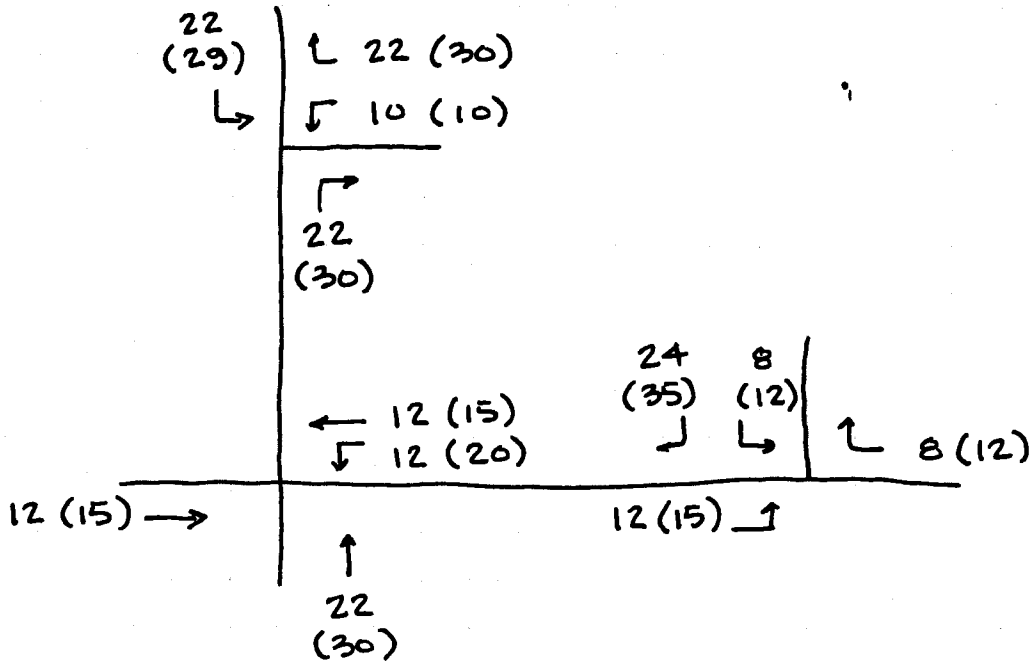
LEFT-TURN EXITS FROM SITE ONTO CT 195 ARE MORE LIKELY TO BE MADE AS A RT ONTO US44 & THEN LT ONTO CT 195 SB

ASSUME 55% DURING AM & 67% DURING PM SHIFT TO US 44 ACCESS (APPLIES TO THE EXITING TRIPS DESTINED TO SB)

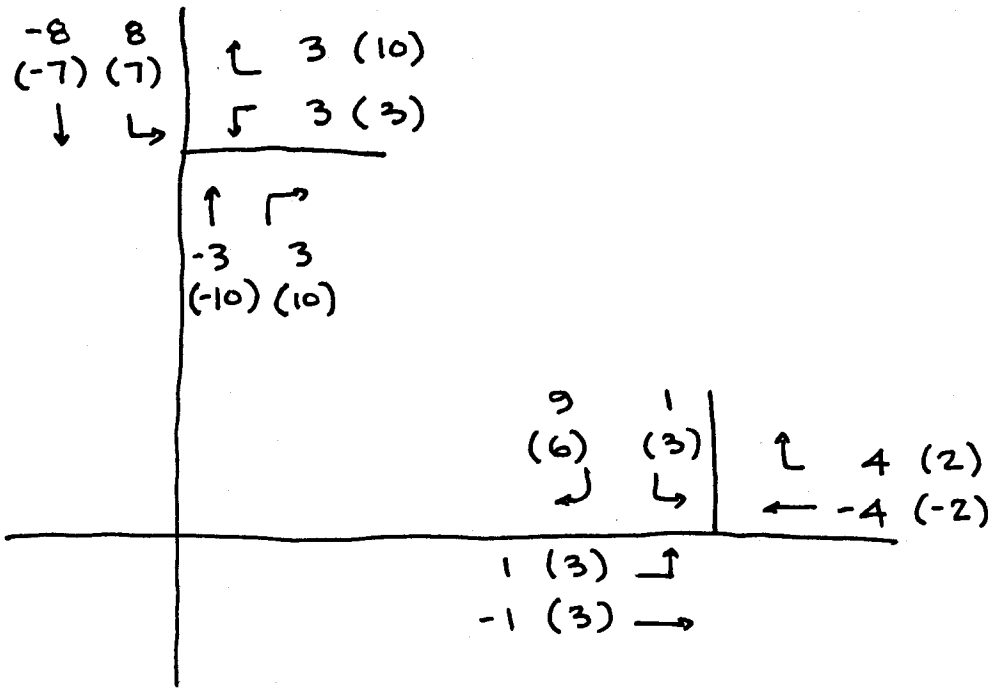
CHA COMPUTATION PAD

COMPLETED BY:	D KAHLBAUGH	PROJECT / PHASE / ORG	
CHECKED BY:		SHEET #: 3 OF 3	PAGE 21
PROJECT NAME:	CUMBERLAND FARMS	DATE:	
PROJECT LOCATION:	MANSFIELD, CT	SUBJECT:	TRIP DISTRIBUTION

PRIMARY TRIPS ADJUSTED FOR SB DWY REASSIGNMENT



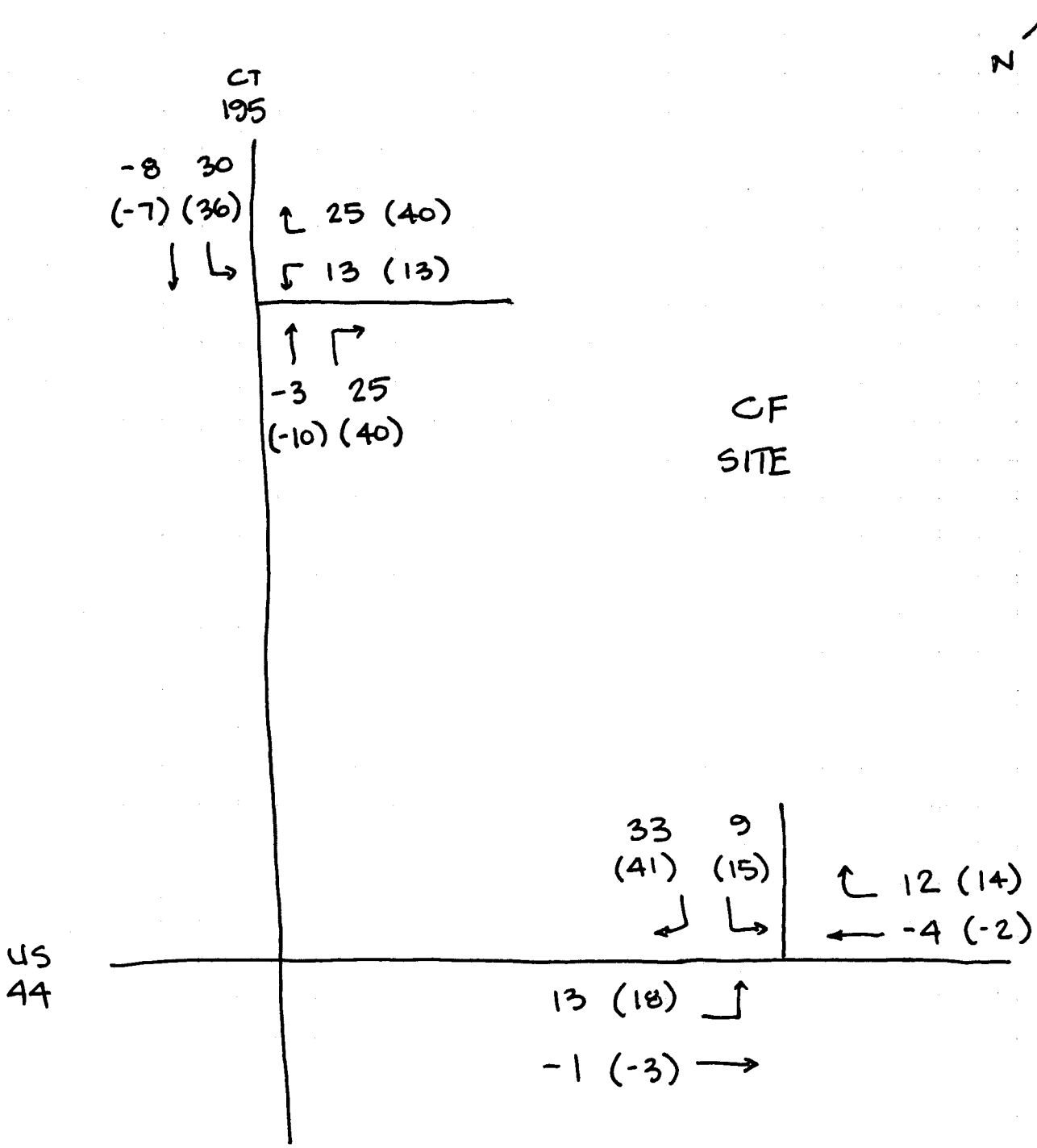
PASS-BY TRIPS ADJUSTED FOR SPD TRIPS DWY REASSIGNMENT



CHA COMPUTATION PAD

COMPLETED BY:	D KAHLBAUGH	PROJECT	23016
CHECKED BY:		PHASE	
PROJECT NAME:	CUMBERLAND FARMS	ORG	
PROJECT LOCATION:	MANSFIELD, CT	SHEET #:	1 OF 7
		DATE:	7/7/11
		SUBJECT:	ESTIMATED SITE VOLS.

PAGE 22



CHA COMPUTATION PAD

COMPLETED BY:	TD KAHLBAUGH
CHECKED BY:	
PROJECT NAME:	CUMBERLAND FARMS
PROJECT LOCATION:	MANSFIELD, CT

PROJECT	PHASE	ORG
23016		

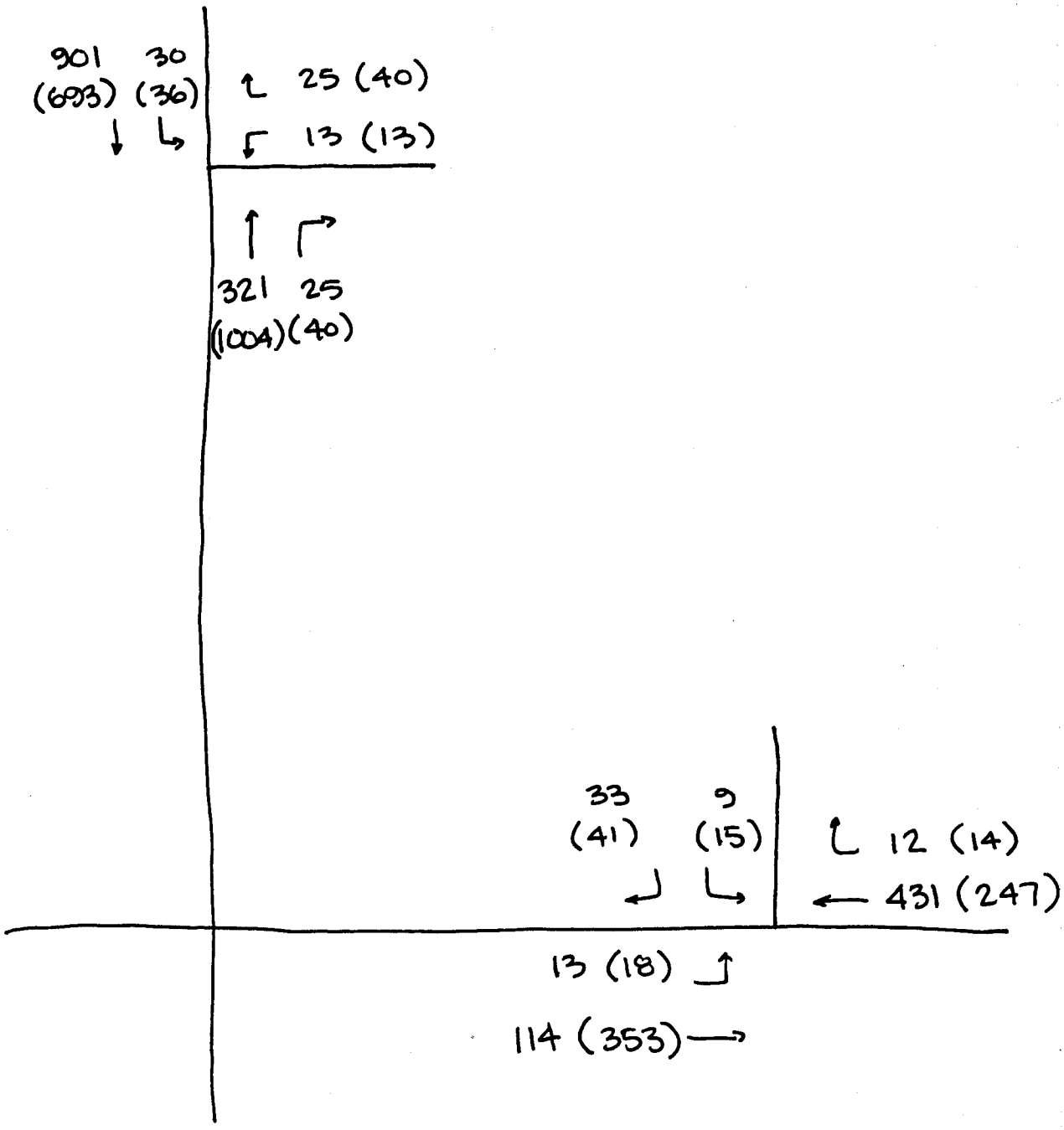
SHEET #: 1 OF 1

PAGE 23

DATE: 7/7/11

SUBJECT: BUILD VOLS

2012 BUILD VOLS



CHA

CHA COMPUTATION PAD

COMPLETED BY: D KAHLBAUGH
CHECKED BY:
PROJECT NAME: CUMBERLAND FARMS
PROJECT LOCATION: MANSFIELD, CT

PROJECT: 23016 | PHASE: | ORG:
SHEET #: 1 OF 1
DATE: 7/22/11
SUBJECT: NET CHANGE OF VOLS.

		AM PEAK			PM PEAK		
		ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
FORMER USES	PRIMARY	63	62	125	71	64	135
	PASS-BY *	10	9	19	11	11	22
	TOTAL	73	71	144	82	75	157
PROPOSED USE	PRIMARY	64	64	128	86	87	173
	PASS-BY	16	16	32	22	22	44
	TOTAL	80	80	160	108	109	217

* PASS-BY FOR FORMER USES APPLIED TO GAS STATION TRIPS ONLY

AM: 97 × 0.20 = 19
PM: 111 × 0.20 = 22

NET CHANGE IN NEW/PRIMARY TRIPS ASSOCIATED WITH CHANGE OF USE FROM RESTAURANT/GAS STATION TO CUMB. FARM CONVENIENCE MART & FUEL

AM
ENTER 64 - 63 = 1
EXIT 64 - 62 = 2
TOTAL 3

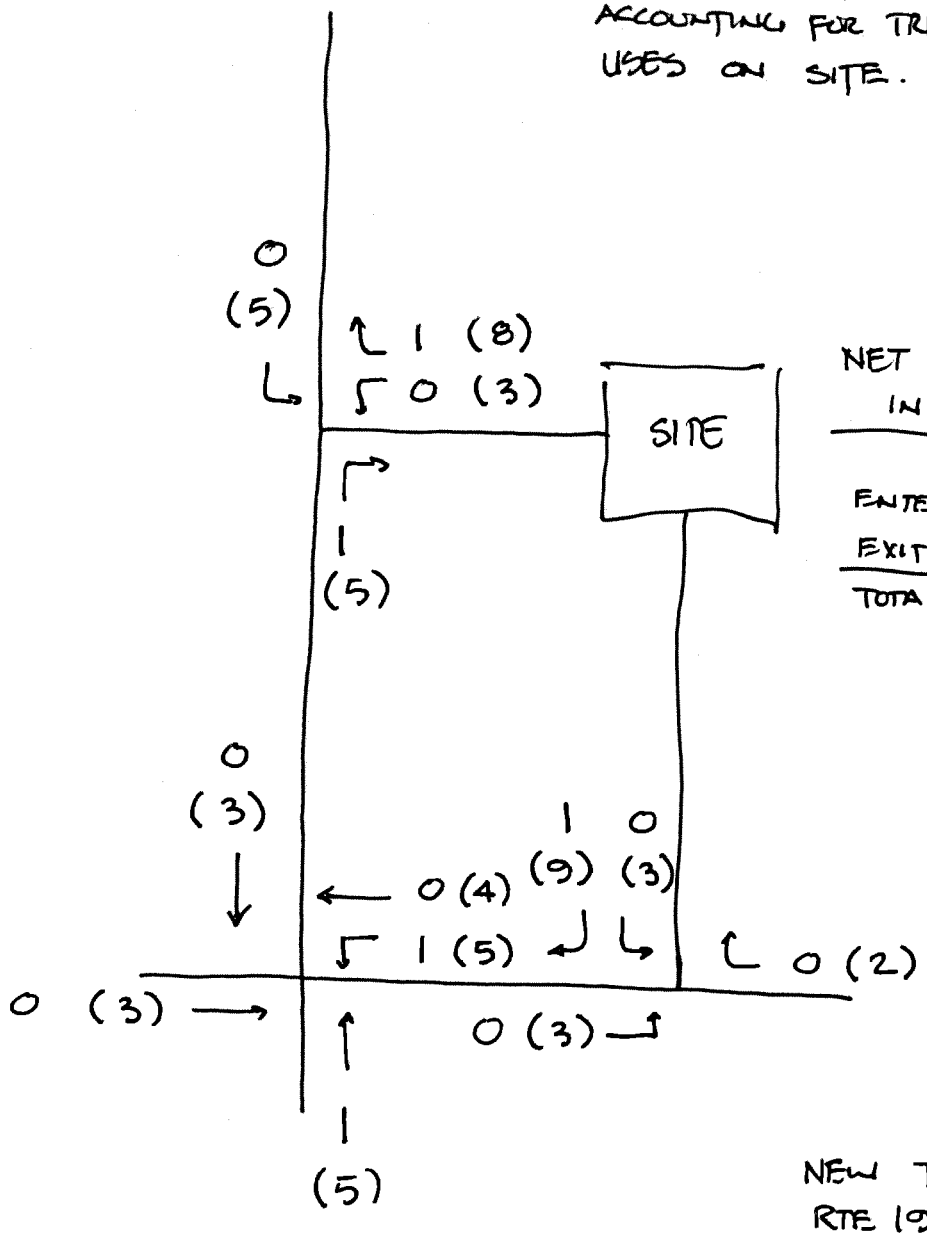
PM
ENTER 86 - 71 = 15
EXIT 87 - 64 = 23
TOTAL 38

CHA

CHA COMPUTATION PAD

COMPLETED BY:	D KAHLBAUGH	PROJECT	23016
CHECKED BY:		PHASE	
PROJECT NAME:	CUMBERLAND FARMS	ORG	
PROJECT LOCATION:	MANSFIELD, CT	SHEET #:	1 OF 2
		DATE:	7/22/11
		SUBJECT:	NET ADDED PRIMARY TRIPS

DISTRIBUTION OF NET NEW TRIPS AFTER ACCOUNTING FOR TRIPS GENERATED BY FORMER USES ON SITE.



NET CHANGE IN TRIPS

	AM	PM
ENTER	1	15
EXIT	2	23
TOTAL	3	38

NEW TRIPS ADDED TO RTE 195/44 INTERSECTION

AM: 2
PM: 20

CHA

CHA COMPUTATION PAD

COMPLETED BY:	D KAHLBAUGH	PROJECT	23016
CHECKED BY:		PHASE	
PROJECT NAME:	CUMBERLAND FARMS	ORG	
PROJECT LOCATION:	MANSFIELD, CT	SHEET #:	2 OF 2
		DATE:	7/22/11
		SUBJECT:	NET ADDED PRIMARY TRIPS

Δ% OF INTERSECTION VOLUMES : COMPARISON OF NET ADDED PRIMARY TRIPS

PREMISE: PRIMARY TRIPS OF FORMER USES ARE ACCOUNTED FOR IN THE 2012 BASE VOLUMES SINCE THESE USES WERE ACTIVE AT THAT TIME. PASS-BY TRIPS, BY DEFINITION, ARE INCLUDED IN THE BASE & NO-BUILD INTERSECTION VOLUMES FOR BOTH THE FORMER USES AND FOR PROPOSED CUMBERLAND FARMS.

INTERSECTION : US 44 & CT 195

AM PEAK

		2012 NO-BUILD	CUMBLND FRMS NEW/PRIMARY TRIPS	TOTAL
US 44	EB	304	0	304
	WB	435	1	436
CT 195	NB	372	1	373
	SB	909	0	909
		2020	2	2022

PM PEAK

US 44	EB	540	3	543
	WB	249	9	258
CT 195	NB	1015	5	1020
	SB	700	3	703
		2504	20	2524

AM PK : Δ% = 0.099%

PM PK : Δ% = 0.799%

APPENDIX D

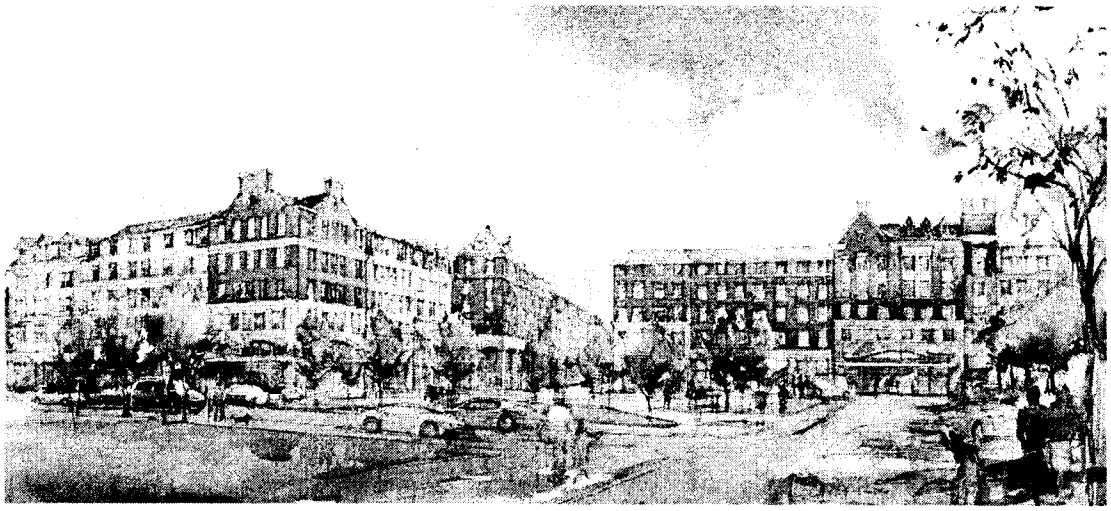
STORRS Center

APPROVED DEVELOPMENT
W/O STC CERTIFICATE
(AS OF JAN 4, 2011)

STC # 077 0804 01

APPROVAL 6/19/09
EXPIRES 6/15/11

STORRS
RETHINK MAIN STREET
CENTER



Storrs Center will be a mixed-use town center and main street corridor at the crossroads of the Town of Mansfield, Connecticut and the University of Connecticut. Located along Storrs Road adjacent to the University, the Town Hall, the regional high school, and the community center, Storrs Center will include a new town square across from the School of Fine Arts complex.

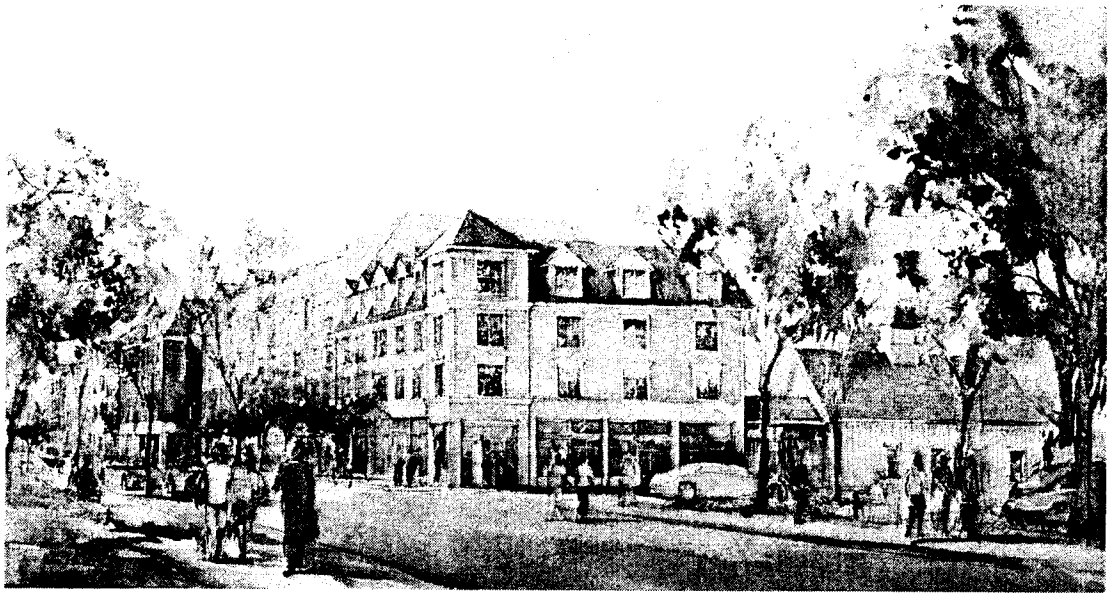
The Storrs Center master plan will knit quality architecture, pedestrian-oriented streets, and public spaces into a series of small neighborhoods that will make up the new fabric of the town center. Ground floor retail and commercial uses opening onto landscaped sidewalks and intimate streets will reinforce shared community spaces and will be supported by residences above. Storrs Center will combine retail, restaurant, and office uses with a variety of residence types including rental apartments, town homes and condominium apartments. Structured and surface parking will be provided.

LOCATION

Mansfield, Connecticut, approximately twenty-five miles east of Hartford, Connecticut on Route 195, across from the University of Connecticut's main campus.

PUBLIC PARTNERSHIP

Storrs Center is one of the most ambitious public/private initiatives in the history of the state. At its core is the Mansfield Downtown Partnership, Inc., an independent, non-profit organization that is composed of representatives from the community, local businesses, the Town and the University of Connecticut.



DEVELOPER

Storrs Center Alliance, LLC, an affiliate of LeylandAlliance LLC, Tuxedo, New York, is the master developer for Storrs Center. LeylandAlliance is a noted New Urbanist development company that has developed mixed-use projects in Connecticut, New York, South Carolina and Virginia. Scheduled to be completed in 2012 and 2013, respectively, the first two phases of Storrs Center will include commercial and residential offerings. The retail and other commercial space will be owned and managed by LeylandAlliance. Numerous commercial businesses have signed Letters of Intent to lease portions of the first phase of development.

Joining LeylandAlliance in developing the first two phases of Storrs Center is Education Realty Trust, Inc. (EDR), based in Memphis, Tennessee. Education Realty Trust (NYSE:EDR) will create high quality housing within Storrs Center to appeal to the University and Town of Mansfield community. EDR will develop, own and manage 290 high quality apartment homes, including studio, one-bedroom, two-bedroom and three-bedroom residences.

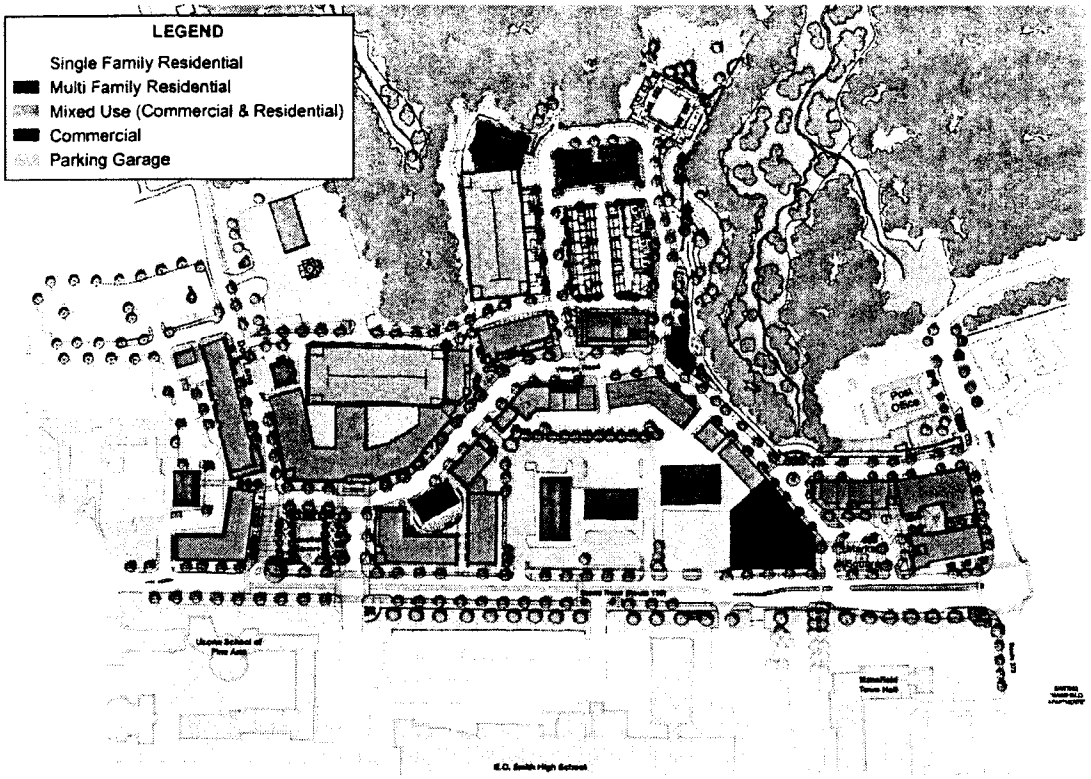
ARCHITECTURE

The master planner of Storrs Center is Herbert S. Newman and Partners P.C. of New Haven, CT. The urban designer is Urban Design Associates of Pittsburgh, PA along with Patrick L. Pinnell Architecture and Town Planning. Guidelines for sustainable land use and green building practices have been developed in association with Steven Winter Associates and Viridian Energy and Environmental. Looney Ricks Kiss Architects, Inc. was a municipal development consultant for the Mansfield Downtown Partnership and has contributed to development of the design guidelines for Storrs Center. BL Companies of Meriden, CT is the lead architect for buildings within the first two phases of Storrs Center.

PROJECT MIX

- Residential: 700 units
- Retail/Restaurant/Office: 200,000 s.f.

SITE PLAN



TIMETABLE

Anticipated construction start: Spring 2011
Anticipated completion of Phase 1A: Summer 2012

CONTACT

For inquiries about residential leasing:
Rodney King
Education Realty Trust
Tel: (901) 259-2500
E-mail: rking@edrtrust.com
www.edrtrust.com/storrs

For inquiries about commercial leasing:

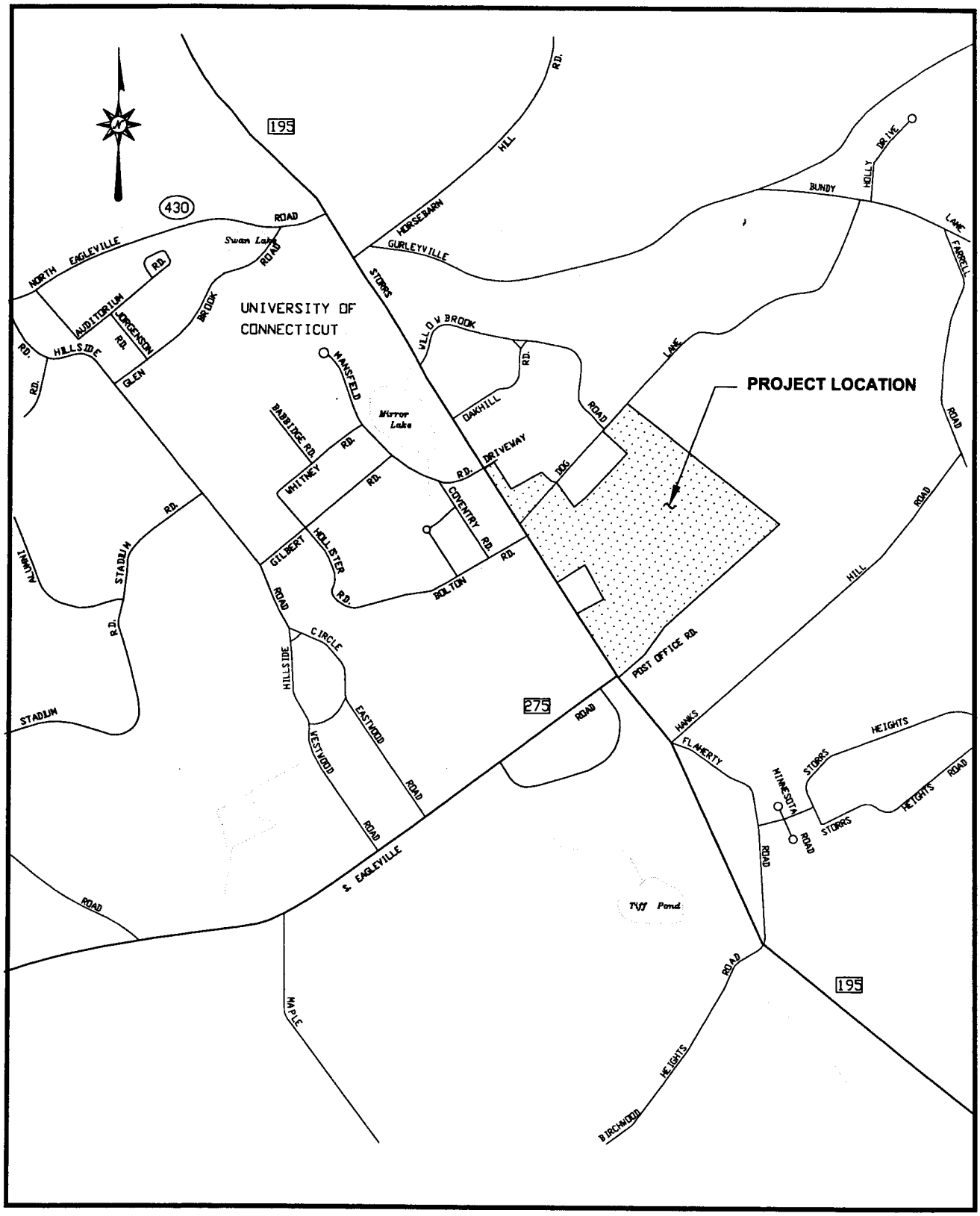
Peter Elliott
Charter Realty and Development
Tel: (203) 227-2922
E-mail: pelliott@chartweb.com
www.chartweb.com

Dan Zelson
Charter Realty and Development
Tel: (203) 227-2922
E-mail: dan@chartweb.com
www.chartweb.com

Storrs Center Alliance, LLC
info@storrscenter.com • www.storrscenter.com
c/o LeylandAlliance LLC
P.O. Box 878, Tuxedo Park, NY 10987
Tel: (845) 351-2900 Fax: (845) 351-2922

Mansfield Downtown Partnership, Inc.
mdp@mansfieldct.org • www.mansfieldct.org/mdp
P.O. Box 513, Mansfield, CT 06268
Tel: (860) 429-2740 Fax: (860) 429-2719

These materials are intended to provide general information about certain proposed plans. The plans described are subject to change. These materials do not constitute an offer to sell property in any state where a registration has not been made to sell property, if such registration is required by law.

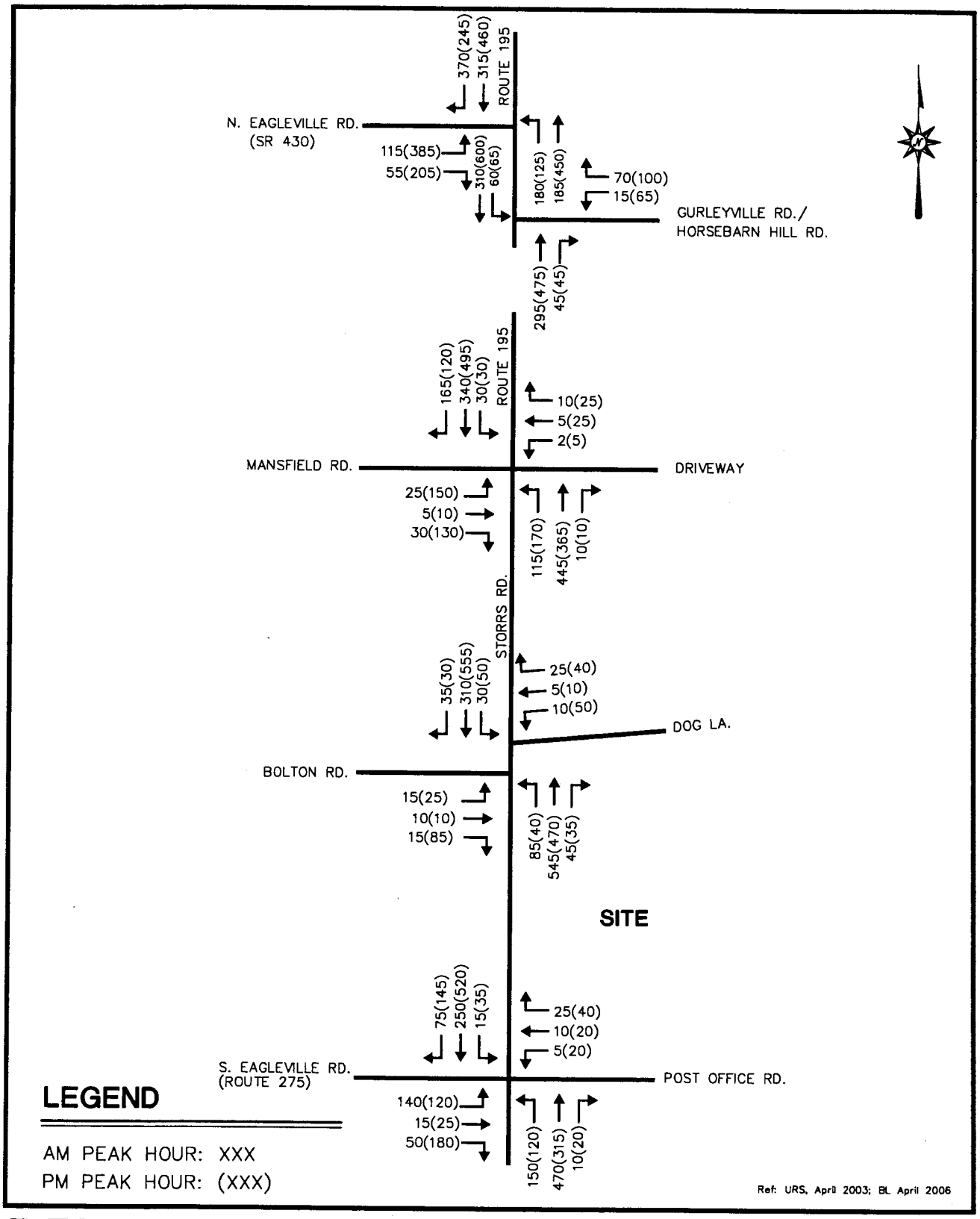


BL Companies

LOCATION PLAN
STORRS CENTER
MANSFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE 1

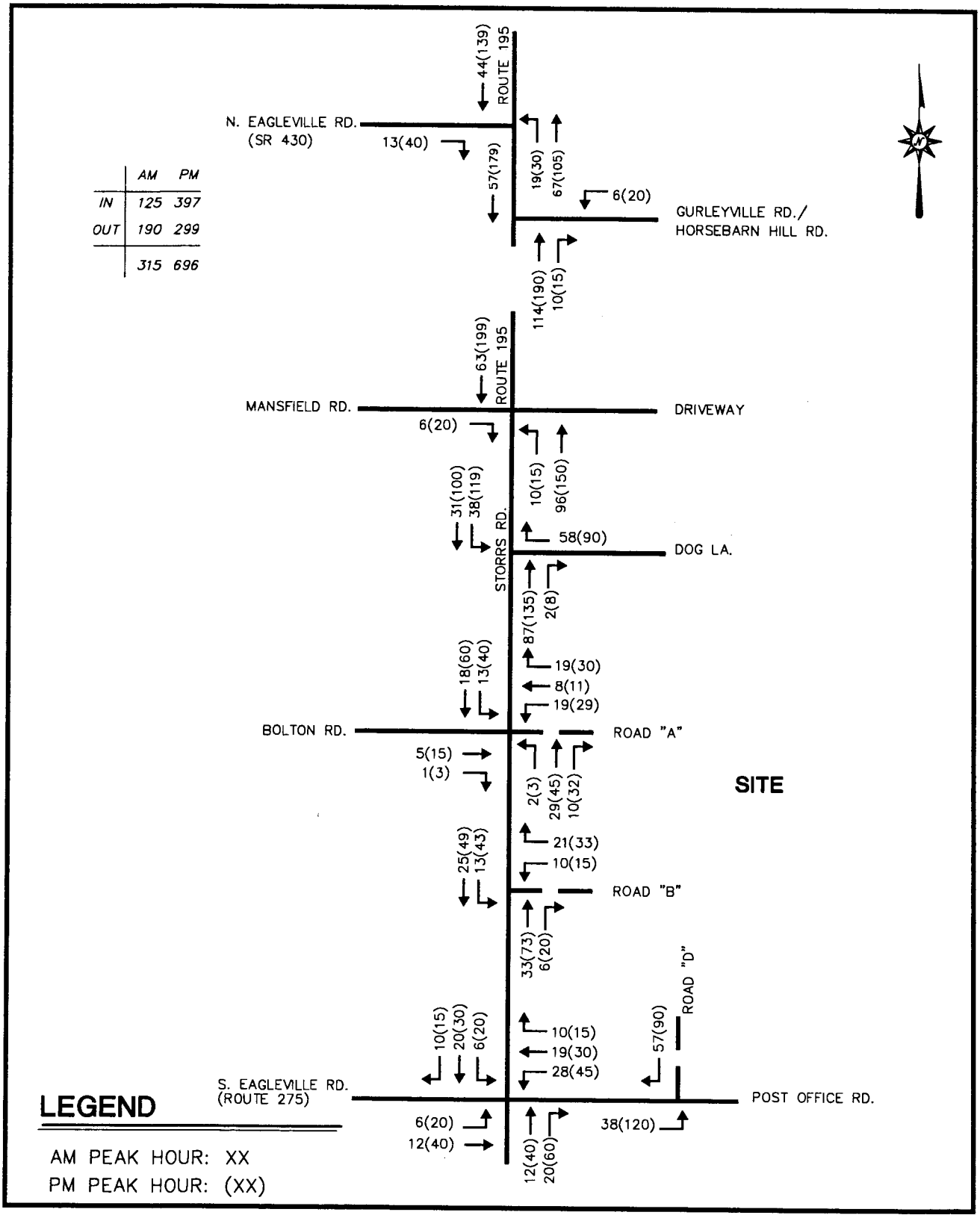


BL Companies

CURRENT PEAK HOUR TRAFFIC VOLUMES
STORRS CENTER
MANSFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE 2



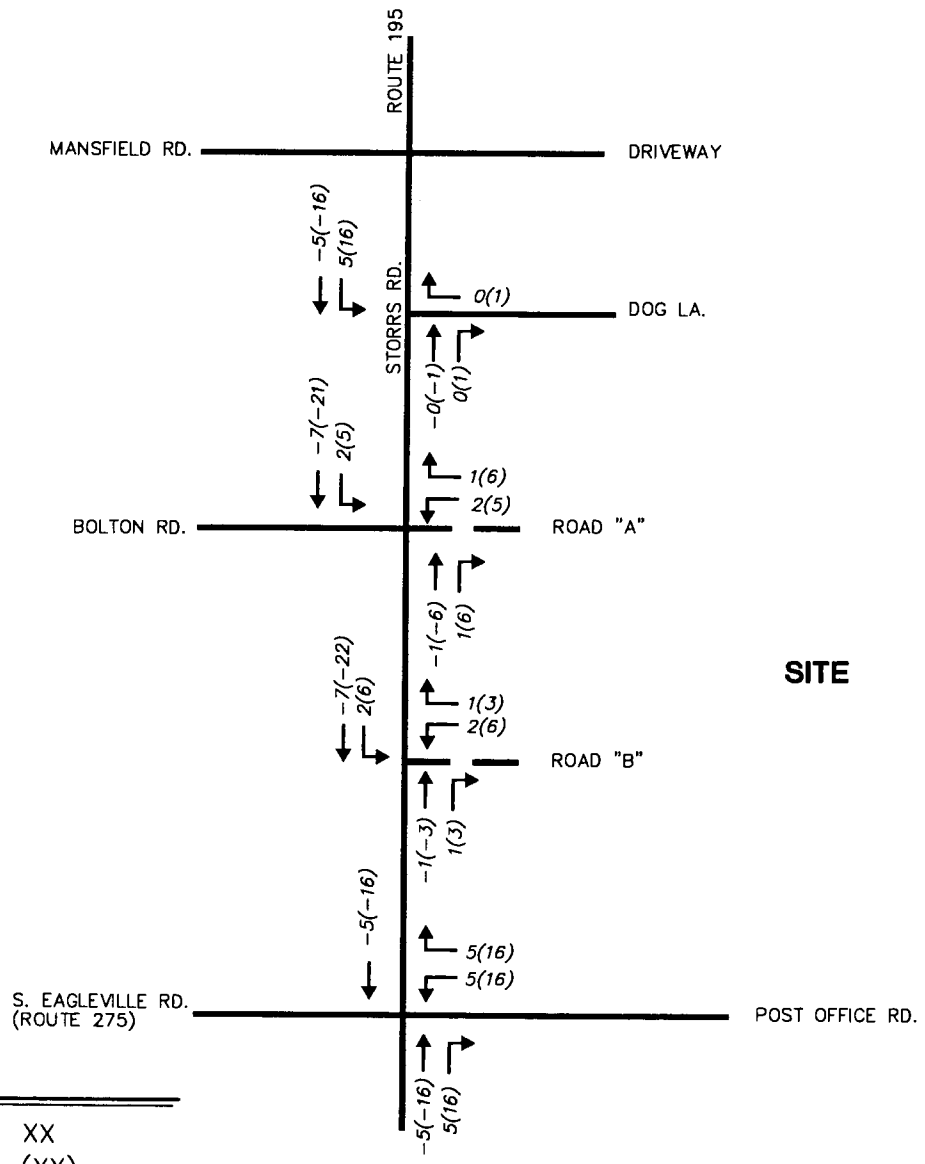
BL Companies

SITE PEAK HOUR TRAFFIC VOLUMES
STORRS CENTER
MANSFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE 6

	AM	PM
IN	16	53
OUT	16	53
	32	106



LEGEND

AM PEAK HOUR: XX
PM PEAK HOUR: (XX)

BL Companies

PASS-BY TRAFFIC VOLUMES
STORRS CENTER
MANSFIELD, CONNECTICUT

SCHEMATIC, NOT TO SCALE

FIGURE 7

APPENDIX E

Capacity Analysis Worksheets

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	J Kinley	Intersection	CT 195 & CF Site Access 2
Agency/Co.	CHA	Jurisdiction	Mansfield, CT
Date Performed	7/7/2011	Analysis Year	2012
Analysis Time Period	AM Peak Hour		

Project Description 23016: Build Condition

East/West Street: CF Site Access 2 | North/South Street: CT 195

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		321	25	30	901	
Peak-Hour Factor, PHF	1.00	1.00	0.85	0.85	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	321	29	35	901	0
Percent Heavy Vehicles	0	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T	TR	LT	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				13		25
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.85	1.00	0.85
Hourly Flow Rate, HFR (veh/h)	0	0	0	15	0	29
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L		R			
v (veh/h)		35	15		29			
C (m) (veh/h)		1206	292		874			
v/c		0.03	0.05		0.03			
95% queue length		0.09	0.16		0.10			
Control Delay (s/veh)		8.1	18.0		9.3			
LOS		A	C		A			
Approach Delay (s/veh)	--	--	12.2					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	J Kinley	Intersection	CT 195 & CF Site Access 2
Agency/Co.	CHA	Jurisdiction	Mansfield, CT
Date Performed	7/7/2011	Analysis Year	2012
Analysis Time Period	PM Peak Hour		

Project Description 23016: Build Condition

East/West Street: CF Site Access 2 | North/South Street: CT 195

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1004	40	36	693	
Peak-Hour Factor, PHF	1.00	1.00	0.85	0.85	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	1004	47	42	693	0
Percent Heavy Vehicles	0	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T	TR	LT	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				13		40
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.85	1.00	0.85
Hourly Flow Rate, HFR (veh/h)	0	0	0	15	0	47
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L		R			
v (veh/h)		42	15		47			
C (m) (veh/h)		658	115		556			
v/c		0.06	0.13		0.08			
95% queue length		0.20	0.43		0.28			
Control Delay (s/veh)		10.8	40.9		12.1			
LOS		B	E		B			
Approach Delay (s/veh)	--	--	19.1					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	J Kinley	Intersection	US 44 & CF Site Access 1
Agency/Co.	CHA	Jurisdiction	Mansfield, CT
Date Performed	7/7/2011	Analysis Year	2012
Analysis Time Period	AM Peak Hour		

Project Description 23016: Build Condition

East/West Street: US 44 | North/South Street: CF Site Access 1

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	13	114			431	12
Peak-Hour Factor, PHF	0.85	0.90	1.00	1.00	0.90	0.85
Hourly Flow Rate, HFR (veh/h)	15	126	0	0	478	14
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	1	0	0	2	0
Configuration	LT				T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				9		33
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.85	1.00	0.85
Hourly Flow Rate, HFR (veh/h)	0	0	0	10	0	38
Percent Heavy Vehicles	0	0	0	1	0	1
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
v (veh/h)	15					10		38
C (m) (veh/h)	1068					487		794
v/c	0.01					0.02		0.05
95% queue length	0.04					0.06		0.15
Control Delay (s/veh)	8.4					12.5		9.8
LOS	A					B		A
Approach Delay (s/veh)	--	--				10.3		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	D Kahlbaugh	Intersection	US 44 & CF Site Access 1
Agency/Co.	CHA	Jurisdiction	Mansfield, CT
Date Performed	7/7/2011	Analysis Year	2012
Analysis Time Period	PM Peak Hour		

Project Description 23016: Build Condition

East/West Street: US 44 | North/South Street:

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	18	353			247	14
Peak-Hour Factor, PHF	0.85	0.90	1.00	1.00	0.90	0.85
Hourly Flow Rate, HFR (veh/h)	21	392	0	0	274	16
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	2	0
Configuration	LT				T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				15		41
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.85	1.00	0.85
Hourly Flow Rate, HFR (veh/h)	0	0	0	17	0	48
Percent Heavy Vehicles	0	0	0	1	0	1
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
v (veh/h)	21					17		48
C (m) (veh/h)	1269					361		904
v/c	0.02					0.05		0.05
95% queue length	0.05					0.15		0.17
Control Delay (s/veh)	7.9					15.5		9.2
LOS	A					C		A
Approach Delay (s/veh)	--	--				10.8		
Approach LOS	--	--				B		

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APPENDIX F

Accident Data

CHA COMPUTATION PAD

COMPLETED BY:		PROJECT	PHASE / ORG
CHECKED BY:		SHEET #:	OF
PROJECT NAME:		DATE:	
PROJECT LOCATION:		SUBJECT:	

	MILEPOST	
RTE 195 :	9.39	INT US 44
	9.42	PA GAS STATION DWY
	9.43	CITGO GAS STATION DWY
	9.46	INT RTE 320
RTE 44 :	76.61	INT RTE 195
	76.63	CITGO GAS STATION DWY
	76.64	DICK'S AUTO CARE DWY
	76.65	KATHY JOHN'S RESTAURANT DWY
	76.66	" " " "
	76.68	BGN CHANNELIZATION

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Traffic Accident Tables

for

ROUTE: 195 FROM: 9.39 TO 9.46

TIME PERIOD: BETWEEN 01-01-2006 AND 12-31-2008

TOTAL ACCIDENTS: 42

Time: 11:20:34 AM Date: 7/8/2011

TRAFFIC ACCIDENT TABLES FOR ROUTE 195
42 accidents occurred on ROUTE 195 from mileage 9.39 to 9.46
between 1/1/2006 and 12/31/2008

TRAFFIC ACCIDENT TOTALS BY MONTH AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
JANUARY					1			1	2.38%
FEBRUARY				2	2	1		5	11.90%
MARCH				1	1	1		3	7.14%
APRIL				3	1	2		6	14.29%
MAY				1	1	1		3	7.14%
JUNE					1	2		3	7.14%
AUGUST				1	1	1		3	7.14%
SEPTEMBER				1	3	4		8	19.05%
OCTOBER				1	1	2		4	9.52%
NOVEMBER					2	3		5	11.90%
DECEMBER				1				1	2.38%
TOTAL				11	14	17		42	100.00%

TRAFFIC ACCIDENT TOTALS BY LIGHT CONDITIONS AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
Daylight				8	11	14		33	78.57%
Dark-Not Lit				1	2			3	7.14%
Dark-Lit				2	1	3		6	14.29%
TOTAL				11	14	17		42	100.00%

TRAFFIC ACCIDENT TOTALS BY WEATHER CONDITIONS AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
No Adverse Condition				9	11	12		32	76.19%
Rain				1	2	5		8	19.05%
Snow				1	1			2	4.76%
TOTAL				11	14	17		42	100.00%

TRAFFIC ACCIDENT TOTALS BY ROAD SURFACE CONDITION AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
Dry				9	10	10		29	69.05%
Wet				1	2	7		10	23.81%
Snow/Slush				1	2			3	7.14%
TOTAL				11	14	17		42	100.00%

TRAFFIC ACCIDENT TOTALS BY COLLISION TYPE AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
Turning-Same Direction				1	1	1		3	7.14%
Turning-Opp. Direction				1	2	5		8	19.05%
Turning-Intersecting Paths				2	2			4	9.52%
Sideswipe-Same Direction				1	1	1		3	7.14%
Rear-end				4	6	10		20	47.62%
Head-on				1				1	2.38%
Backing					1			1	2.38%
Fixed Object				1	1			2	4.76%
TOTAL				11	14	17		42	100.00%

TRAFFIC ACCIDENT TABLES FOR ROUTE 195
42 accidents occurred on ROUTE 195 from mileage 9.39 to 9.46
between 1/1/2006 and 12/31/2008

TRAFFIC ACCIDENT TOTALS BY ACCIDENT SEVERITY AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
Injury				1		1		2	4.76%
Property Damage Only				10	14	16		40	95.24%
TOTAL				11	14	17		42	100.00%

OCCUPANT INJURIES BY YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
B-Injury						2		2	40.00%
C-Injury				3				3	60.00%
TOTAL				3		2		5	100.00%

TRAFFIC ACCIDENT TOTALS BY CONTRIBUTING FACTOR AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
Violated Traffic Control				1		1		2	4.76%
Under the Influence				1				1	2.38%
Failed to Grant ROW				2	4	5		11	26.19%
Improper Lane Change				1	1	1		3	7.14%
Following Too Closely				4	5	10		19	45.24%
Driver Lost Control					1			1	2.38%
Insufficient Vert Clearance					1			1	2.38%
Unsafe Backing					1			1	2.38%
Improper Turning Maneuver				2	1			3	7.14%
TOTAL				11	14	17		42	100.00%

TRAFFIC ACCIDENT TOTALS BY HOUR AND DAY OF WEEK

	SUN	MON	TUE	WED	THU	FRI	SAT	TOTAL	PERCENTAGE
02:00 AM - 02:59 AM							3	3	7.14%
07:00 AM - 07:59 AM		1			1			2	4.76%
08:00 AM - 08:59 AM		1						1	2.38%
09:00 AM - 09:59 AM					2			2	4.76%
10:00 AM - 10:59 AM							1	1	2.38%
11:00 AM - 11:59 AM	1			1	1	2		5	11.90%
12:00NOON- 12:59 PM	1		1				1	3	7.14%
01:00 PM - 01:59 PM	1				3			4	9.52%
02:00 PM - 02:59 PM		1		2		3		6	14.29%
03:00 PM - 03:59 PM				1		2	1	4	9.52%
04:00 PM - 04:59 PM	1		1	1				3	7.14%
05:00 PM - 05:59 PM						1	1	2	4.76%
06:00 PM - 06:59 PM				1		1		2	4.76%
08:00 PM - 08:59 PM							1	1	2.38%
09:00 PM - 09:59 PM				1				1	2.38%
10:00 PM - 10:59 PM					1	1		2	4.76%
TOTAL	4	3	2	7	8	10	8	42	100.00%

TRAFFIC ACCIDENT TABLES FOR ROUTE 195
42 accidents occurred on ROUTE 195 from mileage 9.39 to 9.46
between 1/1/2006 and 12/31/2008

TRAFFIC ACCIDENT TOTALS BY HOUR AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
02:00 AM - 02:59 AM				1		2		3	7.14%
07:00 AM - 07:59 AM				1		1		2	4.76%
08:00 AM - 08:59 AM						1		1	2.38%
09:00 AM - 09:59 AM					1	1		2	4.76%
10:00 AM - 10:59 AM					1			1	2.38%
11:00 AM - 11:59 AM				2	1	2		5	11.90%
12:00NOON- 12:59 PM				1	2			3	7.14%
01:00 PM - 01:59 PM				1	1	2		4	9.52%
02:00 PM - 02:59 PM				2	2	2		6	14.29%
03:00 PM - 03:59 PM				1	2	1		4	9.52%
04:00 PM - 04:59 PM					1	2		3	7.14%
05:00 PM - 05:59 PM						2		2	4.76%
06:00 PM - 06:59 PM				1	1			2	4.76%
08:00 PM - 08:59 PM						1		1	2.38%
09:00 PM - 09:59 PM					1			1	2.38%
10:00 PM - 10:59 PM				1	1			2	4.76%
TOTAL				11	14	17		42	100.00%

TRAFFIC ACCIDENT TOTALS BY OTHER ROADWAY FEATURE AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
Intersec. Public Road				6	8	10		24	57.14%
Intersec. Commercial Dr				4	5	4		13	30.95%
None				1	1	3		5	11.90%
TOTAL				11	14	17		42	100.00%

TRAFFIC ACCIDENT TOTALS BY CONSTRUCTION OR MAINTENANCE AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
No				11	14	17		42	100.00%
TOTAL				11	14	17		42	100.00%

TRAFFIC ACCIDENT TOTALS BY MEDIAN BARRIER PENETRATION AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
None				1		1		2	4.76%
Not Applicable				10	14	16		40	95.24%
TOTAL				11	14	17		42	100.00%

VEHICLE TOTALS BY VEHICLE TYPE AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
Automobile				22	24	31		77	89.53%
School Bus					1			1	1.16%
Passenger Van					1			1	1.16%
Single Unit Trk/2axle/4tire				1		3		4	4.65%
Tractor Semi-Trailer					1			1	1.16%
Unknown					1	1		2	2.33%
TOTAL				23	28	35		86	100.00%

TRAFFIC ACCIDENT TABLES FOR ROUTE 195
42 accidents occurred on ROUTE 195 from mileage 9.39 to 9.46
between 1/1/2006 and 12/31/2008

OBJECT TOTALS BY OBJECT STRUCK AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	
Curbing						1		1	33.33%
Traffic Control Device					1			1	33.33%
Other				1				1	33.33%
TOTAL				1	1	1		3	100.00%

OFFENDING TRAFFIC UNIT BY OFFENDING TRAFFIC UNIT DIRECTION AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
NB				6	9	9		24	57.14%
SB				4	3	8		15	35.71%
EB					1			1	2.38%
WB				1	1			2	4.76%
TOTAL				11	14	17		42	100.00%

TRAFFIC UNIT TOTALS BY DIRECTION OF ALL TRAFFIC UNITS AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
NB				9	18	16		43	50.00%
SB				12	8	19		39	45.35%
EB					1			1	1.16%
WB				2	1			3	3.49%
TOTAL				23	28	35		86	100.00%

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Traffic Accident Experience Report

for

ROUTE: 195 FROM: 9.39 TO 9.46

TIME PERIOD: BETWEEN 01-01-2006 AND 12-31-2008

TOTAL ACCIDENTS: 42

Time: 11:20:49 AM Date: 7/8/2011

CONNECTICUT DEPARTMENT OF TRANSPORTATION TRAFFIC ACCIDENT EXPERIENCE

42 accidents occurred on ROUTE 195 from mileage 9.39 to 9.46 between 1/1/2006 and 12/31/2008

PREPARED: 7/8/2011

MILEAGE	ALPHA DESCRIPTION OF ACC LOCATION	DATE OF ACCIDENT	CASE #	TIME	LIGHT CONDITION	SURFACE CONDITION	WEATHER CONDITION
	INJURY CODES: K A B C TOT						

TOWN: MANSFIELD (ST

009.39 INT RT 44 — Friday, April 14, 2006 — 118738 1822 Daylight — Wet — Rain
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries Maneuver: Vehicle Stopped For Traffic
SB Automobile — 0 Injuries Maneuver: Vehicle Skidded Slowing or Stopping For Stopped Vehicle

009.39 INT RT 44 — Wednesday, April 05, 2006 — 118756 1108 Daylight — Snow/SlushSnow
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries Maneuver: Vehicle Stopped For Traffic Signal
SB Automobile — 0 Injuries Maneuver: Vehicle Skidded Slowing or Stopping For Stopped Vehicle

009.39 AT US 44 — Wednesday, May 24, 2006 — 124120 1439 Daylight — Dry — No Adverse Condition
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
NB Automobile — 0 Injuries Maneuver: Vehicle Stopped For Traffic
NB Automobile — 0 Injuries Maneuver: Vehicle Skidded Slowing or Stopping For Stopped Vehicle

009.39 INT RT 44 — Friday, February 09, 2007 — 115845 1558 Daylight — Dry — No Adverse Condition
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
NB Automobile — 0 Injuries Maneuver: Vehicle Stopped For Traffic
NB Automobile — 0 Injuries Maneuver: Vehicle Going Straight

009.39 INT RT 44 — Monday, April 23, 2007 — 131943 1439 Daylight — Dry — No Adverse Condition
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
NB Automobile — 0 Injuries Maneuver: Vehicle Stopped For Traffic Signal
NB School Bus — 0 Injuries Maneuver: Vehicle Going Straight

009.39 AT RT 44 — Wednesday, June 13, 2007 — 147291 1621 Daylight — Dry — No Adverse Condition
Collision Type: Rear-end — Contributing Factor: Driver Lost Control
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries Maneuver: Vehicle Stopped For Traffic Signal
SB Automobile — 0 Injuries Maneuver: Vehicle Going Straight

CONNECTICUT DEPARTMENT OF TRANSPORTATION TRAFFIC ACCIDENT EXPERIENCE

42 accidents occurred on ROUTE 195 from mileage 9.39 to 9.46 between 1/1/2006 and 12/31/2008

PREPARED: 7/8/2011

MILEAGE	ALPHA DESCRIPTION OF ACC LOCATION	DATE OF ACCIDENT	CASE #	TIME	LIGHT CONDITION	SURFACE CONDITION	WEATHER CONDITION
	INJURY CODES: K A B C TOT						

TOWN: MANSFIELD (ST

009.39 INT OF RT 44 — Friday, September 14, 2007 — 174747 — 2253 — Dark-Lit — Wet — Rain
Collision Type: Backing — Contributing Factor: Unsafe Backing
At-Fault Traffic Unit: # 2
NB Automobile — 0 Injuries — Maneuver: Vehicle Stopped For Traffic Signal
NB Unknown — 0 Injuries — Maneuver: Vehicle Backing into Roadway

009.39 INT RT 44 — Wednesday, November 14, 2007 — 190427 — 2150 — Dark-Not Lit — Wet — Rain
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
NB Automobile — 0 Injuries — Maneuver: Vehicle Slowing For Traffic Signal
NB Automobile — 0 Injuries — Maneuver: Vehicle Slowing For Vehicle Going Straight

009.39 INT RT 44 — Thursday, February 14, 2008 — 110952 — 1317 — Daylight — Dry — No Adverse Condition
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
NB Automobile — 0 Injuries — Maneuver: Vehicle Stopped For Traffic Signal
NB Single Unit Trk/2axle/4tire — 0 Injuries — Maneuver: Vehicle Skidded Slowing or Stopping For Stopped Vehicle

009.39 INT RT 44 — Saturday, April 12, 2008 — 131891 — 0231 — Dark-Lit — Wet — Rain
Collision Type: Turning-Same Direction — Contributing Factor: Violated Traffic Control
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight
SB Automobile — 0 Injuries — Maneuver: Vehicle Turning Right from Improper Lane

009.39 INT RT 44 — Thursday, May 01, 2008 — 134386 — 0922 — Daylight — Dry — No Adverse Condition
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries — Maneuver: Vehicle Stopped For Traffic Signal
SB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight

009.39 AT RT 44 — Tuesday, June 03, 2008 — 145884 — 1611 — Daylight — Dry — No Adverse Condition
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries — Maneuver: Vehicle Stopped For Traffic Signal
SB Automobile — 0 Injuries — Maneuver: Vehicle Skidded Slowing or Stopping For Stopped Vehicle

CONNECTICUT DEPARTMENT OF TRANSPORTATION TRAFFIC ACCIDENT EXPERIENCE

42 accidents occurred on ROUTE 195 from mileage 9.39 to 9.46 between 1/1/2006 and 12/31/2008

PREPARED: 7/8/2011

MILEAGE	ALPHA DESCRIPTION OF ACC LOCATION	DATE OF ACCIDENT	CASE #	TIME	LIGHT CONDITION	SURFACE CONDITION	WEATHER CONDITION
	INJURY CODES: K A B C TOT						

TOWN: MANSFIELD (ST

009.39 AT US 44 — Monday, September 22, 2008 — 167650 — 0733 — Daylight — Dry — No Adverse Condition
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight
SB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight

009.39 INT RT 44 — Sunday, September 14, 2008 — 172123 — 1104 — Daylight — Wet — No Adverse Condition
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
NB Automobile — 0 Injuries — Maneuver: Vehicle Stopped For Stopped Vehicle
NB Single Unit Trk/2axle/4tire — 0 Injuries — Maneuver: Vehicle Going Straight
NB Unknown — 0 Injuries — Maneuver: Vehicle Stopped For Traffic Signal

009.39 AT US 44 — Saturday, October 25, 2008 — 181989 — 2051 — Dark-Lit — Wet — Rain
Collision Type: Turning-Opp. Direction — Contributing Factor: Failed to Grant ROW
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight
NB Automobile — 0 Injuries — Maneuver: Vehicle Turning Left from Proper Lane

009.39 INT OF RT 44 — Thursday, November 06, 2008 — 187798 — 1151 — Daylight — Wet — No Adverse Condition
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries — Maneuver: Vehicle Stopped For Traffic Signal
SB Automobile — 0 Injuries — Maneuver: Vehicle Skidded Slowing or Stopping For Stopped Vehicle

009.40 75 FT N OF RT 44 — Thursday, September 07, 2006 — 151410 — 1303 — Dark-Lit — Dry — No Adverse Condition
Collision Type: Fixed Object — Contributing Factor: Improper Turning Maneuver
At-Fault Traffic Unit: # 2
NB Automobile — 0 Injuries — Maneuver: Vehicle Skidded Slowing or Stopping For Vehicle Turning Right from Improper Lane
Object Struck: Other Off Road & Shoulder, Right
NB Automobile — 0 Injuries — Maneuver: Vehicle Turning Right from Improper Lane

009.40 300 FT S OF RT 320 — Friday, April 04, 2008 — 122974 — 1702 — Daylight — Wet — Rain
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
NB Automobile — 0 Injuries — Maneuver: Vehicle Stopped For Traffic
NB Automobile — 0 Injuries — Maneuver: Vehicle Skidded Slowing or Stopping For Stopped Vehicle

CONNECTICUT DEPARTMENT OF TRANSPORTATION TRAFFIC ACCIDENT EXPERIENCE

42 accidents occurred on ROUTE 195 from mileage 9.39 to 9.46 between 1/1/2006 and 12/31/2008

PREPARED: 7/8/2011

MILEAGE	ALPHA	DESCRIPTION OF ACC LOCATION	DATE OF ACCIDENT	CASE #	TIME	LIGHT CONDITION	SURFACE CONDITION	WEATHER CONDITION
		INJURY CODES: K A B C TOT						

TOWN: MANSFIELD (ST

009.40 60 FT N OF RT 44 — Saturday, August 16, 2008 — 163680 — 1739 — Daylight — Dry — No Adverse Condition
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
NB Automobile — 0 Injuries — Maneuver: Vehicle Slowing For Traffic
NB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight

009.41 100 FT N OF RT 44 — Friday, March 03, 2006 — 113496 — 1143 — Daylight — Dry — No Adverse Condition
Collision Type: Turning-Opp. Direction — Contributing Factor: Failed to Grant ROW
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight
NB Automobile — 0 Injuries — Maneuver: Vehicle Turning Left from Proper Lane

009.41 90 FT N OF RT 44 — Friday, November 07, 2008 — 187795 — 1426 — Daylight — Dry — No Adverse Condition
Collision Type: Turning-Opp. Direction — Contributing Factor: Failed to Grant ROW
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight
NB Automobile — 0 Injuries — Maneuver: Vehicle Turning Left from Proper Lane

009.42 AT CDR TO PA GAS STA — Saturday, August 26, 2006 — 140612 — 1205 — Daylight — Dry — No Adverse Condition
Collision Type: Turning-Intersecting Paths — Contributing Factor: Failed to Grant ROW
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight
WB Automobile — 0 Injuries — Maneuver: Vehicle Turning Left from Driveway

009.42 AT CDR TO PUBIC AMERICA GAS STA — Wednesday, January 10, 2007 — 110850 — 1824 — Dark-Not Lit — Dry — No Adverse Condition
Collision Type: Turning-Opp. Direction — Contributing Factor: Failed to Grant ROW
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight
NB Automobile — 0 Injuries — Maneuver: Vehicle Turning Left from Proper Lane

009.42 AT DR TO PA GAS STA — Thursday, February 15, 2007 — 116095 — 0950 — Daylight — Snow/Slush — No Adverse Condition
Collision Type: Turning-Intersecting Paths — Contributing Factor: Failed to Grant ROW
At-Fault Traffic Unit: # 2
NB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight
WB Automobile — 0 Injuries — Maneuver: Vehicle Turning Left from Driveway

CONNECTICUT DEPARTMENT OF TRANSPORTATION TRAFFIC ACCIDENT EXPERIENCE

42 accidents occurred on ROUTE 195 from mileage 9.39 to 9.46 between 1/1/2006 and 12/31/2008

PREPARED: 7/8/2011

MILEAGE	ALPHA	DESCRIPTION OF ACC LOCATION	DATE OF ACCIDENT	CASE #	TIME	LIGHT CONDITION	SURFACE CONDITION	WEATHER CONDITION
		INJURY CODES: K A B C TOT						

TOWN: MANSFIELD (ST

009.42 120 FT N OF RT 44 — Tuesday, November 20, 2007 — 197557 — 1248 — Daylight — Snow/Slush — Snow

Collision Type: Turning-Same Direction — Contributing Factor: Improper Turning Maneuver

At-Fault Traffic Unit: # 2

SB Automobile	0	Injuries	Maneuver: Vehicle Going Straight
SB Automobile	0	Injuries	Maneuver: Vehicle Turning Right from Improper Lane

009.42 CDR TO PA GAS STATION — Sunday, September 14, 2008 — 167847 — 1343 — Daylight — Dry — No Adverse Condition

Collision Type: Turning-Opp. Direction — Contributing Factor: Failed to Grant ROW

At-Fault Traffic Unit: # 2

SB Automobile	0 0 1 0 1	Maneuver: Vehicle Going Straight	
NB Automobile	0 0 1 0 1	Maneuver: Vehicle Turning Left from Proper Lane	

009.42 AT CDR TO PR GAS STA — Wednesday, October 15, 2008 — 182089 — 1431 — Daylight — Dry — No Adverse Condition

Collision Type: Turning-Opp. Direction — Contributing Factor: Failed to Grant ROW

At-Fault Traffic Unit: # 2

NB Automobile	0	Injuries	Maneuver: Vehicle Going Straight
SB Automobile	0	Injuries	Maneuver: Vehicle Turning Left from Proper Lane

009.43 AT CDR TEXACO GS — Thursday, April 27, 2006 — 118295 — 2202 — Dark-Not Lit — Dry — No Adverse Condition

Collision Type: Turning-Same Direction — Contributing Factor: Improper Turning Maneuver

At-Fault Traffic Unit: # 2

NB Automobile	0	Injuries	Maneuver: Vehicle Going Straight
NB Single Unit Trk/2axle/4tire	0	Injuries	Maneuver: Vehicle Turning Right from Improper Lane

009.43 200 FT N OF RT 44 — Friday, August 24, 2007 — 168608 — 1453 — Daylight — Dry — No Adverse Condition

Collision Type: Turning-Opp. Direction — Contributing Factor: Failed to Grant ROW

At-Fault Traffic Unit: # 1

NB Passenger Van	0	Injuries	Maneuver: Vehicle Turning Left from Proper Lane
SB Automobile	0	Injuries	Maneuver: Vehicle Going Straight

009.43 AT CDR TO BATES CITGO GAS STA — Friday, September 21, 2007 — 174883 — 1549 — Daylight — Dry — No Adverse Condition

Collision Type: Rear-end — Contributing Factor: Following Too Closely

At-Fault Traffic Unit: # 3

NB Automobile	0	Injuries	Maneuver: Vehicle Slowing For Traffic
NB Automobile	0	Injuries	Maneuver: Vehicle Slowing For Vehicle Going Straight
NB Automobile	0	Injuries	Maneuver: Vehicle Skidded Slowing or Stopping For Vehicle Going Straight

CONNECTICUT DEPARTMENT OF TRANSPORTATION TRAFFIC ACCIDENT EXPERIENCE

42 accidents occurred on ROUTE 195 from mileage 9.39 to 9.46 between 1/1/2006 and 12/31/2008

PREPARED: 7/8/2011

MILEAGE	ALPHA DESCRIPTION OF ACC LOCATION	DATE OF ACCIDENT	CASE #	TIME	LIGHT CONDITION	SURFACE CONDITION	WEATHER CONDITION
	INJURY CODES: K A B C TOT						

TOWN: MANSFIELD (ST

009.45 300 FT N OF RT 44 — Saturday, December 16, 2006 — 165296 0238 Dark-Lit — Dry — No Adverse Condition
Collision Type: Head-on — Contributing Factor: Under the Influence
At-Fault Traffic Unit: # 2
SB Automobile — 0 0 0 3 3 — Maneuver: Vehicle Going Straight
NB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight

009.45 40 FT S OF RT 320 — Saturday, October 20, 2007 — 188150 1057 Daylight — Dry — No Adverse Condition
Collision Type: Turning-Intersecting Paths — Contributing Factor: Failed to Grant ROW
At-Fault Traffic Unit: # 2
NB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight
EB Automobile — 0 Injuries — Maneuver: Vehicle Turning Left from Driveway

009.45 300 FT N OF RT 44 — Monday, June 16, 2008 — 141558 0820 Daylight — Wet — Rain
Collision Type: Turning-Opp. Direction — Contributing Factor: Failed to Grant ROW
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight
Object Struck: Curbing Off Road & Shoulder, Right
NB Automobile — 0 Injuries — Maneuver: Vehicle Turning Left from Proper Lane

009.45 30FT SOUTH OF RTE 320 — Saturday, November 01, 2008 — 187897 1537 Daylight — Dry — No Adverse Condition
Collision Type: Sideswipe-Same Direction — Contributing Factor: Improper Lane Change
At-Fault Traffic Unit: # 2
SB Single Unit Trk/2axle/4tire — 0 Injuries — Maneuver: Vehicle Slowing For Traffic
SB Automobile — 0 Injuries — Maneuver: Vehicle Changing Lane(s) to Right

009.46 AT RTE 320 — Wednesday, February 15, 2006 — 106630 1538 Daylight — Dry — No Adverse Condition
Collision Type: Turning-Intersecting Paths — Contributing Factor: Violated Traffic Control
At-Fault Traffic Unit: # 2
WB Automobile — 0 Injuries — Maneuver: Vehicle Turning Left from Proper Lane
NB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight

009.46 AT RTE 320 — Thursday, February 02, 2006 — 106637 0746 Daylight — Dry — No Adverse Condition
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 3
SB Automobile — 0 Injuries — Maneuver: Vehicle Stopped For Traffic
SB Automobile — 0 Injuries — Maneuver: Vehicle Stopped For Stopped Vehicle
SB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight

CONNECTICUT DEPARTMENT OF TRANSPORTATION TRAFFIC ACCIDENT EXPERIENCE

42 accidents occurred on ROUTE 195 from mileage 9.39 to 9.46 between 1/1/2006 and 12/31/2008

PREPARED: 7/8/2011

MILEAGE	ALPHA DESCRIPTION OF ACC LOCATION	DATE OF ACCIDENT	CASE #	TIME	LIGHT CONDITION	SURFACE CONDITION	WEATHER CONDITION
	INJURY CODES: K A B C TOT						

TOWN: MANSFIELD (ST

009.46 INT RT 320 — Friday, October 13, 2006 — 153810 — 1400 — Daylight — Dry — No Adverse Condition
Collision Type: Sideswipe-Same Direction — Contributing Factor: Improper Lane Change
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight
SB Automobile — 0 Injuries — Maneuver: Vehicle Changing Lane(s) to Right

009.46 AT RT 320 — Friday, March 30, 2007 — 120901 — 1136 — Daylight — Dry — No Adverse Condition
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
NB Automobile — 0 Injuries — Maneuver: Vehicle Stopped For Traffic Signal
NB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight

009.46 AT RT 320 — Thursday, May 10, 2007 — 139685 — 1325 — Daylight — Dry — No Adverse Condition
Collision Type: Fixed Object — Contributing Factor: Insufficient Vert Clearance
At-Fault Traffic Unit: # 1
NB Tractor Semi-Trailer — 0 Injuries — Maneuver: Vehicle Going Straight
Object Struck: Traffic Control Device Over Roadway

009.46 INT RT 320 — Sunday, September 23, 2007 — 174824 — 1233 — Daylight — Dry — No Adverse Condition
Collision Type: Sideswipe-Same Direction — Contributing Factor: Improper Lane Change
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight
SB Automobile — 0 Injuries — Maneuver: Vehicle Changing Lane(s) to Left

009.46 INT RT 320 — Sunday, March 16, 2008 — 118745 — 1635 — Daylight — Dry — No Adverse Condition
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
SB Automobile — 0 Injuries — Maneuver: Vehicle Stopped For Traffic Signal
SB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight

009.46 AT RT 320 — Saturday, September 27, 2008 — 167842 — 0205 — Dark-Lit — Wet — Rain
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 2
NB Automobile — 0 Injuries — Maneuver: Vehicle Stopped For Traffic Signal
NB Automobile — 0 Injuries — Maneuver: Vehicle Slowing For Stopped Vehicle

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Version 2.1

Traffic Accident Tables

for

ROUTE: 44 FROM: 76.61 TO 76.68

TIME PERIOD: BETWEEN 01-01-2006 AND 12-31-2008

TOTAL ACCIDENTS: 10

Time: 12:28:11 PM Date: 7/6/2011

TRAFFIC ACCIDENT TABLES FOR ROUTE 44
10 accidents occurred on ROUTE 44 from mileage 76.61 to 76.68
between 1/1/2006 and 12/31/2008

TRAFFIC ACCIDENT TOTALS BY MONTH AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
MARCH						1		1	10.00%
MAY				1	1			2	20.00%
JUNE				1	1			2	20.00%
AUGUST					1			1	10.00%
SEPTEMBER					1			1	10.00%
OCTOBER						1		1	10.00%
NOVEMBER				1	1			2	20.00%
TOTAL				3	5	2		10	100.00%

TRAFFIC ACCIDENT TOTALS BY LIGHT CONDITIONS AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
Daylight				3	4	1		8	80.00%
Dark-Lit					1	1		2	20.00%
TOTAL				3	5	2		10	100.00%

TRAFFIC ACCIDENT TOTALS BY WEATHER CONDITIONS AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
No Adverse Condition				2	4	2		8	80.00%
Rain				1	1			2	20.00%
TOTAL				3	5	2		10	100.00%

TRAFFIC ACCIDENT TOTALS BY ROAD SURFACE CONDITION AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
Dry				2	4	2		8	80.00%
Wet				1	1			2	20.00%
TOTAL				3	5	2		10	100.00%

TRAFFIC ACCIDENT TOTALS BY COLLISION TYPE AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
Turning-Opp. Direction				1	2	1		4	40.00%
Turning-Intersecting Paths				1		1		2	20.00%
Rear-end				1	3			4	40.00%
TOTAL				3	5	2		10	100.00%

TRAFFIC ACCIDENT TOTALS BY ACCIDENT SEVERITY AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
Property Damage Only				3	5	2		10	100.00%
TOTAL				3	5	2		10	100.00%

OCCUPANT INJURIES BY YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
TOTAL									100.00%

TRAFFIC ACCIDENT TABLES FOR ROUTE 44
10 accidents occurred on ROUTE 44 from mileage 76.61 to 76.68
between 1/1/2006 and 12/31/2008

TRAFFIC ACCIDENT TOTALS BY CONTRIBUTING FACTOR AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
Speed Too Fast for Conditions				1				1	10.00%
Under the Influence						1		1	10.00%
Failed to Grant ROW				1	2			3	30.00%
Following Too Closely				1	2			3	30.00%
Driver Lost Control					1			1	10.00%
Unsafe Right Turn on Red						1		1	10.00%
TOTAL				3	5	2		10	100.00%

TRAFFIC ACCIDENT TOTALS BY HOUR AND DAY OF WEEK

	SUN	MON	TUE	WED	THU	FRI	SAT	TOTAL	PERCENTAGE
02:00 AM - 02:59 AM	1							1	10.00%
08:00 AM - 08:59 AM					1			1	10.00%
09:00 AM - 09:59 AM	1		1					2	20.00%
10:00 AM - 10:59 AM			1					1	10.00%
11:00 AM - 11:59 AM					1			1	10.00%
12:00NOON- 12:59 PM							1	1	10.00%
02:00 PM - 02:59 PM				1				1	10.00%
03:00 PM - 03:59 PM				1				1	10.00%
09:00 PM - 09:59 PM	1							1	10.00%
TOTAL	3		2	2	2		1	10	100.00%

TRAFFIC ACCIDENT TOTALS BY HOUR AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
02:00 AM - 02:59 AM						1		1	10.00%
08:00 AM - 08:59 AM				1				1	10.00%
09:00 AM - 09:59 AM				1	1			2	20.00%
10:00 AM - 10:59 AM					1			1	10.00%
11:00 AM - 11:59 AM						1		1	10.00%
12:00NOON- 12:59 PM					1			1	10.00%
02:00 PM - 02:59 PM					1			1	10.00%
03:00 PM - 03:59 PM				1				1	10.00%
09:00 PM - 09:59 PM					1			1	10.00%
TOTAL				3	5	2		10	100.00%

TRAFFIC ACCIDENT TOTALS BY OTHER ROADWAY FEATURE AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
Intersec. Public Road				3	4	2		9	90.00%
Intersec. Commercial Dr					1			1	10.00%
TOTAL				3	5	2		10	100.00%

TRAFFIC ACCIDENT TOTALS BY CONSTRUCTION OR MAINTENANCE AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
No				3	5	2		10	100.00%
TOTAL				3	5	2		10	100.00%

TRAFFIC ACCIDENT TOTALS BY MEDIAN BARRIER PENETRATION AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
Not Applicable				3	5	2		10	100.00%
TOTAL				3	5	2		10	100.00%

TRAFFIC ACCIDENT TABLES FOR ROUTE 44
10 accidents occurred on ROUTE 44 from mileage 76.61 to 76.68
between 1/1/2006 and 12/31/2008

VEHICLE TOTALS BY VEHICLE TYPE AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
Automobile				3	8	3		14	66.67%
Single Unit Trk/2axle/4tire				3	2	1		6	28.57%
Truck-Trailer Combination					1			1	4.76%
TOTAL				6	11	4		21	100.00%

OBJECT TOTALS BY OBJECT STRUCK AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	
TOTAL									100.00%

OFFENDING TRAFFIC UNIT BY OFFENDING TRAFFIC UNIT DIRECTION AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
EB				1	2			3	30.00%
WB				2	3	2		7	70.00%
TOTAL				3	5	2		10	100.00%

TRAFFIC UNIT TOTALS BY DIRECTION OF ALL TRAFFIC UNITS AND YEAR

	2003	2004	2005	2006	2007	2008	2009	TOTAL	PERCENTAGE
NB				1		1		2	9.52%
EB				1	4	1		6	28.57%
WB				4	7	2		13	61.90%
TOTAL				6	11	4		21	100.00%

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Version 2.1

Traffic Accident Experience Report

for

ROUTE: 44 FROM: 76.61 TO 76.68

TIME PERIOD: BETWEEN 01-01-2006 AND 12-31-2008

TOTAL ACCIDENTS: 10

Time: 12:28:24 PM Date: 7/6/2011

CONNECTICUT DEPARTMENT OF TRANSPORTATION TRAFFIC ACCIDENT EXPERIENCE

10 accidents occurred on ROUTE 44 from mileage 76.61 to 76.68 between 1/1/2006 and 12/31/2008

PREPARED: 7/6/2011

MILEAGE ALPHA DESCRIPTION OF ACC LOCATION / INJURY CODES: K A B C TOT	DATE OF ACCIDENT	CASE # TIME	LIGHT CONDITION	SURFACE CONDITION	WEATHER CONDITION
TOWN: MANSFIELD (ST					
076.61 INT RT 195	Wednesday, May 24, 2006	125908 1545	Daylight	Dry	No Adverse Condition
Collision Type: Rear-end	Contributing Factor: Following Too Closely				
At-Fault Traffic Unit: # 2					
WB Automobile 0 Injuries Maneuver: Vehicle Stopped For Traffic Signal					
WB Automobile 0 Injuries Maneuver: Vehicle Going Straight					
076.61 AT RTE 195	Sunday, June 18, 2006	129529 0937	Daylight	Dry	No Adverse Condition
Collision Type: Turning-Opp. Direction	Contributing Factor: Failed to Grant ROW				
At-Fault Traffic Unit: # 2					
WB Single Unit Trk/2axle/4tire 0 Injuries Maneuver: Vehicle Going Straight					
EB Single Unit Trk/2axle/4tire 0 Injuries Maneuver: Vehicle Turning Left from Proper Lane					
076.61 INT RT 195	Thursday, November 02, 2006	158570 0818	Daylight	Wet	Rain
Collision Type: Turning-Intersecting Paths	Contributing Factor: Speed Too Fast for Conditions				
At-Fault Traffic Unit: # 2					
NB Automobile 0 Injuries Maneuver: Vehicle Slowing For Traffic Signal					
WB Single Unit Trk/2axle/4tire 0 Injuries Maneuver: Vehicle Turning Left from Proper Lane					
076.61 INT RT 195	Wednesday, May 02, 2007	137345 1458	Daylight	Dry	No Adverse Condition
Collision Type: Rear-end	Contributing Factor: Driver Lost Control				
At-Fault Traffic Unit: # 2					
EB Automobile 0 Injuries Maneuver: Vehicle Stopped For Traffic Signal					
EB Automobile 0 Injuries Maneuver: Vehicle Going Straight					
076.61 INT OF RT 195	Saturday, August 25, 2007	169531 1244	Daylight	Dry	No Adverse Condition
Collision Type: Rear-end	Contributing Factor: Following Too Closely				
At-Fault Traffic Unit: # 3					
WB Single Unit Trk/2axle/4tire 0 Injuries Maneuver: Vehicle Stopped For Traffic Signal					
WB Single Unit Trk/2axle/4tire 0 Injuries Maneuver: Vehicle Stopped For Traffic Signal					
WB Automobile 0 Injuries Maneuver: Vehicle Going Straight					
076.61 AT RT 195	Sunday, September 09, 2007	177039 2139	Dark-Lit	Dry	No Adverse Condition
Collision Type: Turning-Opp. Direction	Contributing Factor: Failed to Grant ROW				
At-Fault Traffic Unit: # 2					
WB Automobile 0 Injuries Maneuver: Vehicle Going Straight					
EB Automobile 0 Injuries Maneuver: Vehicle Turning Left from Proper Lane					

CONNECTICUT DEPARTMENT OF TRANSPORTATION TRAFFIC ACCIDENT EXPERIENCE

10 accidents occurred on ROUTE 44 from mileage 76.61 to 76.68 between 1/1/2006 and 12/31/2008

PREPARED: 7/6/2011

MILEAGE	ALPHA DESCRIPTION OF ACC LOCATION	DATE OF ACCIDENT	CASE #	TIME	LIGHT CONDITION	SURFACE CONDITION	WEATHER CONDITION
	INJURY CODES: K A B C TOT						

TOWN: MANSFIELD (ST

076.61 INT RT 195 — Tuesday, November 13, 2007 — 197562 0916 Daylight — Wet — Rain
Collision Type: Rear-end — Contributing Factor: Following Too Closely
At-Fault Traffic Unit: # 1
WB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight
WB Automobile — 0 Injuries — Maneuver: Vehicle Stopped For Traffic Signal

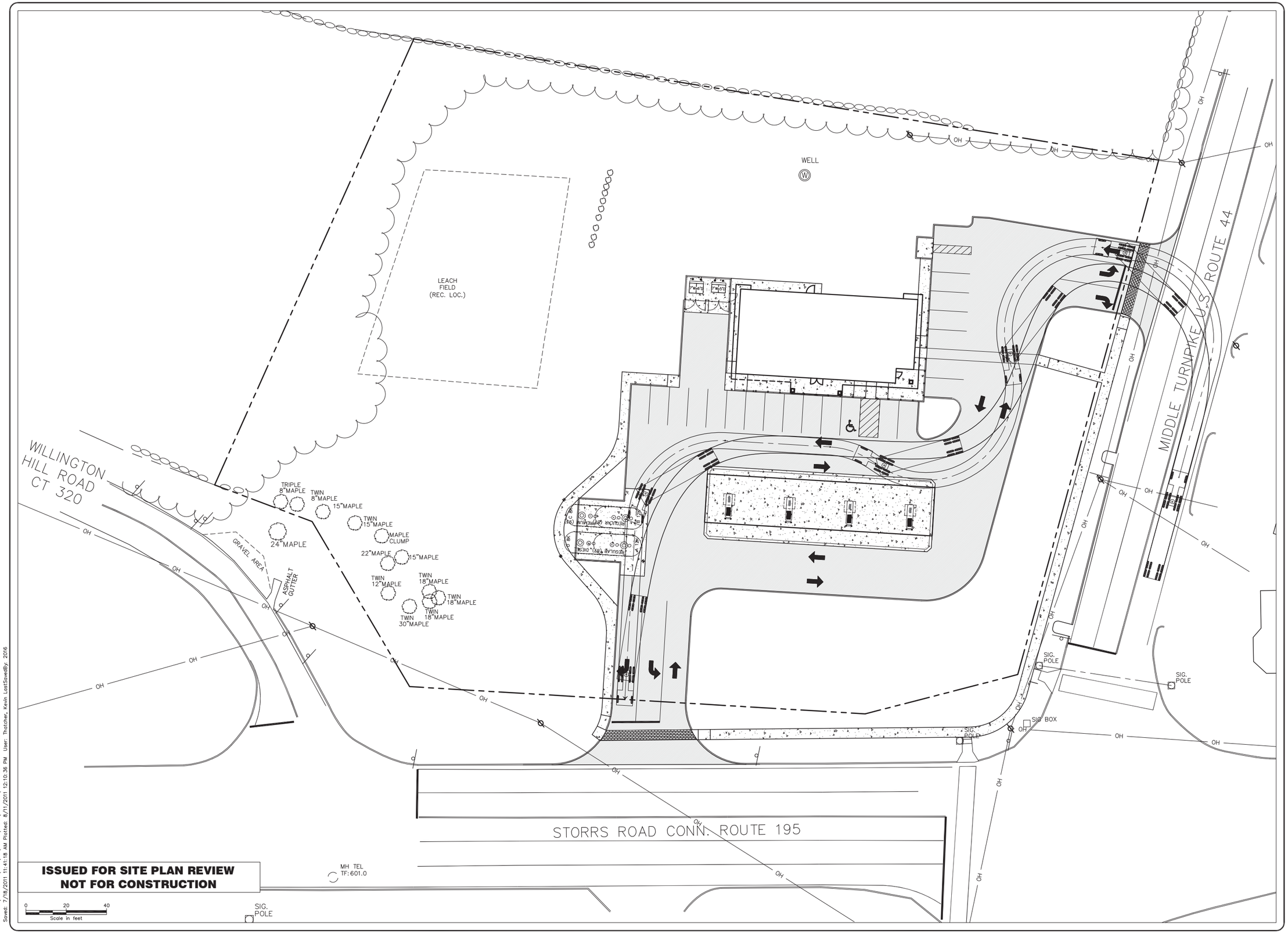
076.61 INT RT 195 — Thursday, March 06, 2008 — 116997 1127 Daylight — Dry — No Adverse Condition
Collision Type: Turning-Intersecting Paths — Contributing Factor: Unsafe Right Turn on Red
At-Fault Traffic Unit: # 2
NB Single Unit Trk/2axle/4tire — 0 Injuries — Maneuver: Vehicle Going Straight
WB Automobile — 0 Injuries — Maneuver: Vehicle Turning Right on Red Light

076.61 AT RT 195 — Sunday, October 12, 2008 — 183717 0210 Dark-Lit — Dry — No Adverse Condition
Collision Type: Turning-Opp. Direction — Contributing Factor: Under the Influence
At-Fault Traffic Unit: # 2
EB Automobile — 0 Injuries — Maneuver: Vehicle Going Straight
WB Automobile — 0 Injuries — Maneuver: Vehicle Turning Left from Proper Lane

076.64 AT DR TO DICKS AUTO — Tuesday, June 05, 2007 — 151997 1028 Daylight — Dry — No Adverse Condition
Collision Type: Turning-Opp. Direction — Contributing Factor: Failed to Grant ROW
At-Fault Traffic Unit: # 1
WB Automobile — 0 Injuries — Maneuver: Vehicle Turning Left from Proper Lane
EB Truck-Trailer Combination — 0 Injuries — Maneuver: Vehicle Going Straight

APPENDIX G

On-Site Truck Circulation Path



ISSUED FOR SITE PLAN REVIEW
NOT FOR CONSTRUCTION

File: V:\PROJECTS\ANY\K2\23016\CADD\FIGURES\FUEL DELIVERY PATH.DWG
Saved: 7/18/2011 11:41:18 AM Plotted: 8/11/2011 12:10:36 PM User: Thatcher, Kevin LastSavedBy: 2016

No.	Submittal / Revision	App'd	By	Date

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100 Crossing Boulevard
Framingham, MA 01702

Cumberland FARMS

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Designed: KDT | Drawn: KDT | Checked:

PROPOSED CONVENIENCE STORE
US 44 / CT 195 / CT 320
MANSFIELD (STORRS), CT

FUEL DELIVERY PATH

Issue Date: 07/11/11 | Project No.: 23016 | Scale: AS NOTED