Town of Stratford

ATESD Submission for Office of State Traffic Administration (OSTA)

PREPARED FOR

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January 20, 2025

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1

Introduction

Vanasse Hangen Brustlin, Inc. (VHB) has been retained by Sensys Gatso Group (SGG) to prepare the Automatic Traffic Enforcement Safety Device (ATESD) plans for the 10 locations in the Town of Stratford as well as the completion of the CT ATESD Implementation Check List, as published by the Office of State Traffic Administration (OSTA). A copy of the plans and the check list are in the Appendix.

This report provides a summary of the check list information and is prepared in conjunction with SGG and the Town of Stratford Police Department representatives.

1.1 Project Description

SGG has worked with the Town of Stratford to develop the following locations based upon history of traffic crashes caused by drivers who are speeding or failing to obey traffic control. In addition, traffic volumes at these crash sites was reviewed as well as proximity to a traffic control signal. Based upon the review of these criteria, the following locations were determined to be justified for ATESD with all being School Zones except *italicized locations as Pedestrian Zones*:

List of Locations

Location No. 1 – Huntington Rd. & Bulldog Blvd. SB

Location No. 2 – Huntington Rd. & Bulldog Blvd. NB

Location No. 3 – Route 108 (Nichols Ave.) & Barbara Ln.

Location No. 4 – Broadbridge Ave. & Streckfus Rd. SB

Location No. 5 – Broadbridge Ave. & Streckfus Rd. NB

Location No. 6 – Route 108 (Nichols Ave.) & Kenyon St.

Location No. 7 – Nichols Elementary School on Route 108 (Nichols Ave.) SB

Location No. 8 – Nichols Elementary School on Route 108 (Nichols Ave.) NB

Location No. 9 – Franklin Elementary School on US Route 1 (Barnum Ave.) EB

Location No. 10 – Franklin Elem. School on US Route 1 (Barnum Ave.) WB

1.2 Summary of Findings

The 10 locations were found to be justified for ATESD based upon the OSTA criteria as published by the Connecticut Department of Transportation (CTDOT).

https://portal.ct.gov/dot/-/media/dot/programs/automated-traffic-enforcement/final-atesd-guidance.pdf?rev=b8fad755e63041b3a4a117da27bb54f6&hash=13079AFCF39712A2A9D151CB1FF7A955

A copy of the guidelines are attached in the Appendix.

1.3 ATESD Methodology

The preparation of this report summarizing the locations was conducted in conformance with the published guidelines and Chapters 248 and 249 of the Connecticut General Statutes.

1.4 Stratford Summary of Data

The Town of Stratford has compiled significant data on crash history across the Town as well as for the individual locations being proposed for ATESD. The data shows that from 2021 to 2022, there was over a 20 percent increase in crashes town-wide, and significant increases over 2018-2020 data. Between 2020 and 2024, serious injury crashes doubled.

For Vulnerable Road Users (VRU), there were 30 crashes in 2022, 24 for pedestrians and 6 for bicyclists, none fatal, many of these locations were close to public schools.

The Town also prepared a list of hot spot crash locations and a list of selected priority projects which overlay the ATESD locations.

In addition, the Regional Transportation Safety Plan (RTSP) was completed prior to 2020 with an update planned by the Connecticut Metropolitan Council Of Governments (MetroCOG) in the near future.

The Town of Stratford data is included in the Appendix.

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ATESD Locations

Each location listed below includes the description of the intersection and supporting traffic data including crashes, traffic volumes, speed limits and traffic stops.

2.1 Huntington Road at Bulldog Boulevard, SB

This location is along proximate to Stratford's Bunnell High School, located on Bulldog Boulevard. This location is southbound direction approaching the intersection. ATESD plan T-2 shows the layout of the proposed ATESD equipment.

a) Posted Speed Limit = 30 mph

b) 10.5% of traffic at least 40 mph

c) Average Daily Traffic = 9,800

d) School Zone

e) Violations = 2,246

f) Vehicles Assessed = 21,393

g) Existing pedestrian crossing with crosswalk and signs (unsignalized)

h) Bunnell High School west of intersection

2.2 Huntington Road at Bulldog Boulevard, NB

This location is along Huntington Road and proximate to Stratford's Bunnell High School, located on Bulldog Boulevard. This location is northbound direction approaching the intersection. ATESD plan T-3 shows the layout of the proposed ATESD equipment.

a) Posted Speed Limit = 30 mph

b) 22.4% of traffic at least 40 mph

c) Average Daily Traffic = 9,800

d) School Zone

e) Violations = 5,425

f) Vehicles Assessed = 24,219

g) Existing pedestrian crossing with crosswalk and signs (unsignalized)

h) Bunnell High School west of intersection

2.3 Route 108 (Nichols Avenue) at Barbara Lane, SB

This location is on Nichols Avenue and proximate to Stratford's Second Hill Lane School, located on Second Hill Lane, south of this location. This location is southbound direction approaching the intersection. ATESD plan T-4 shows the layout of the proposed ATESD equipment.

a) Posted Speed Limit = 35 mph

b) 5.04% of traffic at least 45 mph

c) Average Daily Traffic = 18,000

d) School Zone

e) Violations = 4,815

f) Vehicles Assessed = 93,497

g) Existing pedestrian crossing with crosswalk and signs (signalized)

h) Second Hill Lane School west of intersection

2.4 Broadbridge Avenue at Streckfus Road, SB

This location is along Broadbridge Avenue, and north of the unsignalized intersection with Streckfus Road. This location is southbound direction approaching the intersection. Broadbridge Road is a five lane cross section with a 10 foot wide planted median through the intersection. ATESD plan T-6 shows the layout of the proposed ATESD equipment.

a) Posted Speed Limit = 30 mph

b) 11.3% of traffic at least 40 mph

c) Average Daily Traffic = 12,500

d) Pedestrian Zone

e) Violations = 5,941

f) Vehicles Assessed = 52,494

g) No pedestrian crosswalk across five lanes with median (unsignalized)

2.5 Broadbridge Avenue at Streckfus Road, NB

This location is along Broadbridge Avenue, and north of the unsignalized intersection with Streckfus Road. This location is southbound direction approaching the intersection. Broadbridge Road is a five lane cross section with a 10 foot wide planted median through the intersection. ATESD plan T-7 shows the layout of the proposed ATESD equipment.

a) Posted Speed Limit = 30 mph

b) 3.9% of traffic at least 40 mph

c) Average Daily Traffic = 12,500

d) Pedestrian Zone

e) Violations = 2,196

f) Vehicles Assessed = 56,349

g) No pedestrian crosswalk across five lanes with median (unsignalized)

2.6 Route 108 (Nichols Avenue) at Kenyon Street NB

This location is along Nichols Avenue, and south of Second Hill Lane School. This location is northbound direction approaching the signalized intersection with Second Hill Lane School. ATESD plan T-8 shows the layout of the proposed ATESD equipment.

a) Posted Speed Limit = 35 mph

b) 4.0% of traffic at least 45 mph

c) Average Daily Traffic = 15,200

d) Pedestrian Zone

e) Violations = 2,721

f) Vehicles Assessed = 67,388

g) Existing pedestrian crossing with crosswalk and signs (signalized)

2.7 Route 108 (Nichols Avenue) at Nichols ES (Grace Lane), SB

This location is north of Nichols Elementary School, at Grace Lane. This location is southbound direction at the Grace Lane intersection, approaching the signalized intersection with North Street. ATESD plan T-9 shows the layout of the proposed ATESD equipment.

a) Posted Speed Limit = 35 mph

b) 3.916% of traffic at least 45 mph

c) Average Daily Traffic = 11,800

d) School Zone

e) Violations = 1,304

f) Vehicles Assessed = 33,268

g) Existing pedestrian crossing with crosswalk and signs (signalized)

h) Nichols Elementary School south of intersection

2.8 Route 108 (Nichols Avenue) at Nichols ES (Wood Avenue), NB

This location is south of Nichols Elementary School, at Wood Avenue intersection. This location is northbound direction, approaching the signalized intersection with North Street, and south of Nichols Elementary School. ATESD plan T-10 shows the layout of the proposed ATESD equipment..

a) Posted Speed Limit = 35 mph

b) 2.2% of traffic at least 45mph

c) Average Daily Traffic = 11,800

d) School Zone

e) Violations = 861

f) Vehicles Assessed = 38,670

g) Existing pedestrian crossing with crosswalk and signs (signalized)

h) Nichols Elementary School north of intersection

2.9 Route 1 (Barnum Avenue) at Franklin ES (Soundview Avenue), EB

This location is immediately proximate to Franklin Elementary School, located abutting the school grounds at intersection with Soundview Avenue. This location is eastbound direction approaching the school. ATESD plan T-11 shows the layout of the proposed ATESD equipment.

a) Posted Speed Limit = 30 mph

b) .4% of traffic at least 40 mph

c) Average Daily Traffic = 18,100

d) School Zone

e) Violations = 231

f) Vehicles Assessed = 55,596

g) Existing pedestrian crossing with crosswalk and signs (signalized)

h) Franklin Elementary School abutting intersection

2.10 Route 1 (Barnum Avenue) at Franklin ES (Barnum Terrace), WB

This location is due east of Franklin Elementary School, located between Barnum Terrace and Van Rensselaer Avenue. This location is westbound direction approaching the school. ATESD plan T-12 shows the layout of the proposed ATESD equipment.

a) Posted Speed Limit = 30 mph

b) 13.94% of traffic at least 40 mph

c) Average Daily Traffic = 18,100

d) School Zone

e) Violations = 2,524

f) Vehicles Assessed = 53,281

g) Existing pedestrian crossing with crosswalk and signs (signalized)

h) Franklin Elementary School west of location

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ATESD Plan Checklist

Based upon the guidance promulgated by CTDOT and to be reviewed by OSTA, the ATESD Plan Check List, the following materials are provided with copies in the Appendix.

3.1 Town Approvals

The Town of Stratford approvals for the ATESD include the following:

- Municipal ordinance authorizing the use of ATESD
- Public hearing notice for the ATESD (Hearing conducted February 20, 2025)
- Meeting minutes of the Town Council approval of the ATESD, dated
- Copy of the Regional Transportation Safety Plan (RTSP) for the Metro Council Of Governments (MetroCOG)

3.2 Written Justification

The foregoing sections of this report provide the justifications for ATESD presenting the crash history, speed data, enforcement data, and traffic data.

3.3 Scaled Roadway Plans

The ATESD plans developed for each of the 10 locations are located in the Appendix.

3.4 School Zones

The Town has approved School Zones for 8 of the 10 locations as shown in Section 1 of this report. Three of the 10 locations are approved as other locations.

Appendix

A. ATESD Site Plans
B. ATESD Check List
C. Town of Stratford Data Summary
D. Town of Stratford Traffic Stop/Crash Data
E. OSTA Speed Limit Data
F. Sensys Speed Camera Technical Specifications

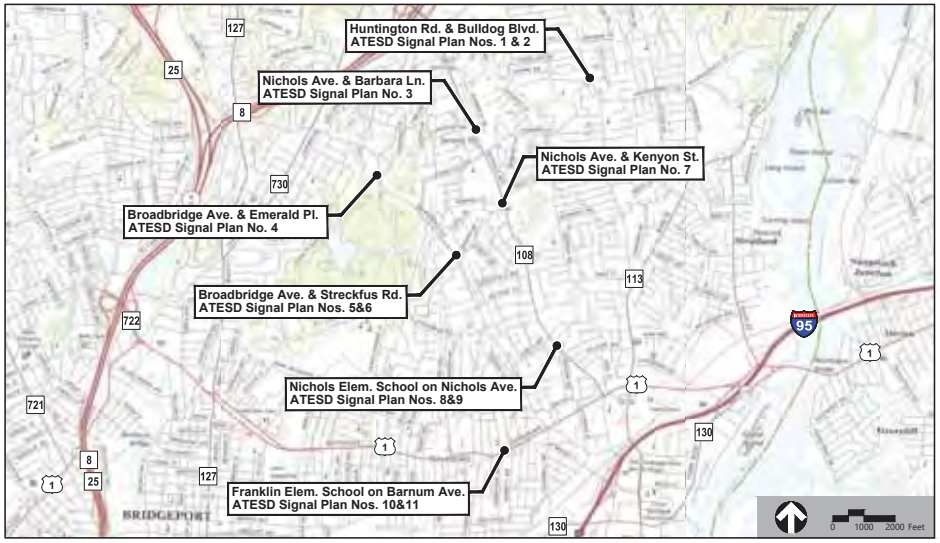
Appendix A
ATESD Site Plans

Site Plans

Issued for	Review
Date Issued	November 1, 2024
Latest Issue	November 15, 2024

Automated Traffic Enforcement Safety Device (ATESD)

Stratford, Connecticut



Owner

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Sheet Index

No.	Drawing Title	Latest Issue
T-1	Plan Symbols, General & Traffic Notes	Nov. 1, 2024
T-2	Construction Plan No. 1 - Huntington Rd. & Bulldog Blvd. SB	Nov. 1, 2024
T-3	Construction Plan No. 2 - Huntington Rd. & Bulldog Blvd. NB	Nov. 1, 2024
T-4	Construction Plan No. 3 - Nichols Ave. & Barbara Ln.	Nov. 1, 2024
T-5	Construction Plan No. 4 - Broadbridge Ave. & Streckfus Rd. SB	Nov. 1, 2024
T-6	Construction Plan No. 5 - Broadbridge Ave. & Streckfus Rd. NB	Nov. 1, 2024
T-7	Construction Plan No. 6 - Nichols Ave. & Kenyon St.	Nov. 1, 2024
T-8	Construction Plan No. 7 - Nichols Elem. School on Nichols Ave. SB	Nov. 1, 2024
T-9	Construction Plan No. 8 - Nichols Elem. School on Nichols Ave. NB	Nov. 1, 2024
T-10	Construction Plan No. 9 - Franklin Elem. School on Barnum Ave. EB	Nov. 1, 2024
T-11	Construction Plan No. 10 - Franklin Elem. School on Barnum Ave. WB	Nov. 1, 2024
T-12	Detail Plan	Nov. 1, 2024
T-13	Foundation Plan	Pending

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VHB Project : 43519.00
Issued for : November 1, 2024

TRAFFIC SIGNAL GENERAL NOTES

1. ALL WORK TO BE DONE WITHIN THE STATE HIGHWAY RIGHT-OF-WAY (ROW) SHALL CONFORM TO THE CONNECTICUT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, FORM 819 WITH ALL REVISIONS AND ADDENDA AND STANDARD DETAILS.
2. EXISTING GEOMETRY SHOWN IS BASED ON NEARMAP AERIALS AND HISTORICAL PLANS WHEN AVAILABLE. FIELD CONDITIONS VERIFIED BY VHB ON SITE IN OCTOBER 2024.
3. ALL ITEMS NOT REFERENCED FOR MODIFICATION WILL BE "EXISTING TO REMAIN" UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. LOCATIONS OF PROPOSED HANDHOLES AND CONDUITS SHOWN ON THE PLANS ARE APPROXIMATE. EXACT LOCATIONS OF HANDHOLES AND CONDUITS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
5. ANY EXISTING PROPERTY THAT WAS NOT PROPOSED TO BE MODIFIED THAT IS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST.
6. THE CONTRACTOR SHALL NOT BE ALLOWED TO STOCK PILE CONSTRUCTION MATERIALS WITHIN THE TOWN OF STRATFORD OR THE CONNECTICUT DEPARTMENT OF TRANSPORTATION (CTDOT) RIGHT-OF-WAY DURING NON-WORKING HOURS UNLESS OTHERWISE DIRECTED BY THE OWNER AGENCY. THE CONTRACTOR SHALL PLACE ALL STOCKPILED MATERIAL IN A PLACE DESIGNATED BY THE OWNER AGENCY SO AS NOT TO CAUSE A HAZARD.
7. AT ALL UNPAVED AREAS WHICH ARE DISTURBED DUE TO CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PROVIDE TOPSOIL AND SEEDING AS PER STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, UNLESS OTHERWISE INSTRUCTED IN THE PLANS.
8. ANY BRICK OR PAVER SIDEWALK, EXPOSED AGGREGATE SIDEWALK OR ROADWAY DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE WORK ITEM CAUSING THE DAMAGE. ANY BRICK OR PAVER SIDEWALKS, EXPOSED AGGREGATE SIDEWALK OR ROADWAYS DAMAGED, OR TO BE RESTORED, SHALL MATCH THE SAME BRICK OR PAVERS OR EXPOSED AGGREGATE SIDEWALK THAT EXIST INCLUDING CONCRETE BASE, UNLESS OTHERWISE INDICATED ON THE PLANS.
9. THE CONTRACTOR SHALL AVOID DISTURBANCE OF WHEELCHAIR RAMPS WHENEVER POSSIBLE. ANY EXISTING WHEELCHAIR RAMPS DAMAGED OR DISTURBED DURING CONSTRUCTION SHALL BE REPLACED WITH NEW PROWAG COMPLIANT WHEELCHAIR RAMPS AT NO ADDITIONAL COST.
10. THE CONTRACTOR SHALL BE AWARE THAT SOME BASEMENTS AND/OR UTILITY VAULTS FOR EXISTING BUILDINGS MAY EXTEND UNDER THE SIDEWALKS. THE CONTRACTOR SHALL USE EXTRA CARE WHEN WORKING WITHIN OR ADJACENT TO SIDEWALKS IN FRONT OF BUILDINGS. ANY BASEMENTS OR UTILITY VAULTS DAMAGED BY THE CONTRACTOR WHILE CARRYING OUT THIS CONTRACT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE TOWN OF STRATFORD DIRECTOR OF PUBLIC WORKS AT NO ADDITIONAL CHARGE.
11. IF EXISTING CONCRETE BASE IS DISTURBED DURING CONSTRUCTION, IT SHALL BE REPLACED AT NO ADDITIONAL COST. NEW CONCRETE SHALL BE CONNECTED TO EXISTING CONCRETE TO REMAIN BY DRILLING AND DOWELING.
12. A 2 FOOT MINIMUM BUFFER SHALL BE PROVIDED BETWEEN THE CURB AND ALL LATERAL OBSTRUCTIONS (INCLUDING ALL POLES AND CAMERAS) TO PROVIDE ADEQUATE CLEARANCE FOR TURNING VEHICLES UNLESS OTHERWISE NOTED ON THE PLANS.
13. THE CONTRACTOR SHALL EXERCISE CAUTION TO ENSURE THAT NEW CONDUIT INSTALLED WITHIN THE LIMITS OF WHEELCHAIR RAMP AREAS HAS BEEN GIVEN SUFFICIENT DEPTH TO GO BENEATH DEPRESSED OR TRANSITION CURB.
14. ALL FOUNDATIONS MUST HAVE CONES OR BARRELS BOLTED TO FOUNDATION BASES UNTIL ACTUAL POLE IS INSTALLED.
15. WHEN PLACING FOUNDATIONS, HANDHOLES OR CONDUIT IN EXISTING PORTLAND CEMENT CONCRETE SIDEWALKS, THE ENTIRE SIDEWALK SQUARE OF CONCRETE SHALL BE REPLACED.
16. ACCESS ALONG SIDEWALKS SHALL MEET PROWAG REQUIREMENTS AT ALL TIMES.
17. THE CONTRACTOR SHALL SUPPLY AND INSTALL ALL CONDUCTORS NECESSARY FOR THE INTENDED OPERATION AS NOTED ON THESE PLANS IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE AND FORM 809.
18. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, FEES AND INSPECTIONS REQUIRED FOR THE COMPLETION OF WORK SHOWN ON THE PLANS.
19. CONTRACTOR SHALL HAND DIG AT ALL GAS PIPELINE CROSSINGS.
20. A 1 FOOT VERTICAL CLEARANCE IS REQUIRED BETWEEN NEW CONDUIT AND UTILITIES.
21. ALL NEW MANHOLES, HANDHOLES, PULL BOXES, AND FOUNDATIONS SHALL MEET A MINIMUM 2 FOOT LATERAL CLEARANCE AND NOT BE PLACED OVER UTILITY FACILITIES.
22. ALL CABLING TO THE PROPOSED CAMERAS SHALL BE STRANDED.

GENERAL NOTES – UTILITY

1. THE LOCATIONS OF ANY EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND DO NOT REPRESENT ALL UTILITIES THAT MAY EXIST. THE CONTRACTOR SHALL CHECK AND VERIFY LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES PRIOR TO EXCAVATION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE THE CONTRACTOR'S RESPONSIBILITY. COSTS OF SUCH DAMAGE SHALL BE BORNE BY THE CONTRACTOR. NO EXCAVATION SHALL BE DONE UNTIL ALL INVOLVED UTILITY COMPANIES ARE NOTIFIED 72 HOURS IN ADVANCE.
2. ANY REQUIRED UTILITY PERMITS SHALL BE OBTAINED BY THE CONTRACTOR AT NO ADDITIONAL COST.
3. ONLY NON-MECHANICAL MEANS OF EXCAVATION SHALL BE USED IN AREAS ADJACENT TO UNDERGROUND UTILITIES UNLESS OTHERWISE DIRECTED BY THE OWNER AGENCY.
4. THE CONTRACTOR SHALL NOTIFY DIGSAFE A MINIMUM OF 72 HOURS AND NOT MORE THAN 30 DAYS IN ADVANCE OF ANY WORK ADJACENT TO UTILITIES.
5. ALL WORK SHALL CONFORM TO THE LATEST REVISION OF THE NATIONAL ELECTRIC CODE, THE REQUIREMENTS OF FORM 819 AND THE APPROPRIATE COMMUNICATIONS COMPANY.
6. ALL PROPOSED FOUNDATIONS SHALL NOT BE PLACED OVER EXISTING UNDERGROUND UTILITY FACILITIES UNLESS APPROVED BY THE OWNER AGENCY AND THE AFFECTED UTILITY COMPANY. WHERE UTILITY LINES ARE TO REMAIN UNDER PROPOSED FOUNDATIONS. THEY SHALL BE PROPERLY SLEEVED THROUGH FOUNDATION.
7. CONTRACTOR MUST FILE APPLICATION FOR SERVICE AND COORDINATE LOCATION WITH UNITED ILLUMINATING (UI). ANY CHARGES SHALL BE THE CONTRACTOR'S RESPONSIBILITY. CONTRACTOR SHALL COORDINATE WITH UNITED ILLUMINATION (UI) FOR JUNCTION BOX, DISCONNECT, AND METERING REQUIREMENTS IN NETWORK AREA, IF APPLICABLE.
8. ANY INSTALLATION AND MONTHLY SERVICE CHARGES FOR ELECTRIC SERVICES SHALL BE BORNE BY THE CONTRACTOR UNTIL SUCH TIME THAT THE PROJECT HAS BEEN ACCEPTED BY SENSYS GATSO AND THE TOWN OF STRATFORD.
9. PROPOSED CONDUIT AND PULL BOX LOCATIONS ARE APPROXIMATE. LOCATIONS TO BE DETERMINED BY FIELD CONDITIONS.
10. THE CONTRACTOR IS TO ASSUME THAT SERVICE CONNECTIONS (ELECTRIC, GAS, TELEPHONE, WATER, AND SANITARY) ARE PRESENT TO ALL BUILDINGS. THEIR LOCATIONS ARE TO BE CHECKED WITH THE APPROPRIATE UTILITY COMPANIES.
11. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING DRAINAGE AND RUNOFF FLOW DURING PERIODS OF RAINFALL AT NO ADDITIONAL COST.

TRAFFIC CONTROL GENERAL NOTES

1. TRAFFIC CONTROL SHALL COMPLY WITH CTDOT FORM 819 FOR TYPICAL TRAFFIC CONTROL PLANS.
2. CONE SPACING SHALL BE 10' O.C. WITHIN SHOULDER AND LANE TAPERS AND TRANSITION AREA AND 20' O.C. WITHIN ALL OTHER AREAS, UNLESS OTHERWISE NOTED.
3. 11' MINIMUM LANE WIDTHS SHALL BE MAINTAINED UNLESS OTHERWISE NOTED ON THE PLANS.
4. ALL TRAFFIC CONTROLS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), 11TH EDITION (DECEMBER 2023), INCLUDING ALL REVISIONS.
5. ALL TRAFFIC CONTROL SETUPS SHALL BE COORDINATED WITH ADJACENT CONCURRENT CONSTRUCTION CONTRACTS TO DETERMINE IF SIGNS AND SETUPS SPECIFIED ARE APPROPRIATE.
6. TEMPORARY LANE OR SHOULDER CLOSURES SHALL BE REMOVED IN THEIR ENTIRETY AT THE END OF THE WORK DAY.
7. TEMPORARY CONSTRUCTION SIGN PANELS SHALL CONFORM TO FORM 819.
8. ALL TRAFFIC CONTROL DEVICES, UNLESS OTHERWISE NOTED, SHALL CONFORM TO M.U.T.C.D. ALL SIGNS AND CONES SHALL BE REFLECTORIZED.
9. ALL CONES SHALL CONFORM TO FORM 819.
10. TYPICAL LANE CLOSURE DETAILS DEPICT THE MINIMAL REQUIREMENTS FOR MAINTENANCE OF TRAFFIC. THE DETAILS SHALL BE USED AS A GUIDE TO PROVIDE TRAFFIC MANAGEMENT FOR DAILY OPERATIONS AND MAY BE MODIFIED AT THE DISCRETION OF CTDOT AND TOWN OF STRATFORD.
11. WORKERS SHALL WEAR RETROREFLECTIVE PERSONAL PROTECTIVE EQUIPMENT (PPE) IN ACCORDANCE WITH THE MUTCD AND FHWA REQUIREMENTS.
12. SIGNS INSTALLED ON PORTABLE STANDS REQUIRE A 12 INCH MINIMUM MOUNTING HEIGHT FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN SURFACE TO THE BOTTOM OF THE SIGN.
13. SIGNS INSTALLED ON PORTABLE STANDS PLACED AMONG CHANNELIZATION DEVICES REQUIRE A 36 INCH MINIMUM MOUNTING HEIGHT FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN TO ENSURE THAT SIGNS ARE VISIBLE TO MOTORIST.
14. TO MINIMIZE THE IMPACTS TO PARKING AND TRAFFIC FLOW, THE CONTRACTOR SHALL LIMIT THE WORK AREA TO THE ACTUAL LIMIT OF WORK WITHIN THE ALLOWED WORK ZONES AND SHALL NOT TAKE THE ENTIRE WORK ZONE UNLESS IT IS REQUIRED FOR THE SPECIFIC ITEMS OF WORK BEING PERFORMED AND IS APPROVED BY THE ENGINEER.
15. ALL TEMPORARY PEDESTRIAN PATHWAYS SHALL COMPLY FULLY WITH ALL REQUIREMENTS OF THE MUTCD AND ALL APPLICABLE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) REQUIREMENTS.
16. THE CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OR RESTRICTION OF ACCESS.
17. THE CONTRACTOR SHALL SECURE WORK AREAS TO PREVENT UNAUTHORIZED ACCESS AT ALL TIMES.
18. ALL PEDESTRIAN AREAS TO REMAIN OPEN SHALL BE KEPT CLEAN AND FREE OF DEBRIS AT ALL TIMES.
19. PEDESTRIAN AND VEHICLE ACCESS TO EXISTING BUILDINGS IMPACTED BY CONSTRUCTION TO BE COORDINATED BY THE CONTRACTOR.
20. SAFE ACCESS AND EGRESS TO ALL DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE APPROVED BY THE TOWN OF STRATFORD.
21. WHEN WORK REQUIRES THE LOSS OF PARKING SPACES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE TOWN OF STRATFORD AT LEAST 1 WEEK IN ADVANCE WHEN NO PARKING ZONES ARE REQUIRED FOR TRAFFIC CONTROL. THE CONTRACTOR SHALL NOTIFY ABUTTERS INCLUDING LOCAL BUSINESSES OF ANTICIPATED IMPACTS TO PARKING. ANY PERMIT FEES ASSOCIATED WITH THE COST OF LOST PARKING SPACES SHALL BE BORNE BY THE CONTRACTOR.

ABBREVIATIONS

APPROX.	=	APPROXIMATE
BIT	=	BITUMINOUS
BWLL	=	BROKEN WHITE LANE LINE
CB	=	CATCH BASIN
CONC	=	CONCRETE
DMH	=	DRAINAGE MANHOLE
DYL	=	DOUBLE YELLOW LANE LINE
EMH	=	ELECTRIC MANHOLE
GG	=	GAS GATE
GRAN	=	GRANITE
HH	=	HANDHOLE
HYD	=	HYDRANT
MH	=	MANHOLE
OHW	=	OVERHEAD WIRE
PAR	=	PEDESTRIAN ACCESS ROUTE
R.O.W.	=	RIGHT OF WAY
SCC	=	SLOPED CONCRETE CURB
SHH	=	SIGNAL HANDHOLE
SMH	=	SEWER MANHOLE
SWL	=	SINGLE WHITE LANE LINE
TMH	=	TELEPHONE MANHOLE
UP	=	UTILITY POLE
VCC	=	VERTICAL CONCRETE CURB
VGC	=	VERTICAL GRANITE CURB
WG	=	WATER GATE

SYMBOL LEGEND

- EXISTING UTILITY POLE
- EXISTING UTILITY POLE WITH LIGHT
- EXISTING CONTROLLER CABINET
- EXISTING HANDHOLE
- PROPOSED HANDHOLE
- EXISTING TRAFFIC SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL HEAD
- EXISTING PEDESTRIAN PUSH BUTTON
- EXISTING CONDUIT
- PROPOSED CONDUIT
- EXISTING SPAN OR PEDESTAL POLE
- PROPOSED PEDESTAL POLE OR WOOD POLE
- PROPOSED POLE FOUNDATION
- PROPOSED POLE BASE
- EXISTING MAST ARM POLE
- PROPOSED RED LIGHT ENFORCEMENT CAMERA

GENERAL NOTES – SIGNS

1. ALL NEW REGULATORY, WARNING AND GUIDE SIGNS SHALL HAVE SIGN SUPPORTS. UNLESS OTHERWISE INDICATED. SIGN MOUNTINGS SHALL BE PER FORM 819.
2. PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE APPROVED OR MODIFIED BY THE TOWN AND CTDOT AS APPLICABLE.
3. ALL SIGNS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7' OVER THE SIDEWALK.
4. ALL TEMPORARY CONSTRUCTION SIGNS AND TRAFFIC BARRICADES ARE TO BE REMOVED FROM THE ROADWAY WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
5. TEMPORARY CONSTRUCTION SIGN PANELS SHALL CONFORM TO FORM 819.
6. ALL SIGN RADII AND BORDERS SHALL BE AS SPECIFIED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
7. ALL SIGNS THAT ARE DESIGNATED TO BE REMOVED AND SALVAGED SHALL BE DELIVERED AT NO ADDITIONAL COST BY THE CONTRACTOR TO A LOCATION AS DIRECTED BY THE OWNER AGENCY.
8. THE SPEED LIMIT PHOTO ENFORCEMENT SIGN SHALL BE PLACED WITHIN A DISTANCE OF BETWEEN ONE HUNDRED FIFTY FEET (150') AND THREE HUNDRED FEET (300') IN ADVANCE OF ANY INTERSECTION WHERE AN AUTOMATED TRAFFIC VIOLATION MONITORING SYSTEM IS OPERATING. THE PHOTO ENFORCEMENT SIGN SHALL COMPLY WITH THE MINIMUM SIZE REQUIREMENTS OF THE DETAIL AS SHOWN ON THE DETAIL PLAN (SHEET T-13).
9. ALL PROPOSED SIGNS SHALL BE INSTALLED AT LOCATIONS THAT DO NOT BLOCK EXISTING SIGNS AND SHALL ACHIEVE A MINIMUM 48 INCH CLEARANCE BETWEEN OBSTACLES PER CTDOT REQUIREMENTS.

GENERAL NOTES – PAVEMENT MARKINGS

1. ALL PERMANENT PAVEMENT MARKINGS FOR THIS PROJECT SHALL BE EPOXY RESIN.
2. THE LOCATION OF PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS AMENDED.
3. WHERE EXISTING PAVEMENT MARKINGS CONFLICT WITH PROPOSED MARKINGS SHOWN, EXISTING MARKINGS SHALL BE REMOVED BY METHOD APPROVED BY THE OWNER AGENCY.

GENERAL NOTES – FOUNDATIONS

1. FOUNDATIONS SHALL BE IN ACCORDANCE WITH FORM 819 AND AS SHOWN ON THESE PLANS.
2. CONCRETE SHALL BE IN ACCORDANCE WITH FORM 819 AND AS SHOWN ON THESE PLANS.
3. THE CONTRACTOR SHALL PERFORM A TEST PIT AT THE PROPOSED FOUNDATION LOCATIONS. IN THE EVENT OF A CONFLICT, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY SENSYS GATSO AND THE ENGINEER TO DETERMINE AN ALTERNATE LOCATION.
4. FINISHED GRADE OF PROPOSED POLE FOUNDATIONS SHALL BE FLUSH WITH THE EXISTING OR PROPOSED FINISHED GRADE OF THE ADJACENT SIDEWALK.

ADDITIONAL CONTRACTOR REQUIREMENTS

1. THE CONTRACTOR IS REQUIRED TO SUBMIT A WEEKLY SCHEDULE TO SENSYS GATSO PRIOR TO THE START OF WORK EACH WEEK WITHOUT EXCEPTION.
2. EQUIPMENT LOCATIONS SHALL BE AS DEPICTED ON THE PLANS. THE CONTRACTOR SHALL VERIFY EQUIPMENT FIELD LOCATIONS WITH THE SENSYS GATSO PROJECT MANAGER JEFF FREY (978-810-2529) OR NATIONAL FIELD OPERATIONS MANAGER ROSS DUKE (978-288-6964) PRIOR TO EXCAVATION/INSTALLATION.
2. ALL WORK SHALL BE IN ACCORDANCE WITH UNITED ILLUMINATING (UI), ALL LOCAL, STATE, AND FEDERAL CODES, ORDINANCES, AND ANY APPLICABLE AMENDMENTS.
3. THE CONTRACTOR SHALL PROVIDE A COST ESTIMATE TO SENSYS GATSO FOR ALL WORK SHOWN ON THE PLANS AND WORK NORMALLY REQUIRED TO CARRY OUT THE DESIGN INTENT OF THE PLANS.
4. THE CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS TO SENSYS GATSO WITHIN THIRTY (30) DAYS OF CONSTRUCTION COMPLETION.
5. UTILITY LOCATIONS SHOWN ARE BASED UPON THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL CONTACT THE UTILITY LOCATING COMPANY BEFORE CONSTRUCTION AND VERIFY ACTUAL UTILITY LOCATIONS.
6. ALL EQUIPMENT MUST BE LOCATED WITHIN THE RIGHT-OF-WAY.
7. PROTECT IN PLACE ALL TOWN/CTDOT TRAFFIC SIGNAL EQUIPMENT AND LOOPS. ANY EQUIPMENT OR LOOPS DAMAGED AS A RESULT OF THIS INSTALLATION WILL BE RESTORED AT THE COST OF THE CONTRACTOR.
8. IF ADDITIONAL CONDUITS ARE REQUIRED TO BE INSTALLED ACROSS ROADWAYS, THE CONTRACTOR SHALL AVOID DISTURBING ANY EXISTING LOOPS, WHERE FEASIBLE. ANY LOOPS DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPLACED IN KIND. THE CONTRACTOR TO BE COMPENSATED FOR ANY NEW LOOPS USING UNIT COST IN BID.
9. WHERE DRIVEWAY ACCESS TO LOCAL BUSINESSES OR RESIDENCES WILL BE IMPACTED BY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL COORDINATE WITH THE OWNERS A MINIMUM OF ONE (1) WEEK IN ADVANCE.
10. CONTRACTOR SHALL REPLACE ALL DISTURBED AREAS INCLUDING PAVEMENT, CURBING, DRIVEWAYS IN KIND IN ACCORDANCE WITH CTDOT FORM 819.

LINETYPE LEGEND

- FM — EXISTING FORCE MAIN
- G — EXISTING GAS LINE
- OHW — EXISTING OVERHEAD WIRE
- S — EXISTING SEWER LINE
- T — EXISTING TELEPHONE LINE
- W — EXISTING WATER LINE

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Review | Nov. 1, 2024

Drawing Title

Plan Symbols, General & Traffic Notes

Drawing Number

T-1

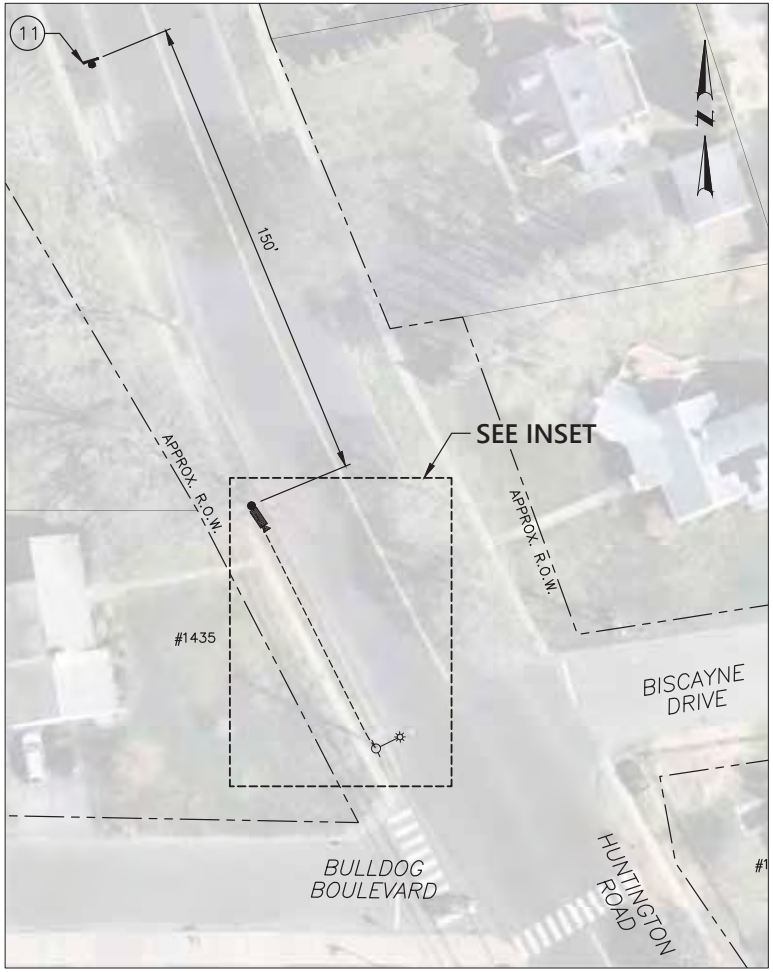
Sheet 2 of 15

Project Number 43519.00

ITEM NO.	ITEM DESCRIPTION
2	Meter Socket W/ Manual Bypass
3a	NEMA Cabinet Supplied by Sensys Gatso Group
6	Conduit – Underground
6a	Conduit – Under Pavement
7a	10 AWG 3 Conductor Cable
7m	8 AWG Single Conductor Cable 600V Insulation
9f	Speed Enforcement Camera (To Be Supplied by Sensys Gatso)
10	Camera Pole
11	Speed Limit Photo Enforced Sign

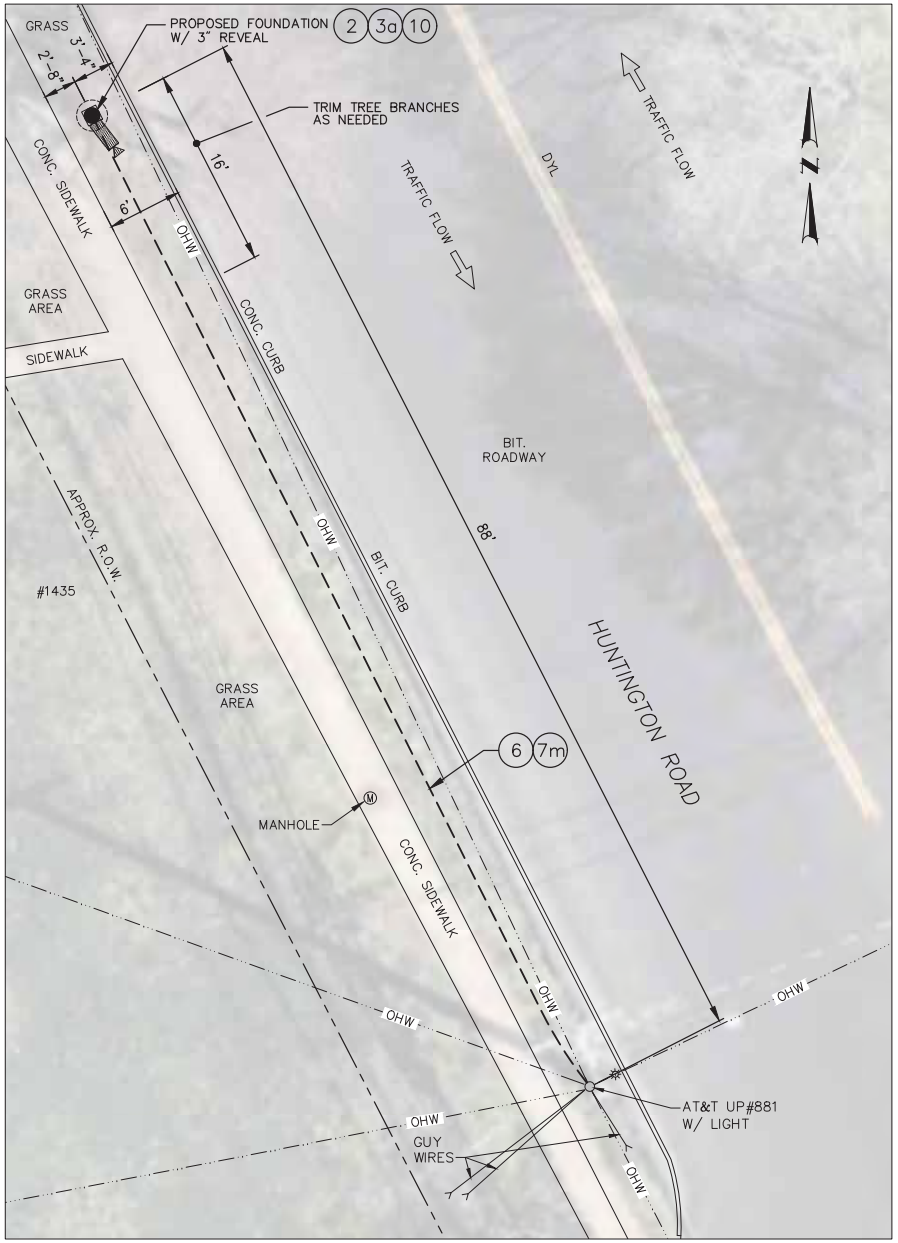
CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL MOUNT THE SPEED CAMERA ON THE POLE AS SHOWN ON THE PLANS. SEE POLE EQUIPMENT DETAIL PLAN NO. 2 FOR DETAILS ON THE VARIOUS CONDUITS NEEDED, ALONG WITH ADDITIONAL REQUIREMENTS FOR THE CAMERA INSTALLATION.



LOCATION – PLAN VIEW

0 20 40 Feet



INSET

0 5 10 Feet

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Drawing Title

Construction Plan No. 1
Huntington Road
& Bulldog Boulevard SB
Frank Scott Bunnell High School

Drawing Number: T-2

Sheet 3 of 15

Project Number: 43519.00

ITEM NO.	ITEM DESCRIPTION
2	Meter Socket W/ Manual Bypass
3a	NEMA Cabinet Supplied by Sensys Gatso Group
6	Conduit – Underground
6a	Conduit – Under Pavement
7a	10 AWG 3 Conductor Cable
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10	Camera Pole
11	Speed Limit Photo Enforced Sign

CONSTRUCTION NOTES:

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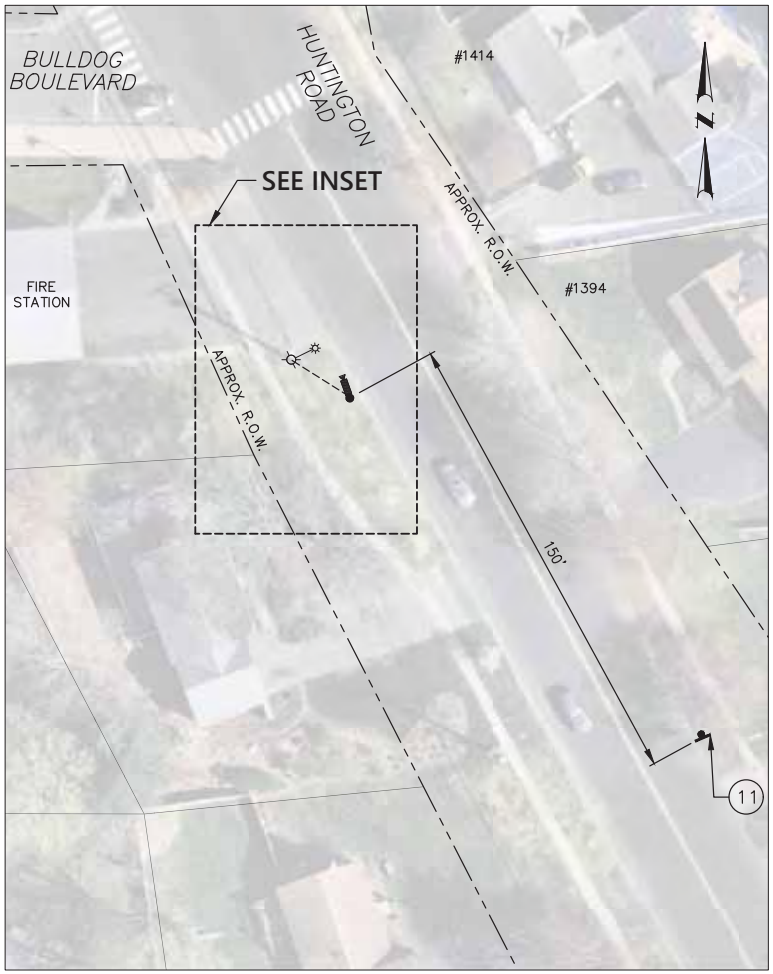

LOCATION – PLAN VIEW

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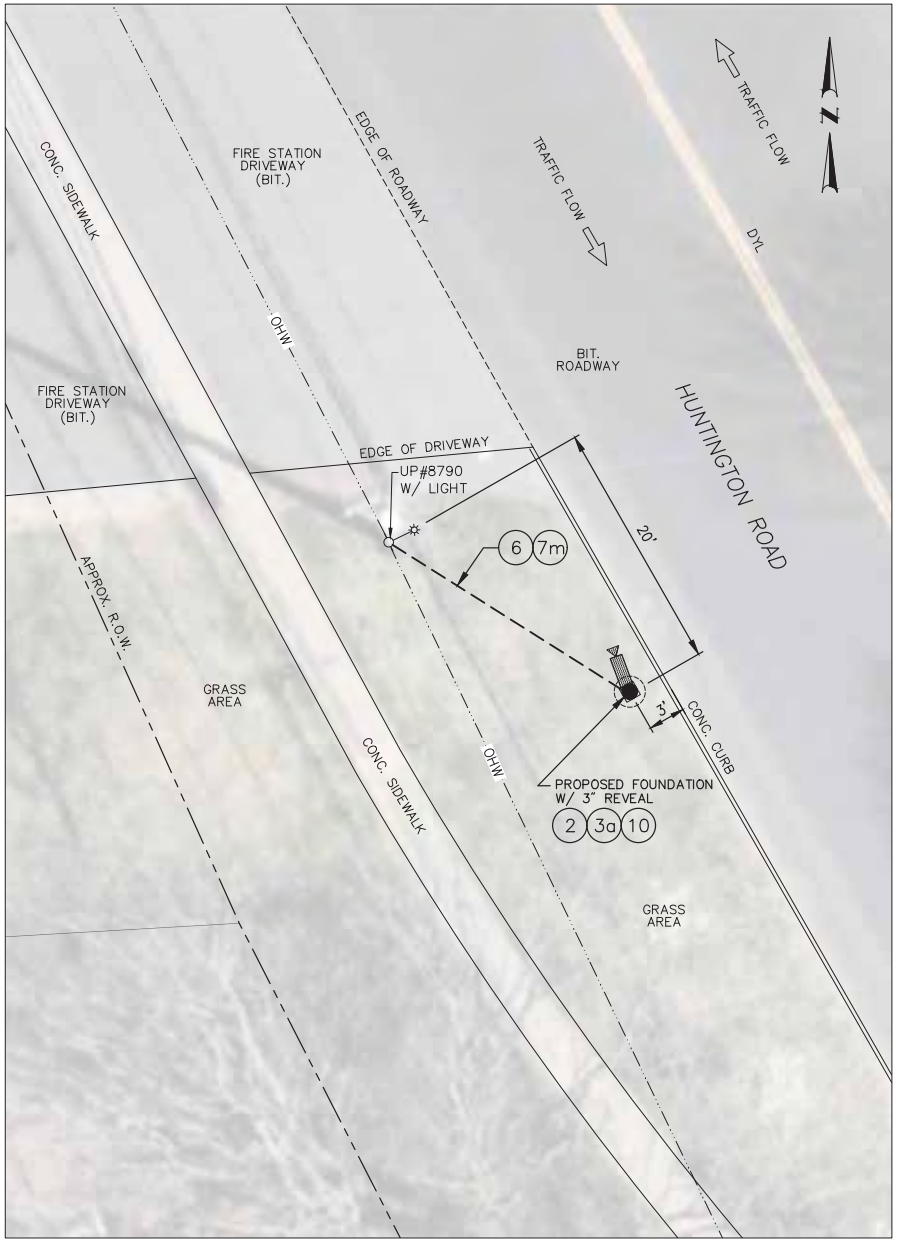

INSET

0 5 10 Feet

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Drawing Title

Construction Plan No. 2
Huntington Road
& Bulldog Boulevard NB
Frank Scott Bunnell High School

Drawing Number

T-3

Sheet 4 of 15

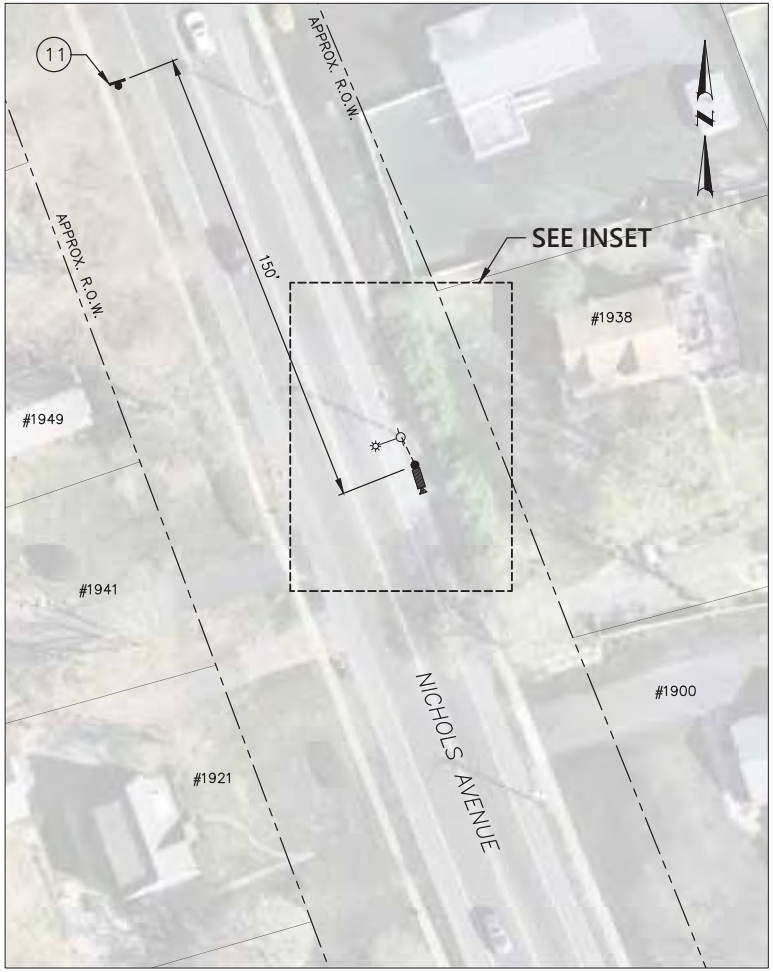
Project Number

43519.00

ITEM NO.	ITEM DESCRIPTION
2	Meter Socket W/ Manual Bypass
3a	NEMA Cabinet Supplied by Sensys Gatso Group
6	Conduit – Underground
6a	Conduit – Under Pavement
7a	10 AWG 3 Conductor Cable
7m	8 AWG Single Conductor Cable 600V Insulation
9f	Speed Enforcement Camera (To Be Supplied by Sensys Gatso)
10	Camera Pole
11	Speed Limit Photo Enforced Sign

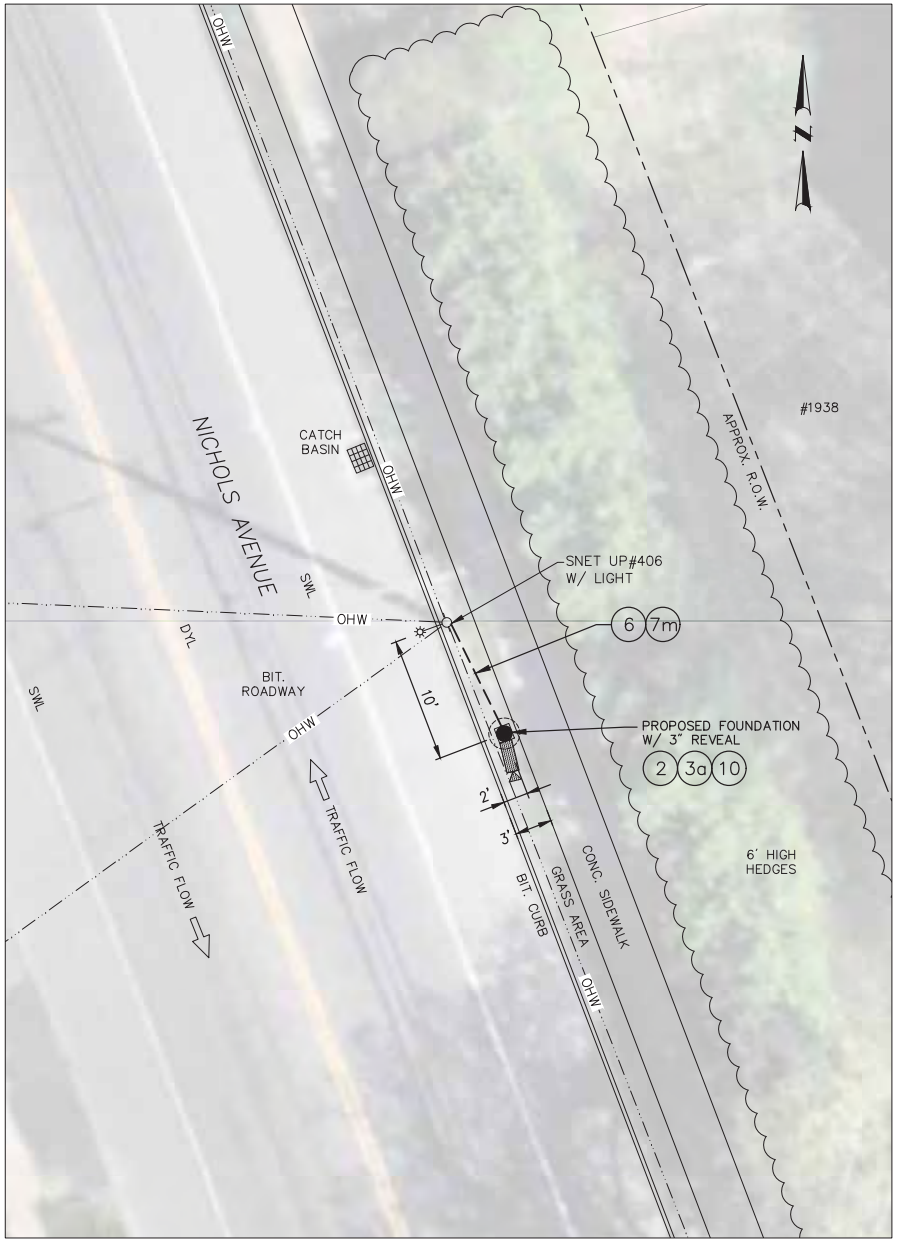
CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL MOUNT THE SPEED CAMERA ON THE POLE AS SHOWN ON THE PLANS. SEE POLE EQUIPMENT DETAIL PLAN NO. 2 FOR DETAILS ON THE VARIOUS CONDUITS NEEDED, ALONG WITH ADDITIONAL REQUIREMENTS FOR THE CAMERA INSTALLATION.



LOCATION – PLAN VIEW

0 20 40 Feet



INSET

0 5 10 Feet

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Drawing Title

Construction Plan No. 3
Nichols Avenue
& Barbara Lane

Drawing Number

T-4

Sheet 5 of 15

Project Number

43519.00

ITEM NO.	ITEM DESCRIPTION
2	Meter Socket W/ Manual Bypass
3a	NEMA Cabinet Supplied by Sensys Gatso Group
6	Conduit – Underground
6a	Conduit – Under Pavement
7a	10 AWG 3 Conductor Cable
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10	Camera Pole
11	Speed Limit Photo Enforced Sign

CONSTRUCTION NOTES:

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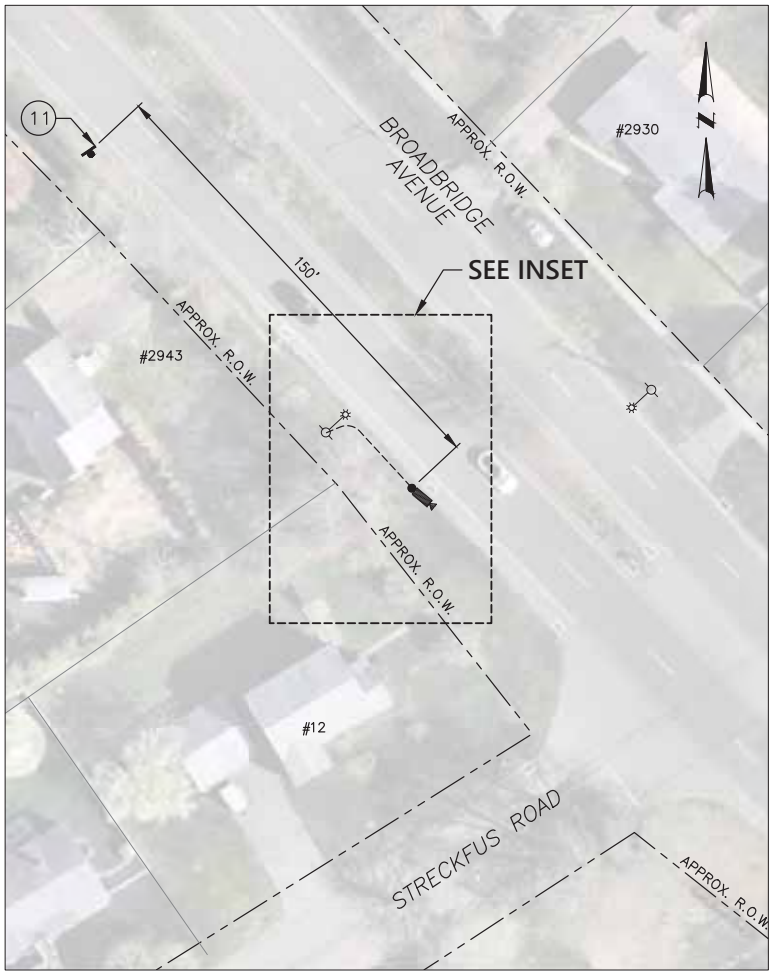
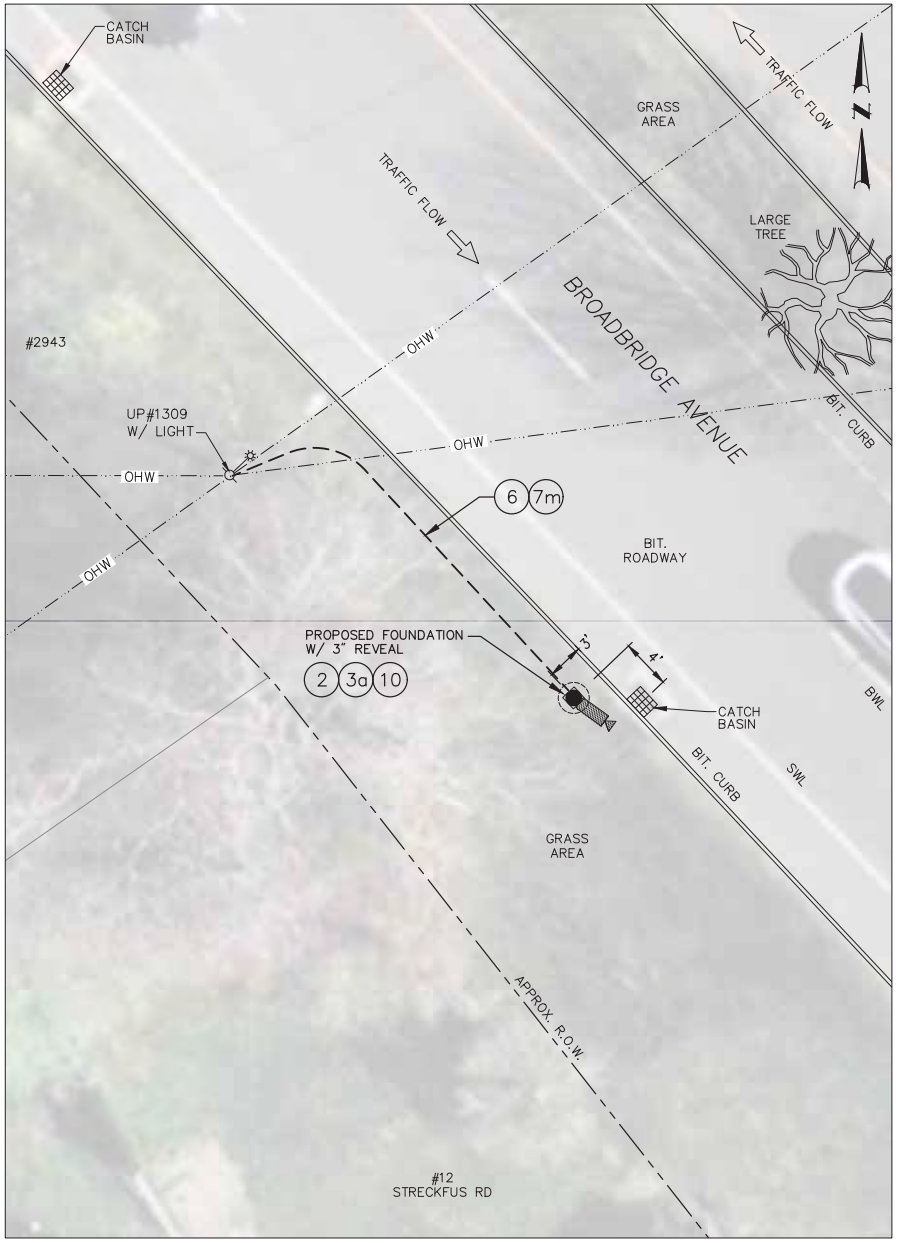


LOCATION – PLAN VIEW

0 20 40 Feet



INSET

0 5 10 Feet

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Date: Nov. 1, 2024

Drawing Title: Construction Plan No. 5 Broadbridge Avenue & Streckfus Road SB

Drawing Number: T-6

Sheet 7 of 15

Project Number: 43519.00

ITEM NO.	ITEM DESCRIPTION
2	Meter Socket W/ Manual Bypass
3a	NEMA Cabinet Supplied by Sensys Gatso Group
6	Conduit – Underground
6a	Conduit – Under Pavement
7a	10 AWG 3 Conductor Cable
7m	8 AWG Single Conductor Cable 600V Insulation
9f	Speed Enforcement Camera (To Be Supplied by Sensys Gatso)
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11	Speed Limit Photo Enforced Sign

CONSTRUCTION NOTES:

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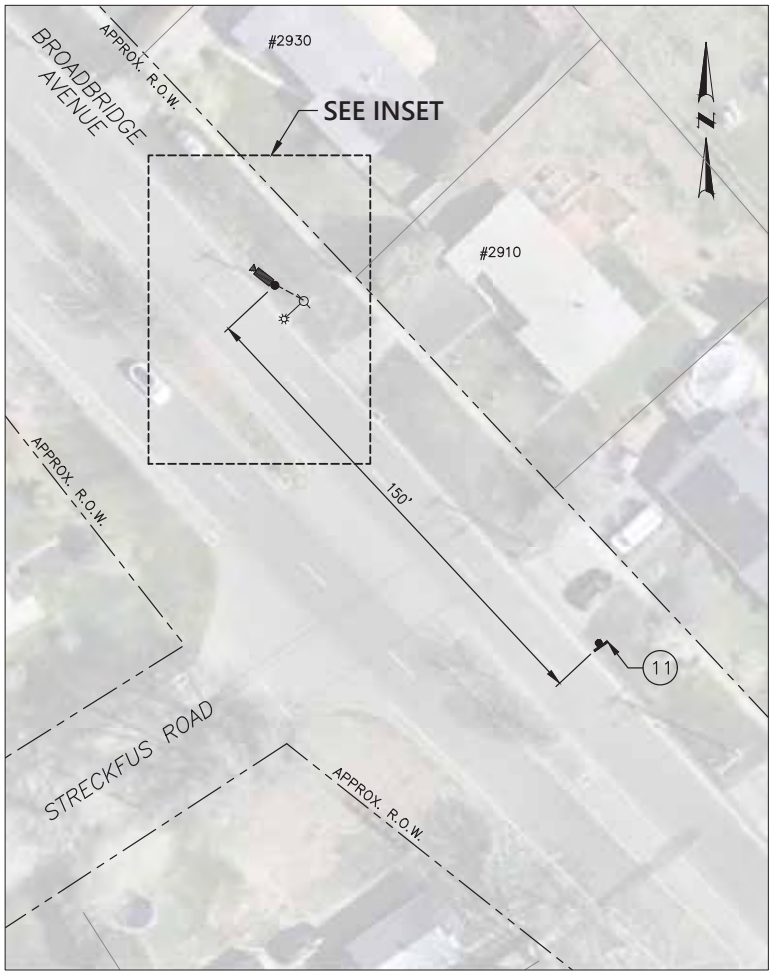
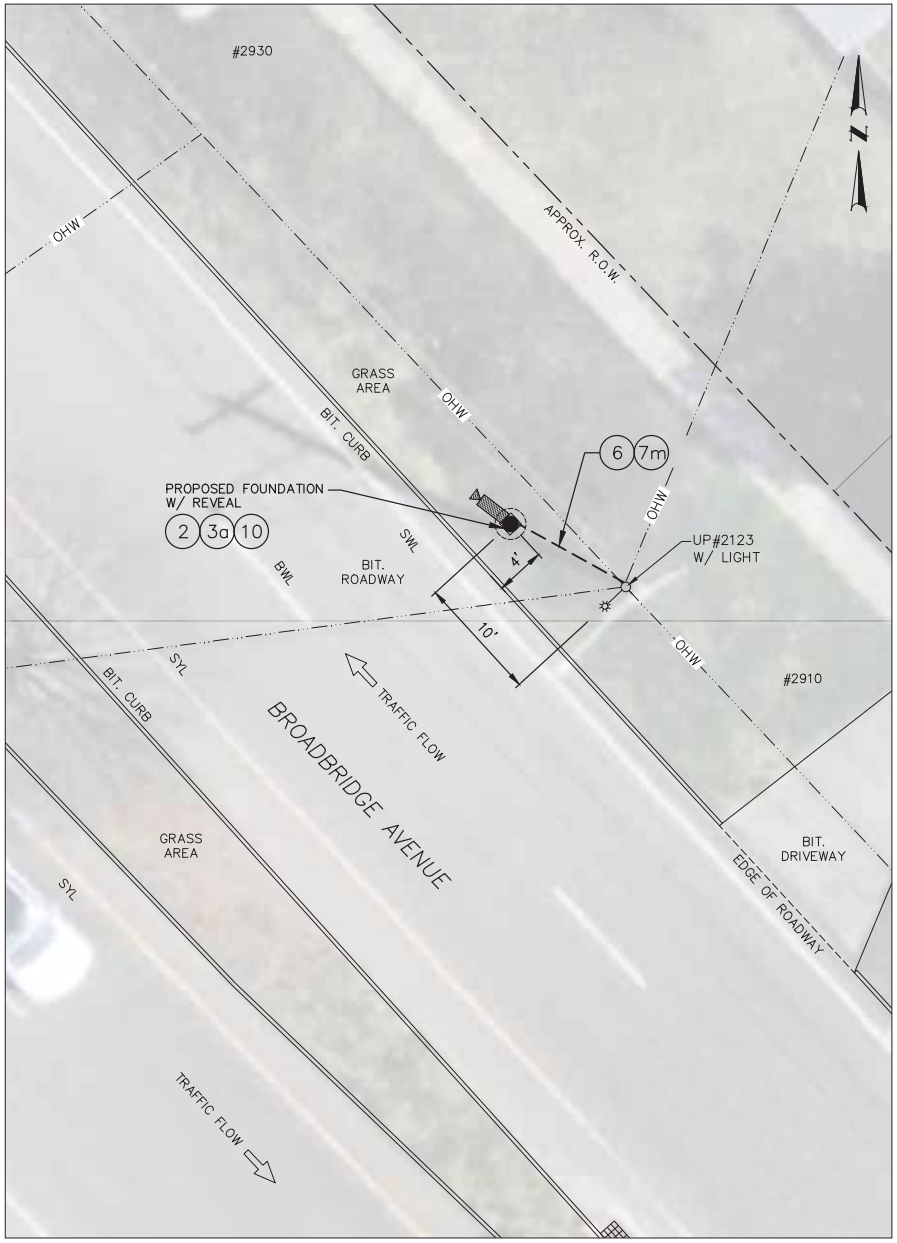


LOCATION – PLAN VIEW

0 20 40 Feet



INSET

0 5 10 Feet

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Drawing Title

Construction Plan No. 6 Broadbridge Avenue & Streckfus Road NB

Drawing Number

T-7

Sheet 8 of 15

Project Number

43519.00

ITEM NO.	ITEM DESCRIPTION
2	Meter Socket W/ Manual Bypass
3a	NEMA Cabinet Supplied by Sensys Gatso Group
6	Conduit – Underground
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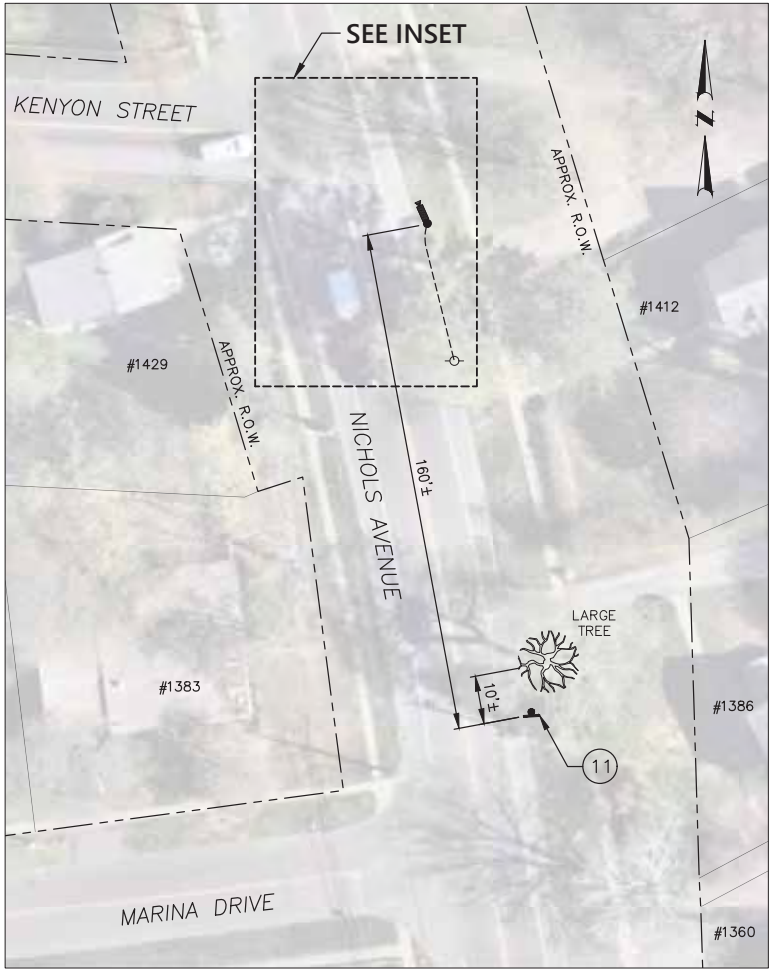
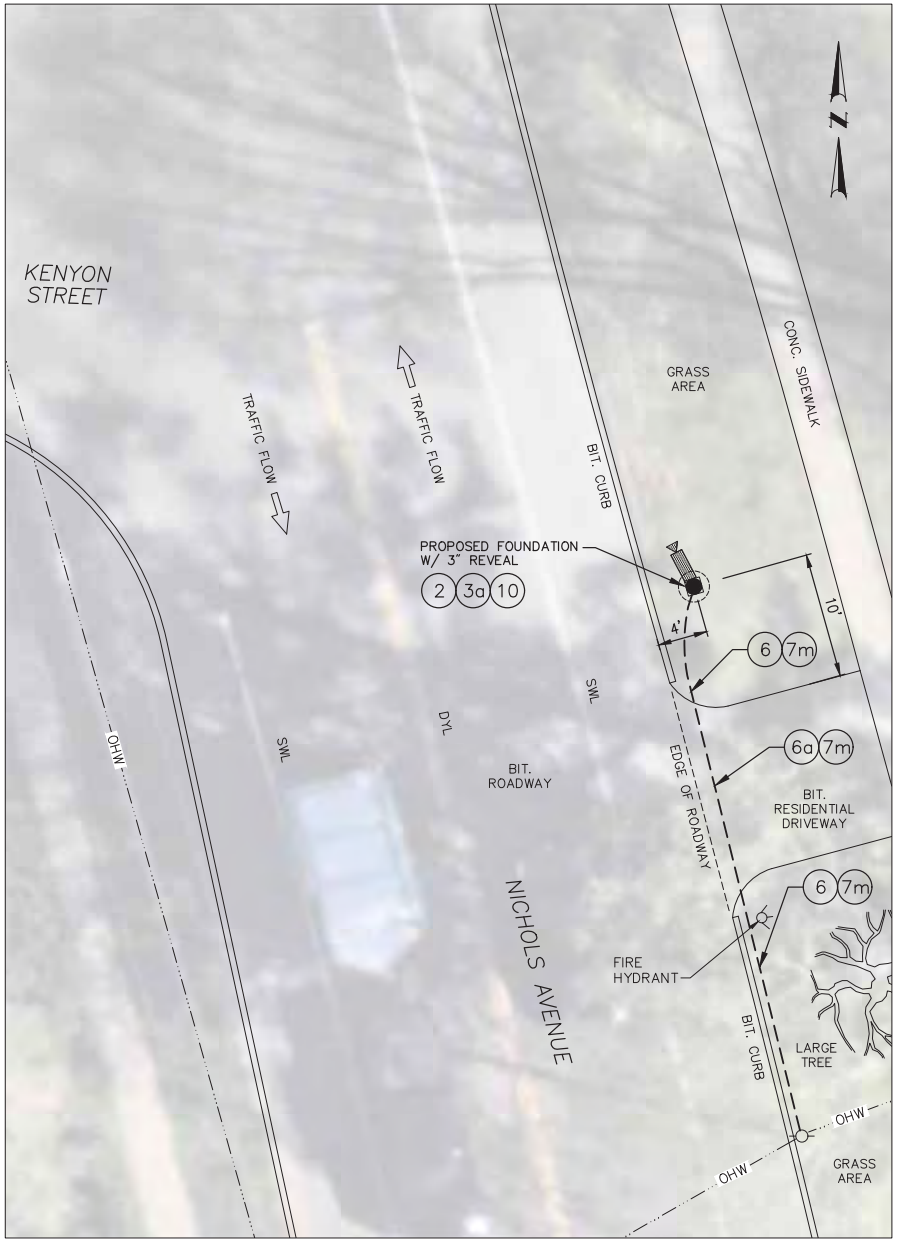


LOCATION – PLAN VIEW

0 20 40 Feet



INSET

0 5 10 Feet

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Date: Nov. 1, 2024

Drawing Title

Construction Plan No. 7
Nichols Avenue
& Kenyon Street

Drawing Number

T-8

Sheet 9 of 15

Project Number

43519.00

ITEM NO.	ITEM DESCRIPTION
2	Meter Socket W/ Manual Bypass
3a	NEMA Cabinet Supplied by Sensys Gatso Group
6	Conduit – Underground
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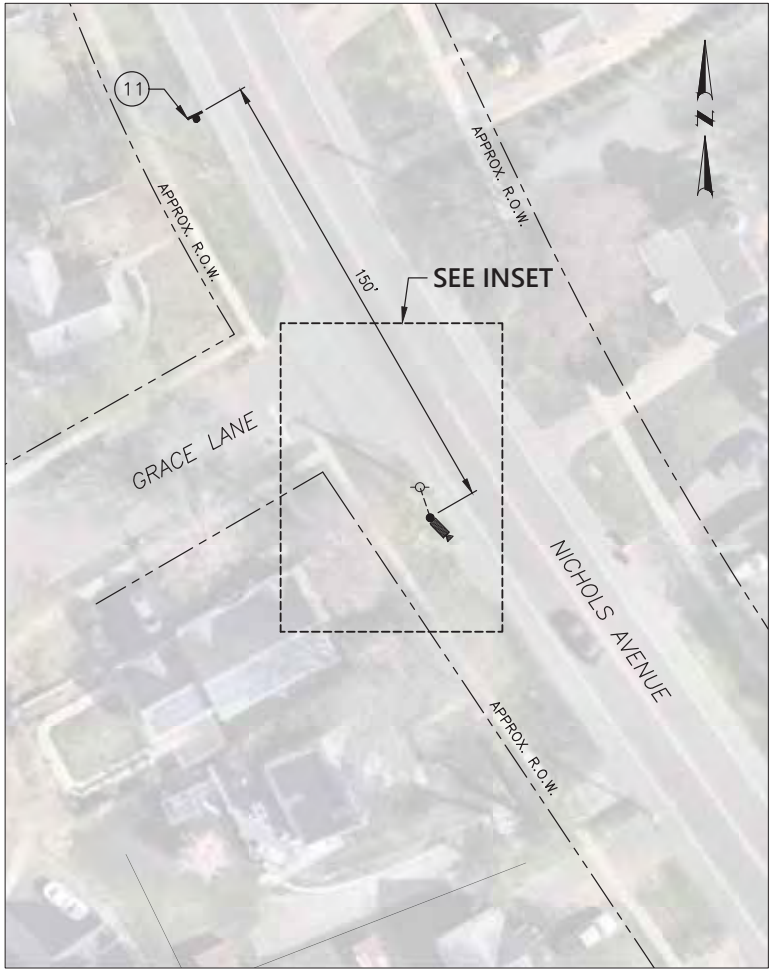
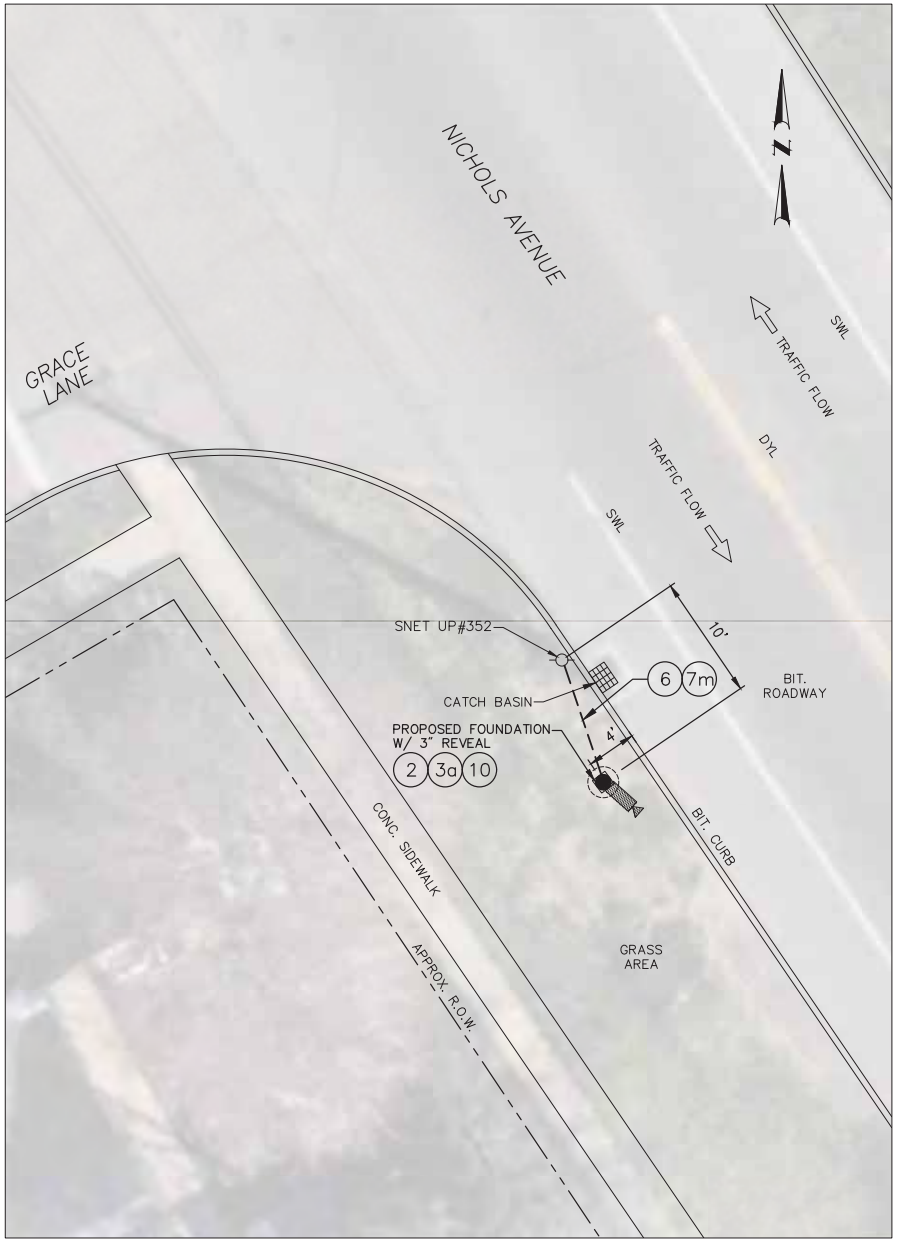


LOCATION – PLAN VIEW

0 20 40 Feet



INSET

0 5 10 Feet

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Date: Nov. 1, 2024

Drawing Title

Construction Plan No. 8 Nichols Elementary School on Nichols Avenue SB

Drawing Number

T-9

Sheet 10 of 15

Project Number

43519.00

ITEM NO.	ITEM DESCRIPTION
2	Meter Socket W/ Manual Bypass
3a	NEMA Cabinet Supplied by Sensys Gatso Group
6	Conduit – Underground
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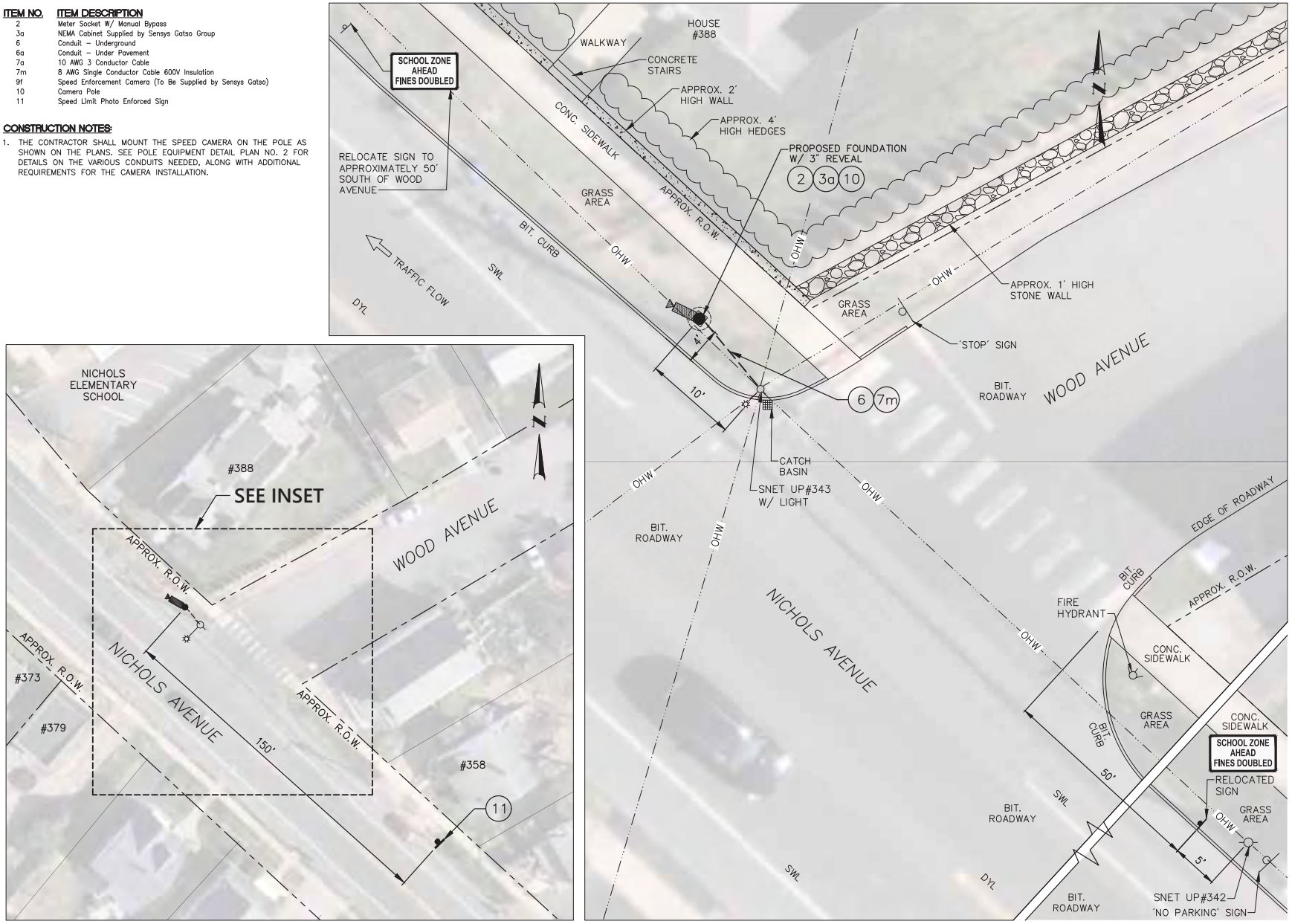

LOCATION – PLAN VIEW

0 20 40 Feet

INSET

0 5 10 Feet

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Drawing Title

Construction Plan No. 9 Nichols Elementary School on Nichols Avenue NB

Drawing Number: T-10

Sheet 11 of 15

Project Number: 43519.00

ITEM NO.	ITEM DESCRIPTION
2	Meter Socket W/ Manual Bypass
3a	NEMA Cabinet Supplied by Sensys Gatso Group
6	Conduit – Underground
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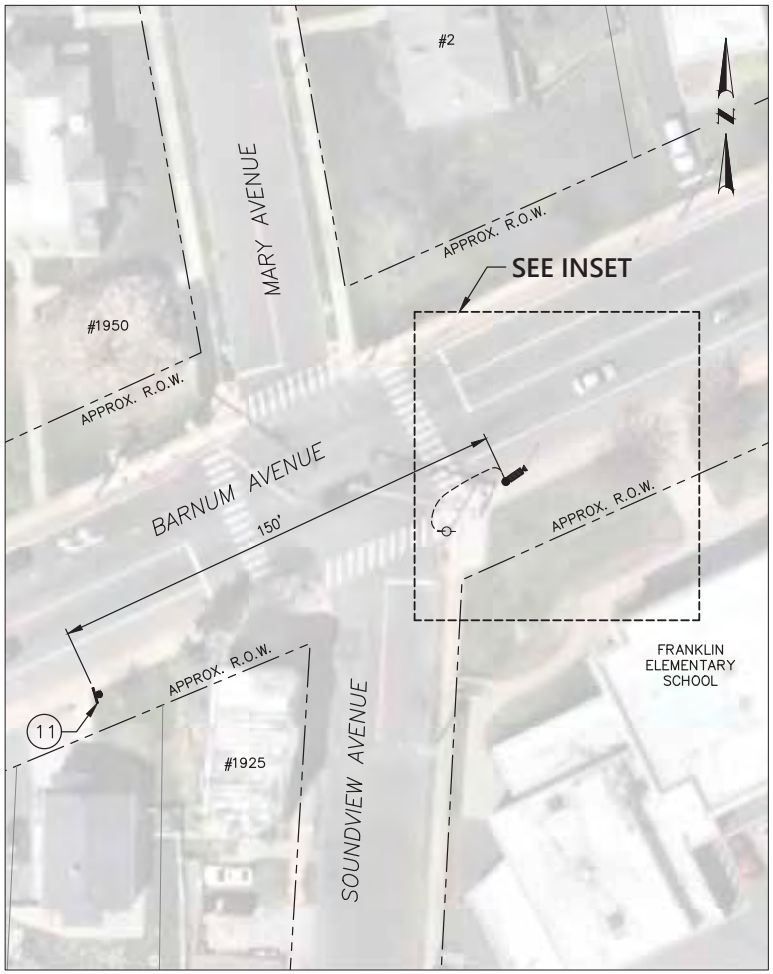
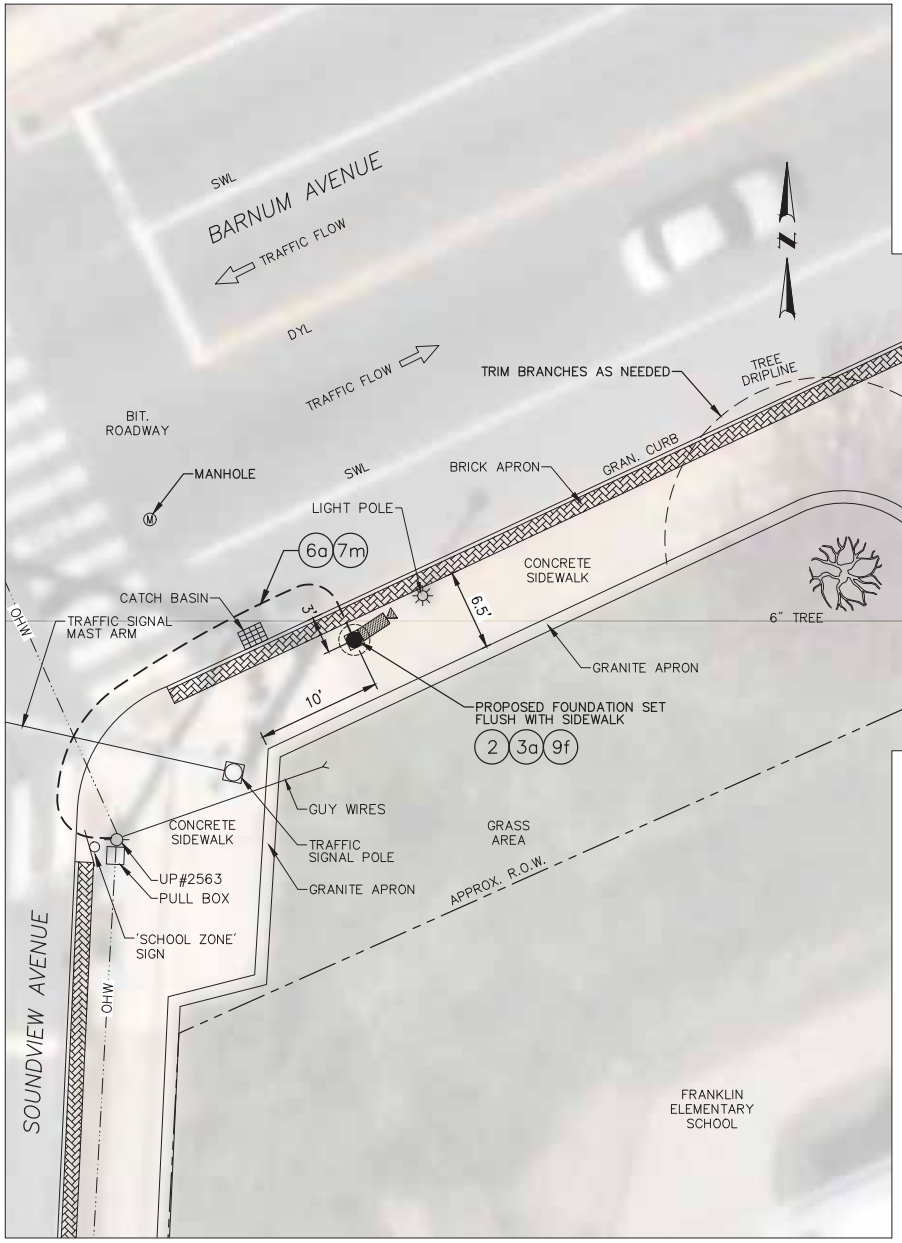


LOCATION – PLAN VIEW

0 20 40 Feet



INSET

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Date: Nov. 1, 2024

Drawing Title

Construction Plan No. 10
Franklin Elementary School on Barnum Avenue EB

Drawing Number: T-11

Sheet 12 of 15

Project Number: 43519.00

ITEM NO.	ITEM DESCRIPTION
2	Meter Socket W/ Manual Bypass
3a	NEMA Cabinet Supplied by Sensys Gatso Group
6	Conduit – Underground
6a	Conduit – Under Pavement
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10	Camera Pole
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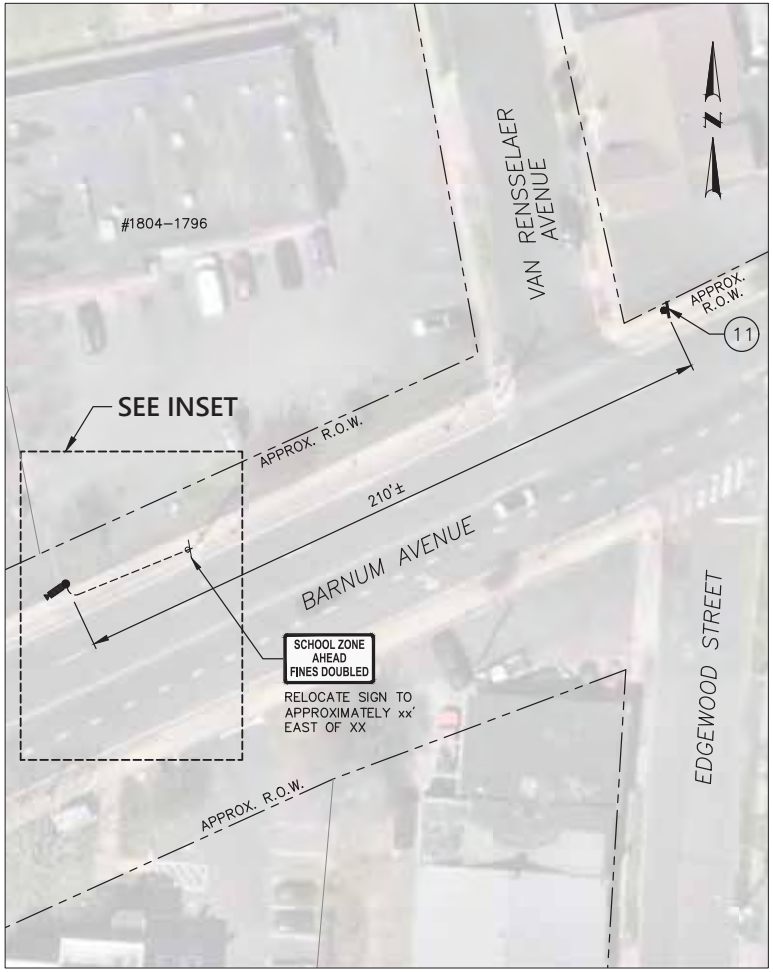
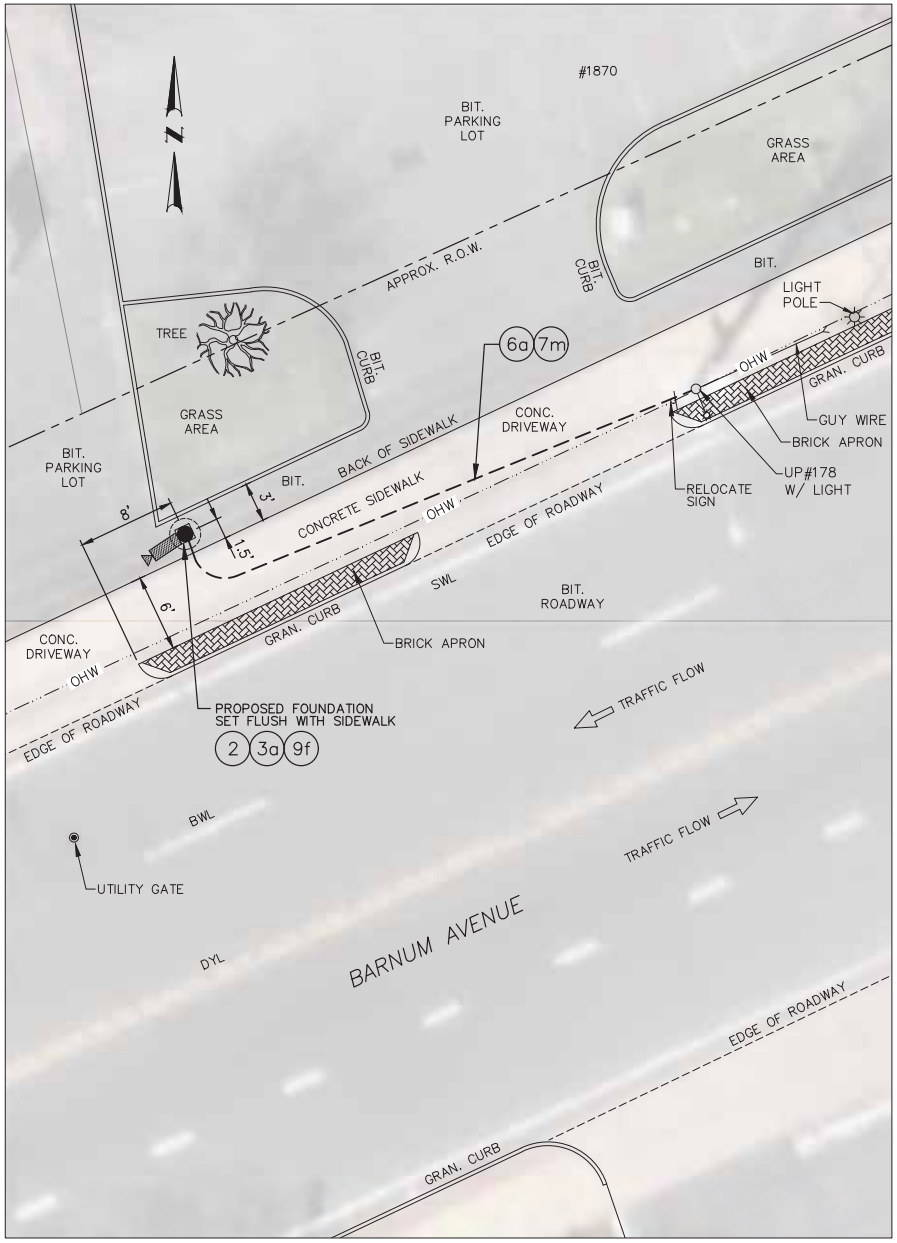


LOCATION – PLAN VIEW

0 20 40 Feet



INSET

0 5 10 Feet

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Date: Nov. 1, 2024

Drawing Title

Construction Plan No. 11
Franklin Elementary School on Barnum Avenue WB

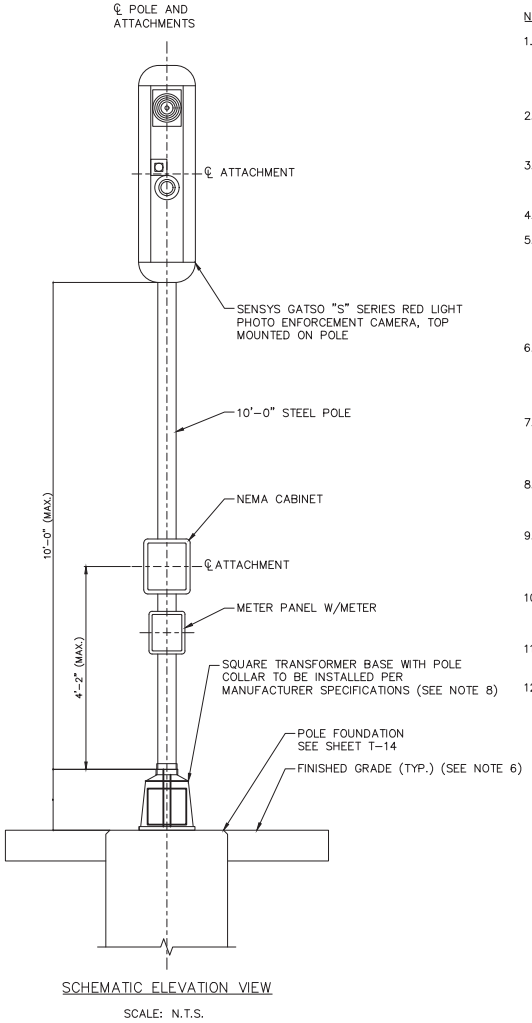
Drawing Number

T-12

Sheet 13 of 15

Project Number

43519.00



SCHEMATIC ELEVATION VIEW

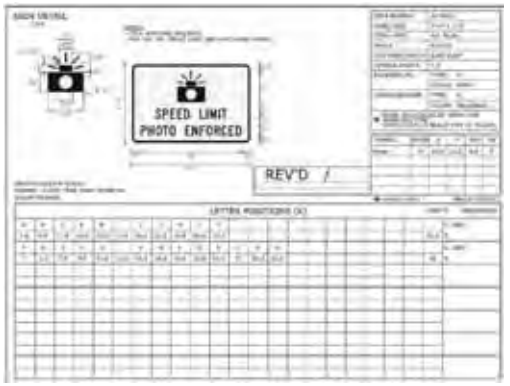
SCALE: N.T.S.

NOTES:

1. THIS SHEET IS TO BE USED ONLY FOR THE PURPOSES OF FOUNDATION INSTALLATION. FOUNDATION DESIGN IS BASED ON EQUIPMENT, EQUIPMENT MOUNTING HEIGHTS, AND OTHER DIMENSIONS PROVIDED BY THE CLIENT, SENSYS GATSO, AND IS SHOWN FOR INFORMATIONAL PURPOSES IN THE SCHEMATIC ELEVATION VIEW.
2. GENERAL SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION CTDOT FORM 819.
3. DESIGN SPECIFICATIONS: AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 1ST EDITION AS MODIFIED BY THE CTDOT FORM 819.
4. DESIGN WIND LOADING: 130 MPH
5. MATERIALS SHALL BE AS FOLLOWS:
   A. CONCRETE: CLASS IV (CAST-IN-PLACE OR PRECAST)
   B. REINFORCING: ASTM A615, GRADE 60
   C. POLE: PER MANUFACTURER'S SPECIFICATIONS
   D. ANCHOR BOLTS: PER THE MANUFACTURER'S SPECIFICATIONS
   E. ANCHOR BOLT NUTS: PER THE MANUFACTURER'S SPECIFICATIONS
   F. PLATE WASHERS: PER THE MANUFACTURER'S SPECIFICATIONS
6. TOP OF FOUNDATION SHALL HAVE A 6" (MAX.) REVEAL ABOVE GRADE WHEN FOUNDATION IS INSTALLED IN GRASS. THE FOUNDATION SHALL BE FLUSH WITH TOP OF SIDEWALK WHEN INSTALLED ENTIRELY IN SURROUNDING SIDEWALK. THE TOP OF FOUNDATION SHALL NOT CONTAIN A CHAMFER FOR FOUNDATIONS TO BE INSTALLED IN SIDEWALK AREAS.
7. CONTRACTOR TO VERIFY THAT THERE WILL BE NO INTERFERENCE BETWEEN EXISTING UTILITIES AND THE FOUNDATION PRIOR TO INSTALLATION. PRIOR TO ORDERING THE FOUNDATION, THE CONTRACTOR SHALL CONFIRM CONSTRUCTABILITY OF THE DESIGNED POLE LOCATION.
8. SQUARE TRANSFORMER BASE, POLE COLLAR ASSEMBLY, AND ANCHOR BOLT INSTALLATION SHALL BE DONE IN ACCORDANCE WITH THE TRANSFORMER BASE MANUFACTURER'S RECOMMENDATIONS.
9. DESIGN OF FOUNDATION IS BASED ON THE FOLLOWING SOIL PROPERTIES:
   A. INTERNAL FRICTION ANGLE = 30 DEGREES
   B. EFFECTIVE SOIL UNIT WEIGHT = 50 pcf
   CONTRACTOR TO VERIFY SOIL PROPERTIES PRIOR TO INSTALLATION.
10. DEPTHS SHOWN ARE FOR SLOPES FLATTER THAN 1:4. FOR SLOPES STEEPER THAN 1:4, ADD 2'-6" TO FOUNDATION DEPTHS SHOWN. CONTRACTOR TO VERIFY SLOPES PRIOR TO CONSTRUCTION.
11. CONSTRUCT FOUNDATION IN ACCORDANCE WITH THE DETAIL ON SHEET T-14 AND CTDOT FORM 819.
12. ALL CLEAR COVER IS 3" UNLESS NOTED OTHERWISE.

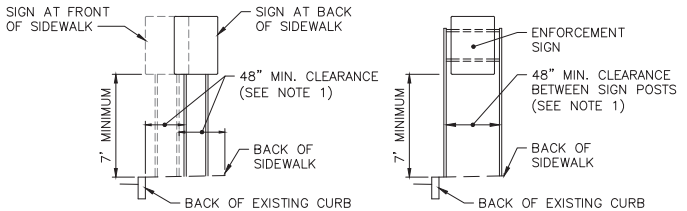
TYPICAL SPEED ENFORCEMENT PHOTO ENFORCEMENT CAMERA MOUNTING

NOT TO SCALE



TYPICAL SPEED LIMIT PHOTO ENFORCED WARNING SIGN

NOT TO SCALE



SIGN AT FRONT OR BACK OF SIDEWALK

SIGN CENTERED IN NARROW SIDEWALK

NOTES:

1. ALL PROPOSED SIGNS SHALL BE INSTALLED AT LOCATIONS THAT DO NOT BLOCK EXISTING SIGNS AND SHALL ACHIEVE A 48" MIN. (CLEARANCE FOR ADA) IN SIDEWALK AREAS THAT CANNOT ACHIEVE A 48" MIN. CLEARANCE DUE TO SIGN POST OBSTRUCTIONS SUCH AS UNDERGROUND UTILITIES, THE CONTRACTOR MAY UTILIZE A CANTILEVER STYLED SIGN POST MOUNTING THAT PROVIDES A 48" MIN. CLEARANCE.

TYPICAL SIGN INSTALLATION

NOT TO SCALE

vhb.com
vhb
100 Great Meadow Road
Suite 200
Wethersfield, CT 06109
860.807.4300

Automated Traffic Enforcement Safety Device (ATESD)

Stratford, Connecticut

No.	Revision	Date	Appvd.

Designed by | Checked by

Issued for: Review

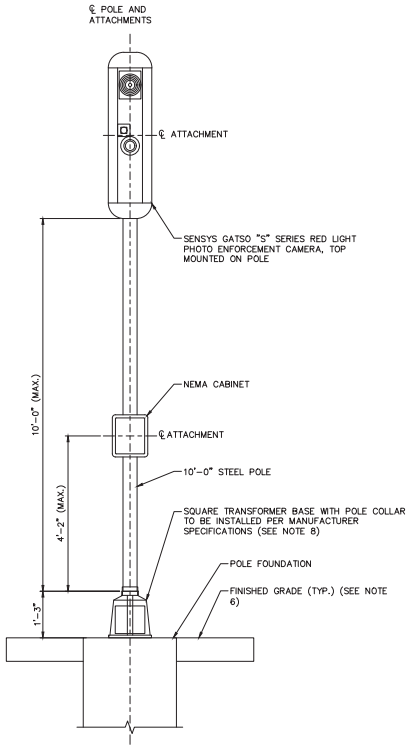
Date: Nov. 1, 2024

Drawing Title: Detail Plan

Drawing Number: T-13

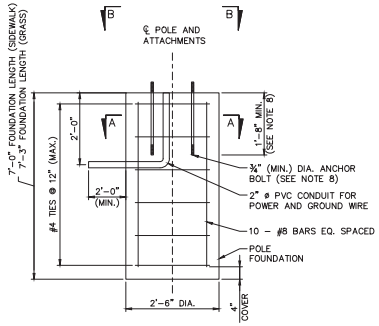
Sheet 14 of 15

Project Number: 43519.00



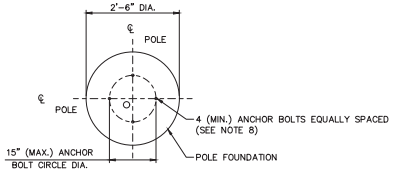
SCHEMATIC ELEVATION VIEW

SCALE: N.T.S.



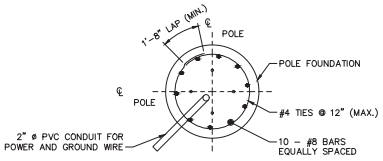
FOUNDATION ELEVATION

SCALE: N.T.S.



VIEW B–B

SCALE: N.T.S.



SECTION A–A

SCALE: N.T.S.

NOTES:

1. THIS SHEET IS TO BE USED ONLY FOR THE PURPOSES OF FOUNDATION INSTALLATION. FOUNDATION DESIGN IS BASED ON EQUIPMENT, EQUIPMENT MOUNTING HEIGHTS, AND OTHER DIMENSIONS PROVIDED BY THE CLIENT, SENSYS GATSO, AND IS SHOWN FOR INFORMATIONAL PURPOSES IN THE SCHEMATIC ELEVATION VIEW.

2. GENERAL SPECIFICATIONS: STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, FACILITIES AND INCIDENTAL CONSTRUCTION, FORM 819; 2024.

3. DESIGN SPECIFICATIONS: AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 1ST EDITION.

4. DESIGN WIND LOADING: 140 MPH

5. MATERIALS SHALL BE AS FOLLOWS:
   A. CONCRETE: CLASS PCC04460
   B. REINFORCING: ASTM A615, GRADE 60
   C. POLE: PER THE MANUFACTURER'S SPECIFICATIONS
   D. ANCHOR BOLTS: PER THE MANUFACTURER'S SPECIFICATIONS
   E. ANCHOR BOLT NUTS: PER THE MANUFACTURER'S SPECIFICATIONS
   F. PLATE WASHERS: PER THE MANUFACTURER'S SPECIFICATIONS

6. TOP OF FOUNDATION SHALL HAVE A 3" (MAX.) REVEAL ABOVE GRADE WHEN FOUNDATION IS INSTALLED IN GRASS. THE FOUNDATION SHALL BE FLUSH WITH TOP OF SIDEWALK WHEN INSTALLED ENTIRELY IN SURROUNDING SIDEWALK. THE TOP OF FOUNDATION SHALL NOT CONTAIN A CHAMFER FOR FOUNDATIONS TO BE INSTALLED IN SIDEWALK AREAS.

7. CONTRACTOR TO VERIFY THAT THERE WILL BE NO INTERFERENCE BETWEEN EXISTING UTILITIES AND THE FOUNDATION PRIOR TO INSTALLATION. PRIOR TO ORDERING THE FOUNDATION, THE CONTRACTOR SHALL CONFIRM CONSTRUCTABILITY OF THE DESIGNED POLE LOCATION.

8. EQUIPMENT BASE, POLE COLLAR ASSEMBLY, AND ANCHOR BOLT INSTALLATION, INCLUDING ANCHOR BOLT DIAMETER AND EMBEDMENT LENGTH SHALL BE DONE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

9. DESIGN OF FOUNDATION IS BASED ON THE FOLLOWING SOIL PROPERTIES:
   A. COHESIVE SOIL AND UNDRAINED SOIL SHEAR STRENGTH = 0.38 KSF
   B. EFFECTIVE SOIL UNIT WEIGHT = 50 PCF
   CONTRACTOR TO SUBMIT SOIL PROPERTIES TO ENGINEER FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION OF DRILLED SHAFT FOUNDATION.

10. DEPTHS SHOWN ARE FOR SLOPES FLATTER THAN 1:4. FOR SLOPES STEEPER THAN 1:4, ADD 2'–6" TO FOUNDATION DEPTHS SHOWN. CONTRACTOR TO VERIFY SLOPES PRIOR TO CONSTRUCTION.

vhb.com
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100 Great Meadow Road
Suite 200
Wethersfield, CT 06109
860.807.4300

Automated Traffic Enforcement Safety Device (ATESD)

Stratford, Connecticut

No.	Revision	Date	Apprvd.

Designed by | Checked by

Issued for: Review | Date: Nov. 1, 2024

Drawing Title
Camera Pole Foundation Plan

Drawing Number
T-14

Sheet 15 of 15

Project Number
43519.00

Appendix B
ATESD Check List

Automated Traffic Enforcement Safety Device (ATESD) Plan Checklist for Submission to the OSTA

Requirements for all ATESD Plans:

☑ A copy of the ordinance adopted by the municipality authorizing the use of ATESDs.

☑ A copy of the notice of the public hearing conducted on the municipality's ATESD plan.

☑ A copy of minutes of the meeting at which the municipality's legislative body or board of selectman voted to approve the ATESD plan.

☑ A copy of the municipality's Comprehensive Safety Action Plan (CSAP), the section in the Regional Transportation Safety Plan (RTSP) specific to the municipality, and/or the municipality's Vision Zero Action Plan.

☑ A written justification, with supporting documentation, explaining how and why an ATESD was selected for installation at each location. Supporting documentation may include but is not limited to:

- ☑ Crash History
- ☑ Speed Data
- ☑ Enforcement Data
- ☑ Traffic Data (Vehicles, Pedestrians, Bicyclists, etc.)
- ☐ Recommendations from a Road Safety Audit (RSA)
- ☐ Findings that other speed reduction measures are not feasible or have not been effective

☑ A scaled roadway plan or an aerial image showing:

- ☑ The location for the ATESD at a traffic control signal, school zone, pedestrian safety zone, or other location(s); and,
- ☑ The location for the signs notifying motorists there is operational ATESD present.

Additional Requirements for ATESDs at a Traffic Control Signal:

☐ A copy of the current traffic signal plan of record showing the geometry, phasing/sequence, and timing.

☐ Confirmation that the traffic control signal location appears on the list of intersections on the CT Red Light Intersection Evaluation Tool (CT-REDV).

☐ If the traffic control signal is municipally-owned, then all of the following requirements must be met:

- ☐ The Traffic Investigation Report (TIR) confirming that the current traffic signal plan of record has been approved by the Office of the State Traffic Administration (OSTA).
- ☐ The traffic signal plans shows that the change intervals (e.g. yellow, red, and pedestrian clearance timings) have already been optimized in accordance with Chapter 6 in CTDOT's Traffic Control Signal Design Manual.

Additional Requirements for ATESDs at a School Zone:

☑ Confirmation that the school zone has been approved or established by either the OSTA or Local Traffic Authority (LTA).

☑ The scaled roadway plan or aerial image must show all existing school zone signage within the limit of the school zone.

Additional Requirements for ATESDs at a Pedestrian Safety Zone:

☑ Confirmation that the pedestrian safety zone has been approved or established by either the OSTA or Local Traffic Authority (LTA).

☑ The scaled roadway plan or aerial image must show all existing pedestrian safety zone signage within the limits of the pedestrian safety zone.

Appendix C
Town of Stratford Data

TOWN OF STRATFORD

2023 - STATUS UPDATE

Stratford

From 2021 to 2022, the increase in the number of overall crashes in Stratford (+23.3%) was similar (+21.1%) to the increase seen between 2020 and 2021. This trend represents a significant increase in the number of overall crashes in the Town compared with 2018 through 2020, when the volume of overall crashes decreased significantly (-38.6%).

Between 2020 and 2022, the number of serious injury crashes in the Town doubled (from 12 to 24), while the number of fatal crashes remained the same [two (2)] from 2020 to 2021, before increasing [three (3)] in 2022.

The number of non-motor crashes in the region in 2022 was the lowest seen over the five year period, down (-26.0%) from 2019 (the highest volume over the 5-year period).

FIGURE 7A: STRATFORD MOTOR VEHICLE CRASHES 2018-2021 VS. 2022

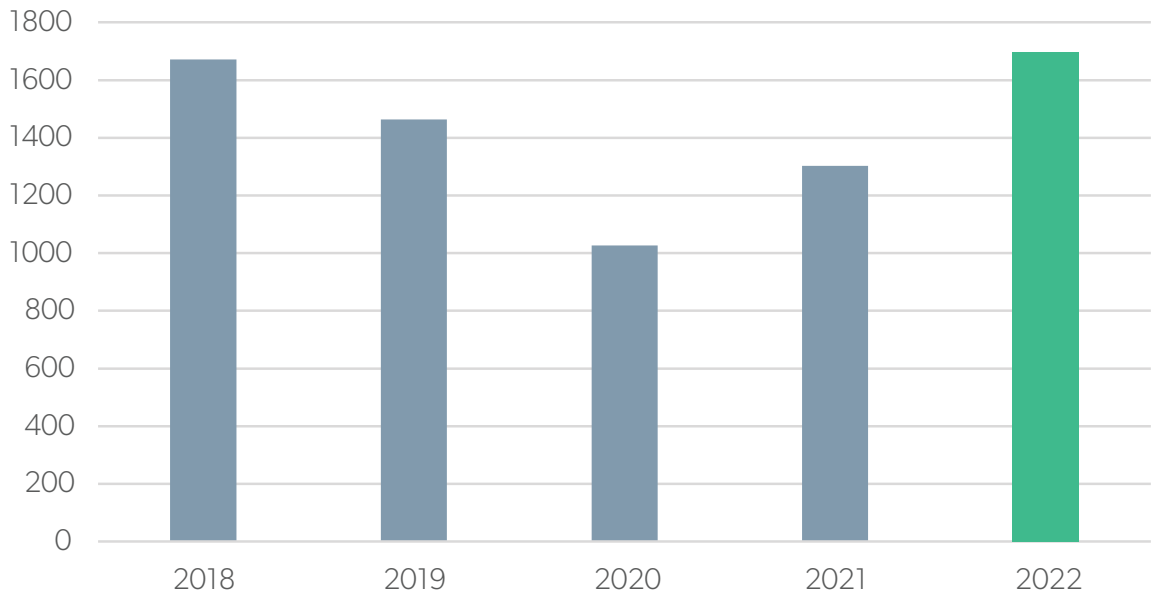
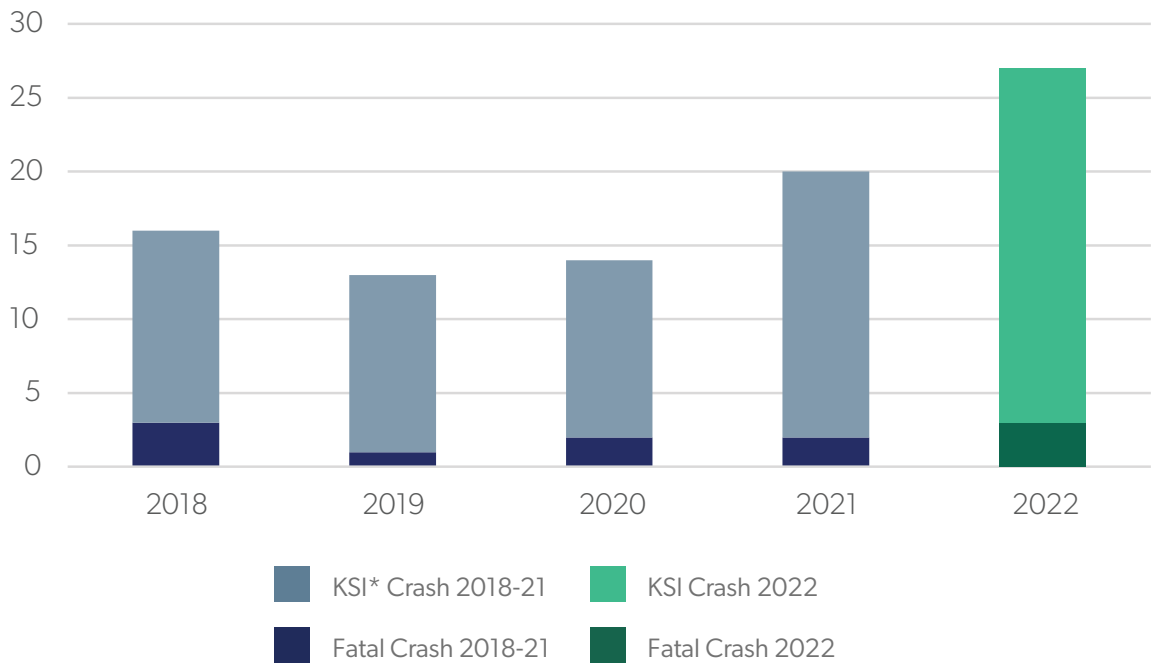
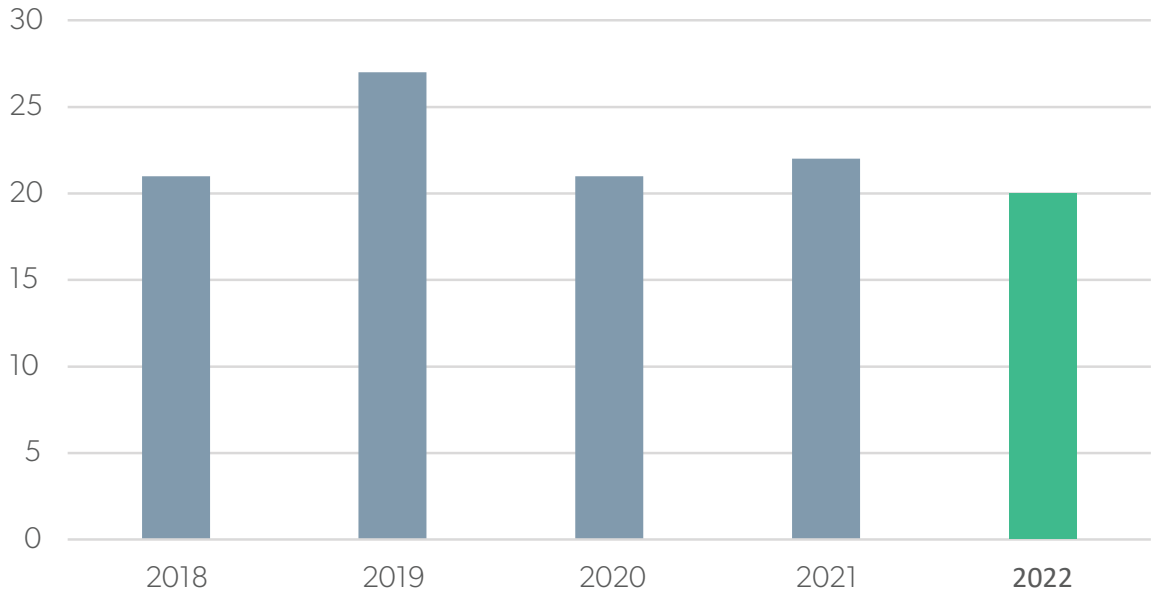


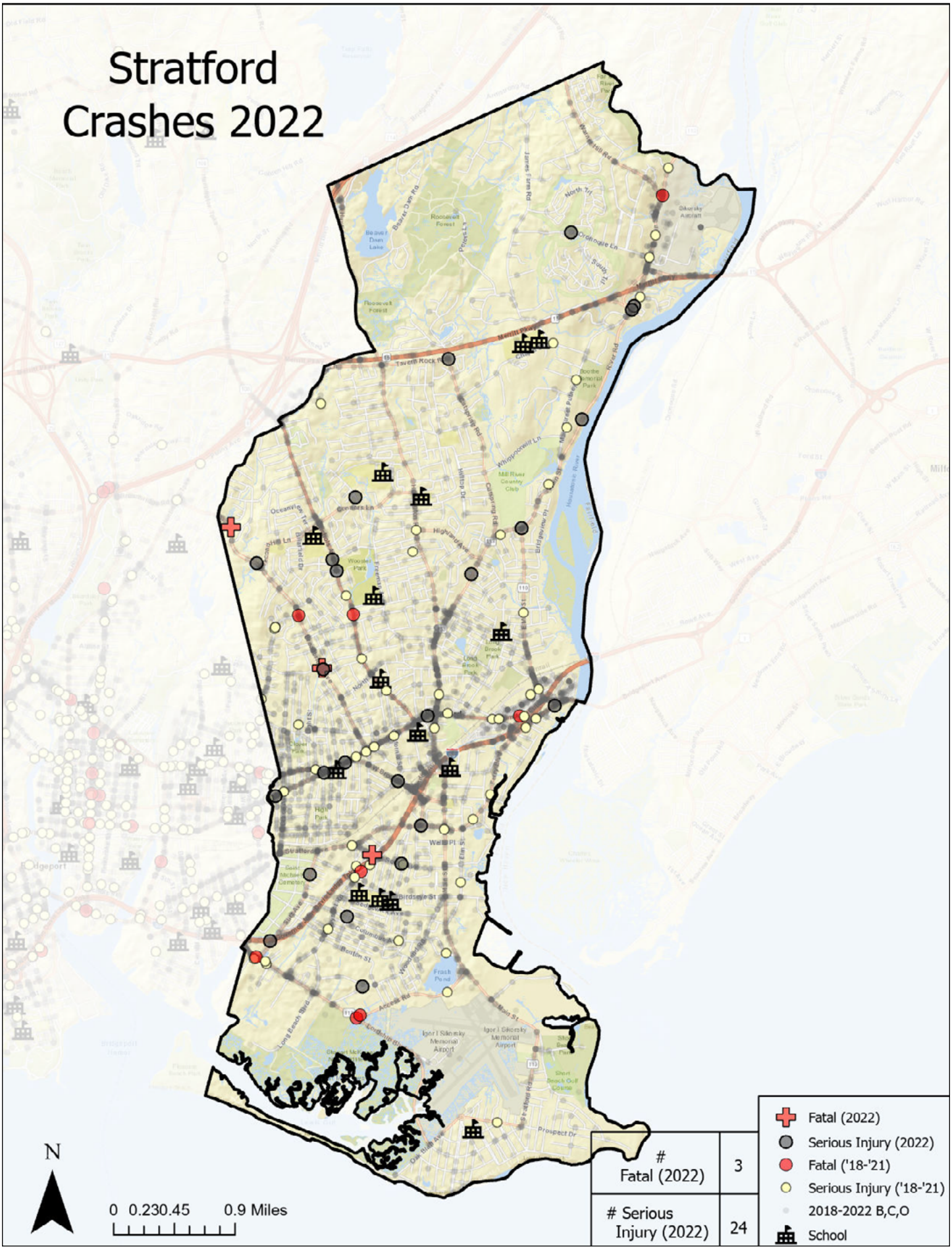
FIGURE 7B: STRATFORD FATAL + SERIOUS INJURY CRASHES 2018-2021 VS. 2022



*Traffic collision where a person was killed or seriously injured.

FIGURE 7C: STRATFORD NON-MOTOR CRASHES 2018-2021 VS. 2022




Stratford
Crashes 2022
N
0 0.230.45 0.9 Miles
Fatal (2022) 3
Serious Injury (2022) 24
Fatal (2022)
Serious Injury (2022)
Fatal ('18-'21)
Serious Injury ('18-'21)
2018-2022 B,C,O
School

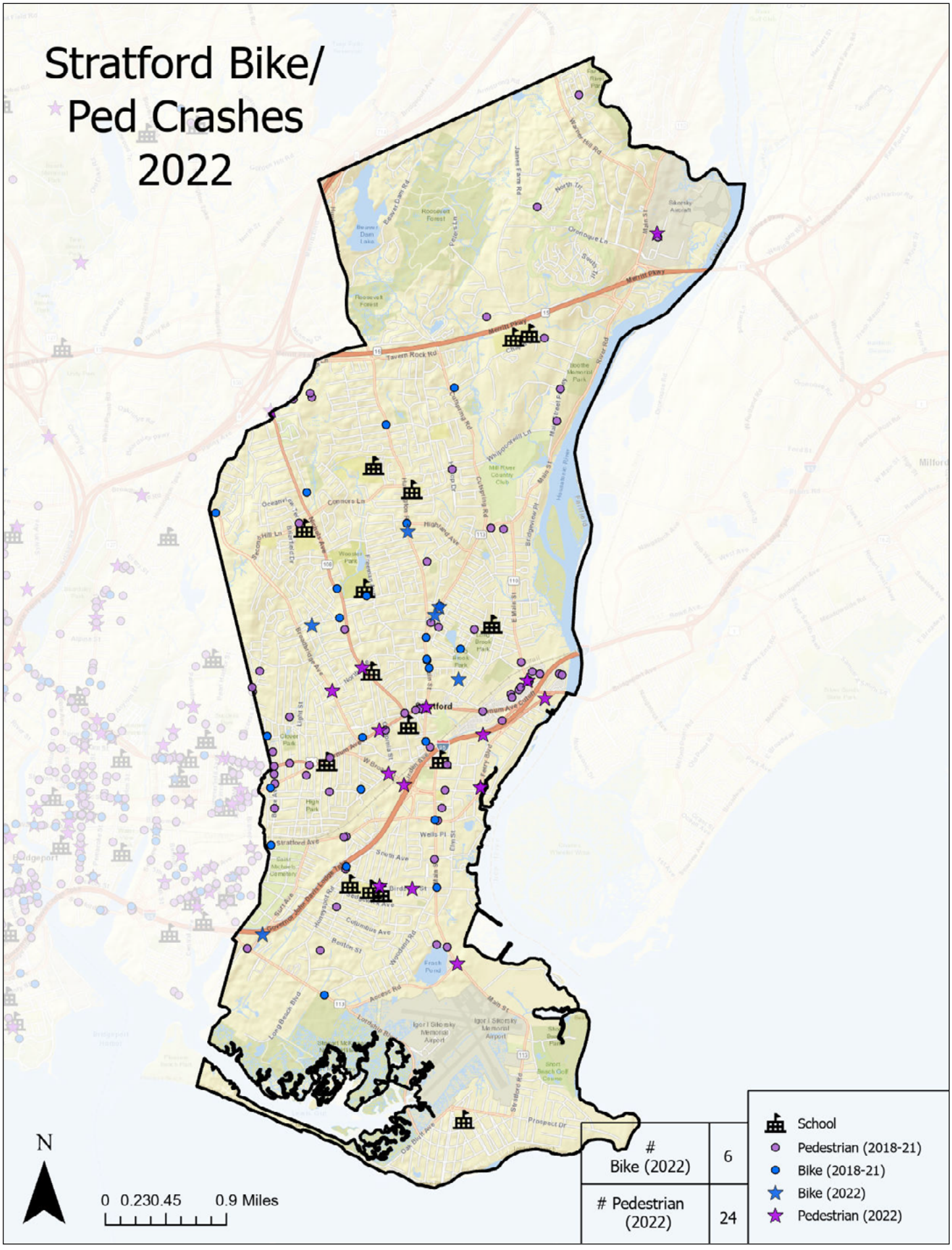

Stratford Bike/
Ped Crashes
2022
N
0 0.230.45 0.9 Miles
Bike (2022) 6
Pedestrian (2022) 24
School
Pedestrian (2018-21)
Bike (2018-21)
Bike (2022)
Pedestrian (2022)

TABLE 7.1: 2018-2021 vs. 2022
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF STRATFORD (1 of 2)

High Crash Location (Corridor)	Motor Crash #		EPDO* Score	Fatal Crash #		# of Peds		# of Cyclists		HIN
	'18-'21	2022		'18-'21	2022	'18-'21	2022	'18-'21	2022	
Success Ave + Cupheag Cr	12	0	216	0	0	0	0	0	0	Y
Broadridge Ave near Second Hill Ln	6	2	48	0	0	0	0	0	0	Y
Broadridge Ave btwn Canaan Rd + Booth S	21	2	73	0	0	0	0	0	0	Y
Broadridge Ave btwn Porter St + Marina Dr w/focus on Success Ave	41	4	1111	1	0	0	0	0	0	Y
RT-1 - St. Michael's Ave to Stratford Plaza	59	10	331	0	0	2	0	0	0	Y
Ferry Blvd btwn RT-113 + split w/Stratford Ave	54	14	292	0	0	1	0	1	0	Y
Canaan Rd btwn Henry Ave + Clover St	11	2	63	0	0	0	0	0	0	N
Canaan Rd btwn Light St + Franklin Ave	19	7	141	0	0	0	0	0	0	N
RT-1 btwn Burlington + King St w/focus on King St + RT-108	177	43	689	0	0	4	4	0	0	Y
RT-110 btwn Tudor Ridge Condos + RT-15 S w/focus on Spring Village + Ornoque Ln + Warner Hill Rd	281	58	2021	1	0	0	0	0	0	Y
RT-110 Near Ryders Ln	6	1	96	0	0	0	0	0	0	Y
Barnum Ave btwn I-95 S Ramp and I-95 underpass	29	23	71	0	0	1	0	0	0	Y
West Broad St btwn California St + Linden Ave w/focus on Knowlton St + Linden Ave	146	36	568	0	0	0	2	0	0	Y
W Broad St Roundabout @ I-95 N	34	15	66	0	0	0	0	0	0	N
RT-113 btwn Watson Blvd + I-95	103	33	1627	1	0	1	0	0	0	Y
RT-1 + Barnum Ave cutoff @ I-95	16	1	1038	1	0	0	0	0	0	Y
Honeyspot Rd btwn Old Honeyspot Rd + I-95 Underpass	13	9	135	0	0	0	0	0	0	Y
I-95 N Ramp @ Honeyspot Rd	12	5	1078	1	0	1	0	1	0	N
Honeyspot Rd btwn Birds Eye St + Anderson St	21	5	127	0	0	1	0		0	Y
RT-108 Intersection of Second Hill Ln w/Connors Ln	44	12	168	0	0	0	0	0	0	Y
Intersection of RT-113 + RT-110	19	3	123	0	0	0	0	0	0	Y
Essex Place	16	4	116	0	0	0	0	0	0	N
RT-113 btwn Essex Pl + Longbrook Ave	136	22	525	0	0	1	1	0	0	Y
RT-108 btwn Marcroft St + London Ter	4	1	90	0	0	0	0	0	0	Y
RT-113 btwn Garden St E + Beers Pl	25	10	143	0	0	1	0	1	0	Y
RT-1 btwn Metro North Overpass + Vererans Blvd w/focus on Long Brook Ave	88	25	490	0	0	1	0	0	0	Y

TABLE 7.1: 2018-2021 vs. 2022
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF STRATFORD (2 of 2)

High Crash Location (Corridor)	Motor Crash #		EPDO* Score	Fatal Crash #		# of Peds		# of Cyclists		HIN
	'18-'21	2022		'18-'21	2022	'18-'21	2022	'18-'21	2022	
RT-113 @ split w/Huntington Rd	32	12	130	0	0	1	0	0	0	Y
RT-1 btwn I-95 + the Washington Bridge	45	19	195	0	0	0	0	0	0	Y
Barnum Ave Cutoff + Ferry Blvd @ I-95	31	15	127	0	0	0	0	0	0	Y
RT-1 btwn Light St + One Stop Tile w/focus on Barnum Ave, Mary Ave, W Broad St, Canal St + California St	395	79	1820	0	0	2	2	1	0	Y
South Ave btwn Taft St + Everett St	13	1	119	0	0	0	0	0	0	N
South Ave btwn Hamilton Ave + Dover St	4	4	74	0	0	0	0	0	0	N
Bruce Ave btwn Seymour St + Connecticut Ave w/ focus on Connecticut Ave +Stratford Ave merge	52	12	178	0	0	0	0	1	0	N
RT-113 btwn Woodend Rd + split w/Access Rd	21	4	1999	2	0	0	0	1	0	Y
Surf Ave btwn Avon St + Stratford Ave w/focus on Stratford Ave	33	3	229	0	0	0	0	0	0	Y
Stratford Ave btwn Honeyspot Rd + Old Honey Spot Rd	31	7	155	0	0	1	0	0	0	N
RT-113 btwn Clover Field + Honeyspot Rd	51	2	191	0	0	0	0	0	0	Y
Honeyspot Rd btwn Garibaldi Ave + Benton St	32	6	220	0	0	0	0	0	0	Y
RT-108 btwn Wooster Park + Greenfield Ave + Glenfield Ave btwn RT-108 + Freeman Ave	17	5	1011	1	0	0	0	0	0	Y
RT-108 btwn London Ter and Grace Ln	6	1	96	0	0	0	0	0	0	Y
RT-108 btwn Wood Ave + Van Buskirk Ave	12	1	82	0	0	0	0	0	0	Y
RT-113 btwn Hurd Ave + North Ave	38	15	146	0	0	1	0	2	0	Y
RT-113 @ Judson Pl	12	1	64	0	0	0	0	0	0	Y
Ferry Blvd btwn Ferry Ct + Riverview Pl	10	3	106	0	0	0	0	0	0	Y
RT-113 near Riverton Ter	6	2	76	0	0	1	0	0	0	Y
RT-110 btwn Frog Pond Ln +Sidney St	67	23	247	0	0	3	3	0	0	Y
Barnum Ave - Sage Ave to Dorus St	70	15	406	0	0	1	0	1	0	N
Bruce Ave - Peace St to RT-1	61	15	357	0	0	3	0	0	0	N

* "Equivalent Property Damage Only" (EPDO) is an FHWA-recognized approach to evaluating crash severity.

TABLE 7.2: TOWN OF STRATFORD - 2022 STATUS UPDATE
SELECTED PRIORITY PROJECTS (1 of 2)

Location	Safety Problem (2018-2021)	Project Type	Term	Status
Broadbridge Ave, Booth St +Canaan Rd	Location identified by Town; Broadridge Ave btwn Canaan Rd + Booth St: 21 crashes, EPDO 73	Intersection improvements	Short- to mid-term	
Honeyspot Rd	Multiple sections and intersections	Honeyspot Rd Complete Street Implementation: I-95 to RT-113; evaluate corridor for improvements	Mid-term	
Housatonic River Greenway	Off-road greenway w/ pedestrian facilities; would provide an alternative to RT-113; Woodend Rd + split w/Access Rd: 21 crashes, 2 fatalities, 1 bicyclist, EPDO 1999	Park Path/Greenway Planted Revetment; construct a shoreline revetment with low berm, connect to Stratford Army Engine Plant levee	Mid- to long-term	
Nichols Ave/ RT- 108	44 crashes, EPDO 168	Construct intersection improvements @ Nichols Avenue/RT-108, Connors Ln + Second Hill Ln; safety improvements + realignment	Mid-term	
RT-1 - Barnum Ave, Barnum Ave Cutoff + Ferry Blvd	Multiple sections and intersections	Barnum Ave Complete Street Implementation	Mid- to long-term	No updates along this route yet
RT-110, RT-15/ Sikorsky vicinity	Btwn Tudor Ridge Condos +RT-15 S Ramp w/focus on Spring Village + Ornoque Ln and Warner Hill Rd: 281 crashes, 1 fatality, EPDO 2021	Implement RT-110 Study recommendations	Short-, mid- and long-term	
RT-113/ Lordship Blvd	Watson Blvd to I-95: 103 crashes, 1 fatality, 1 pedestrian, EPDO 1627; Woodend Rd + split w/Access Rd: 21 crashes, 2 fatalities, 1 bicyclist, EPDO 1999; btwn Clover Field + Honeyspot Rd: 51 crashes, EPDO 191	Lordship Blvd Complete Street Implementation; pedestrian crossings, traffic calming + bike lanes	Mid- to long-term	

TABLE 7.2: TOWN OF STRATFORD - 2022 STATUS UPDATE SELECTED PRIORITY PROJECTS (2 of 2)

Location	Safety Problem (2018-2021)	Project Type	Term	Status	Notes
RT-130/ Stratford Ave	Surf Ave btwn Avon St + Stratford Ave: 33 crashes, EPDO 229; Bruce Ave btwn Seymour St + Connecticut Ave w/focus on Connecticut Ave/Stratford Ave merge: 52 crashes, 1 bicyclist, EPDO 178	Streetscape improvements from Bruce Blvd to Ferry Blvd are a Town priority; concepts developed through a Streetscape Plan.	Mid- to long-term		
RR spur line	Potential project to remove pedestrians from Honeyspot Rd, RT-113/Lordship Blvd + RT-130/Stratford Ave	Redevelop an inactive RR spurline from Stratford Ave to Long Beach Blvd; acquire ROW + potential partial Spur line reactivation; in conjunction w/*Rails to Trails* resiliency project on part of the elevated Spur line	Long-term		
Stratford Center Complete Streets	Majority of streets are on the HIN	Implement Complete Streets Plan recommendations @ Stratford Center/RT-113, Broad St, Paradise Green/ RT-113, Nichols Ave/RT-108 + Ferry Blvd/RT-130/RT-1; RT-113 - Barnum Ave/RT-1 to Paradise Green is in concept design (LOTCIP funding); Stratford Center to begin late 2022	Short-, mid- and long-term	Stratford Center route is scheduled to begin implementation by Fall 2023; planning for the Paradise Green area route just began	
Success Ave + Canaan Rd	Location identified by the Town	Intersection improvements	Short- to mid-term		
Townwide	Active Transportation: Housatonic River Greenway	Fully connected greenway running north-south through the town w/connections to Stratford Center, Roosevelt Forest, the Housatonic River, the East Coast Greenway, + local points of interest	Long-term	Implementation of greenway route to Stratford Center from the existing Housatonic River Greenway (aka Phase II of Greenway) is scheduled to begin by Fall 2023	
Townwide	Multimodal Transportation	Prepare a detailed long-term multi-modal transportation Plan outlining projects to increase travel efficiency	Short-term	No updates yet	

Appendix D

Town of Stratford Traffic Stop/Crash Data

Town of Stratford

Location: Broadbridge Ave. between Marina Ave. and Emerald Place

Traffic Stops between July 20, 21 and July 22, 2024: 72

Crashes: Fatal-0, Injury-7, Property Damage-13

Introduction

From 2021 to 2022, the increase in the number of overall crashes in Stratford (+23.3%) was similar (+21.1%) to the increase seen between 2020 and 2021. This trend represents a significant increase in the number of overall crashes in the Town compared with 2018 through 2020, when the volume of overall crashes decreased significantly (-38.6%).

Between 2020 and 2022, the number of serious injury crashes in the Town doubled (from 12 to 24), while the number of fatal crashes remained the same [two (2)] from 2020 to 2021, before increasing [three (3)] in 2022.

The number of non-motor crashes in the region in 2022 was the lowest seen over the five-year period, down (-26.0%) from 2019 (the highest volume over the 5-year period.

An evaluation was done of the zone located in the vicinity of the 2800 block of Broadbridge Ave. between Marina and Emerald. This roadway passes in front of the ABC Academy. This zone was identified due to the proximity of academy to the high-volume traffic way and the speed violation rate. **The AADT as reported by CT Department of Transportation is 21,765.**

Due to its location in a neighborhood, there is a significant amount of foot traffic in and around the vicinity at all times of the day and night. There is school children pedestrian traffic in the area as Second Hill Lane Elementary School (65 Second Hill Lane) is approximately 3,100 feet from the Intersection of Broadbridge Avenue and Second Hill Lane. In addition, Our Lady of Grace Church (497 Second Hill Lane) is only 1,000 feet away from the same intersection.

The amount of vehicle traffic in the area limits driver visibility of pedestrians in the area and significantly adversely affects the reaction time to identify the danger and to stop. There are few street lights in the area to help with illumination.

A speed study was conducted for a five-day period at this location. The study revealed an extraordinary amount of speeding violations.

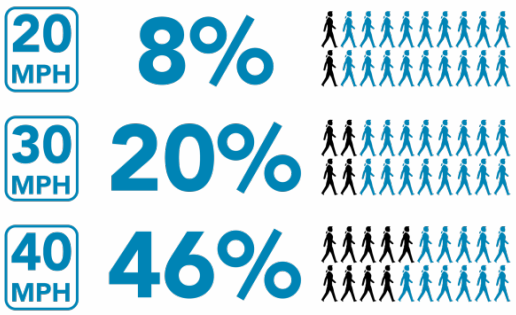
Street (Direction)	Speed Limit	Violations	Vehicles Assessed	vRate
NB Broadbridge @ Marina	30	2,196	56,349	3.9%
SB Broadbridge @ Emerald	30	5,941	52,494	11.3%
		8,137	**108,843**	**7.5%**
CT DOT AADT (10,600)			**21,769**	

The five-day speed study revealed that on average between both directions 7.5% of all traffic was travelling at least 10 miles an hour over the speed limit. Combined, the two directions of travel recorded over 8,000 violations during the survey period. We know at those speeds that it takes over 160 feet for a driver to react and stop. School zone automated speed enforcement systems can reduce the violation rate by as much as 80% in the first six months according to studies.

In addition, studies have revealed a pedestrian that is struck by a vehicle traveling at 40 mph is likely to die in 46% of those instances.

Higher vehicle speeds significantly increase likelihood of death

Our bodies can only tolerate so much physical impact. Even small increases in vehicle speed significantly escalate risk of severe injuries and deaths. System designers and policymakers can use proven tools to encourage lower, safer speeds.



Likelihood of death for people walking if hit at these speeds
Source: AAA Foundation, Tefft, B.C. (2011)

It is imperative that we take affirmative action to reduce the frequency of violations and the overall speed of drivers at this location.

Traditional traffic enforcement is hampered due to:

- Few safe locations for officers to monitor traffic,
- Limited safe space for traffic stops which creates additional danger to both drivers, pedestrians and police officers, and

- Limited police resources to cover all the school zones at any given time. The town doesn't have enough police officers to assign to each school.

The use of an ATSED system allows for 24/7 enforcement and addressing both the safety concerns as well as the police resource limitations. Its use becomes a "force multiplier" in the community. Communities implementing automated speed enforcement systems have realized significant reduction in violations and has dramatically reduced the speed in the monitored areas.

In combination with other countermeasures such as public awareness, warning signs and occasional traditional enforcement, we believe that our plan has the most potential to change driver behavior and slow traffic thus creating a safer school zone.

Town of Stratford

Location: 1300 block of Huntington Rd (Bunnell High School)

Traffic Stops between July 20, 21 and July 22, 2024: 39

Crashes: Fatal-0, Injury-2, Property Damage-11

Introduction

From 2021 to 2022, the increase in the number of overall crashes in Stratford (+23.3%) was similar (+21.1%) to the increase seen between 2020 and 2021. This trend represents a significant increase in the number of overall crashes in the Town compared with 2018 through 2020, when the volume of overall crashes decreased significantly (-38.6%).

Between 2020 and 2022, the number of serious injury crashes in the Town doubled (from 12 to 24), while the number of fatal crashes remained the same [two (2)] from 2020 to 2021, before increasing [three (3)] in 2022.

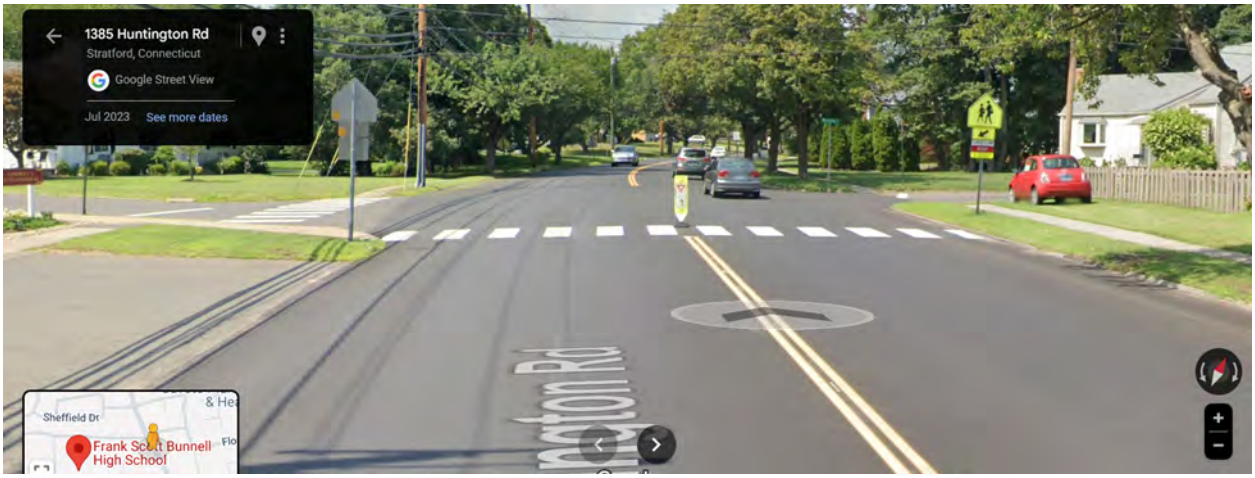
The number of non-motor crashes in the region in 2022 was the lowest seen over the five year period, down (-26.0%) from 2019 (the highest volume over the 5-year period).

An evaluation was done of the school zone located in the vicinity of the1300 block of Huntington Rd. at Bunnell High School. This location was identified due to the school zone's location along a high-volume traffic way. The AADT as reported by CT Department of Transportation is 8,600.

The school is near the street and presents a danger to both students in the vicinity and the drivers who pass through the school zone. In addition, there is also an elementary school, Eli Whitney, about 300 yards from the Bunnell High School location.

Since 2019, there have been three crashes involving bicyclists in the vicinity of this school zone.

Due to its location in a neighborhood, there is a significant amount of foot traffic in and around the school grounds at all times of the day and night. There is a designated pedestrian crossing in the school zone at Huntington Rd and Bulldog Ave. The amount of vehicle traffic in the area, limits driver visibility of pedestrians in the area and significantly adversely affects the reaction time to identify the danger and to stop. There are few streetlights in the area to assist with visibility.



A speed study was conducted for a five-day period at this location. The study revealed an extraordinary amount of speeding violations.

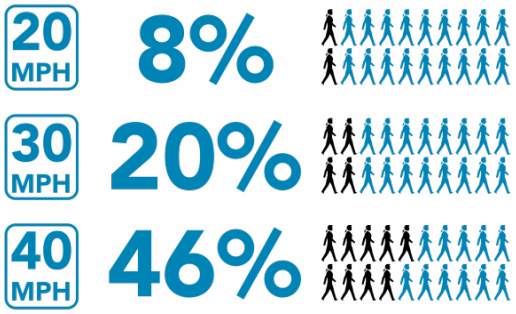
Street (Direction)	Speed Limit	Violations	Vehicles Assessed	vRate
SB Huntington @ Bunnell High School	30	2,246	21,393	10.5%
NB Huntington @ Bunnell High School	30	5,425	24,219	22.4%
		7,671	**45,612**	**16.8%**
CT DOT AADT (8600)			**9,122**	

The five-day speed study revealed that on average between both directions 16.8% of all traffic was travelling at least 10 miles an hour over the speed limit. We know at those speeds that it takes over 160 feet for a driver to react and stop. School zone automated speed enforcement systems can reduce the violation rate by as much as 80% in the first six months according to studies.

In addition studies have revealed a pedestrian that is struck by a vehicle traveling at 40 mph is likely to die in 46% of those instances.

Higher vehicle speeds significantly increase likelihood of death

Our bodies can only tolerate so much physical impact. Even small increases in vehicle speed significantly escalate risk of severe injuries and deaths. System designers and policymakers can use proven tools to encourage lower, safer speeds.



Likelihood of death for people walking if hit at these speeds
Source: AAA Foundation, Tefft, B.C. (2011)

It is imperative that we take affirmative action to reduce the frequency of violations and the overall speed of drivers at this location.

Traditional traffic enforcement is hampered due to:

- Few safe locations for officers to monitor traffic,
- Limited safe space for traffic stops which creates additional danger to both drivers, pedestrians and police officers, and
- Limited police resources to cover all the school zones at any given time. The town doesn't have enough police officers to assign to each school,

The use of an ATSED system allows for 24/7 enforcement and addressing both the safety concerns as well as the police resource limitations. Its use becomes a "force multiplier" in the community.

Communities implementing automated speed enforcement systems have realized significant reduction in violations and has dramatically reduced the speed in the monitored areas.

In combination with other countermeasures such as public awareness, warning signs and occasional traditional enforcement, we believe that our plan has the most potential to change driver behavior and slow traffic thus creating a safer school zone.

Town of Stratford

Location: Barnum Avenue at Franklin School

Traffic Stops between July 20, 21 and July 22, 2024: 117

Crashes: Fatal-0, Injury-15, Property Damage-76

Introduction

From 2021 to 2022, the increase in the number of overall crashes in Stratford (+23.3%) was similar (+21.1%) to the increase seen between 2020 and 2021. This trend represents a significant increase in the number of overall crashes in the Town compared with 2018 through 2020, when the volume of overall crashes decreased significantly (-38.6%).

Between 2020 and 2022, the number of serious injury crashes in the Town doubled (from 12 to 24), while the number of fatal crashes remained the same [two (2)] from 2020 to 2021, before increasing [three (3)] in 2022.

The number of non-motor crashes in the region in 2022 was the lowest seen over the five year period, down (-26.0%) from 2019 (the highest volume over the 5-year period.

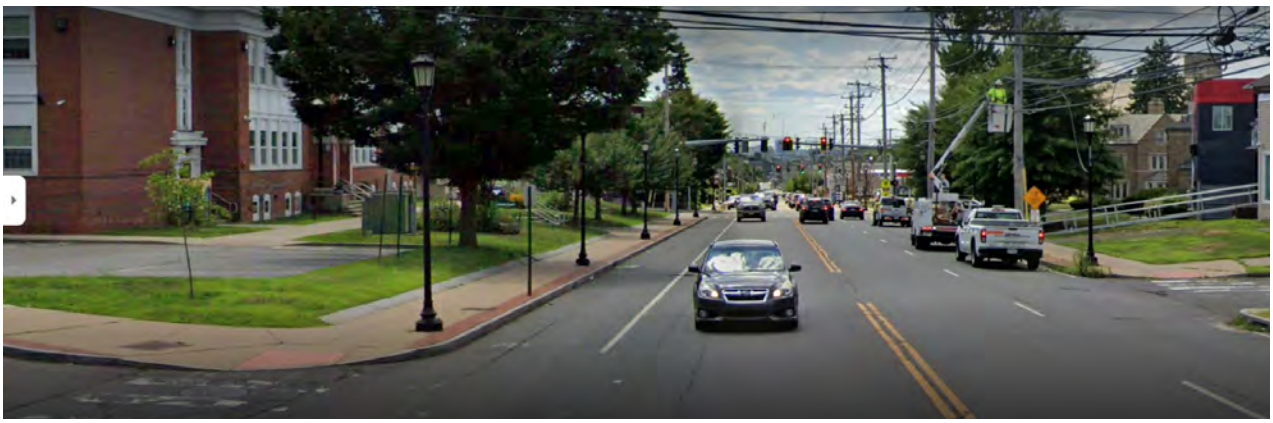
An evaluation was done of the school zone located in the vicinity of the 1800-1900 block of Barnum Avenue at Franklin School. This location was identified due to the school zone's location along a high-volume traffic way. The AADT as reported by CT Department of Transportation is 16,600

The school is near the street and presents a danger to both students in the vicinity and the drivers who pass through the school zone. In addition, there are multiple crosswalk

Since 2018, there have been 4 crashes involving pedestrians in the vicinity of this school zone.

Due to its location in a neighborhood, there is a significant amount of foot traffic in and around the school grounds at all times of the day and night. There are two designated pedestrian crossing in the school zone on Barnum Ave. at the intersection with Soundview Ave. and Mary Ave.

The amount of vehicle traffic in the area, limits driver visibility of pedestrians in the area and significantly adversely affects the reaction time to identify the danger and to stop.



A speed study was conducted for a five-day period at this location. The study revealed an extraordinary amount of speeding violations.

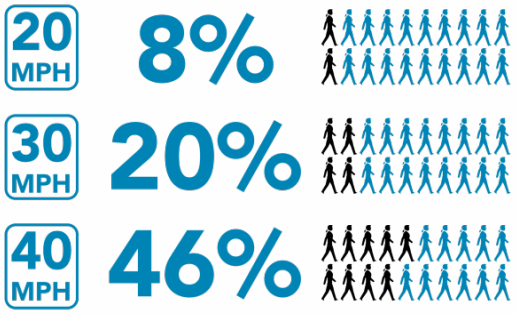
Street (Direction)	Speed Limit	Violations	Vehicles Assessed	vRate
EB Barnum Ave. @ Franklin School	30	231	55,596	0.4%
WB Barnum Ave, @ Franklin School	30	2,524	53,281	4.7%
		2,755	**108,877**	**2.5%**
CT DOT AADT (16,600)			**21,775**	

The five-day speed study revealed that on average between both directions 2.5% of all traffic was travelling at least 10 miles an hour over the speed limit. The westbound direction totaled over 2,500 violations during the study. We know at those speeds that it takes over 160 feet for a driver to react and stop. School zone automated speed enforcement systems can reduce the violation rate by as much as 80% in the first six months according to studies.

In addition studies have revealed a pedestrian that is struck by a vehicle traveling at 40 mph is likely to die in 46% of those instances.

Higher vehicle speeds significantly increase likelihood of death

Our bodies can only tolerate so much physical impact. Even small increases in vehicle speed significantly escalate risk of severe injuries and deaths. System designers and policymakers can use proven tools to encourage lower, safer speeds.



Likelihood of death for people walking if hit at these speeds
Source: AAA Foundation, Tefft, B.C. (2011)

It is imperative that we take affirmative action to reduce the frequency of violations and the overall speed of drivers at this location.

Traditional traffic enforcement is hampered due to:

- Few safe locations for officers to monitor traffic,
- Limited safe space for traffic stops which creates additional danger to both drivers, pedestrians and police officers, and
- Limited police resources to cover all the school zones at any given time. The town doesn't have enough police officers to assign to each school

The use of an ATSED system allows for 24/7 enforcement and addressing both the safety concerns as well as the police resource limitations. Its use becomes a "force multiplier" in the community.

Communities implementing automated speed enforcement systems have realized significant reduction in violations and has dramatically reduced the speed in the monitored areas.

In combination with other countermeasures such as public awareness, warning signs and occasional traditional enforcement, we believe that our plan has the most potential to change driver behavior and slow traffic thus creating a safer school zone.

Town of Stratford

Location: Nichols Ave between Marina Dr. and Barbara Ln.

Traffic Stops between July 20, 21 and July 22, 2024: 24

Crashes: Fatal-0, Injury-5, Property Damage-31

Introduction

From 2021 to 2022, the increase in the number of overall crashes in Stratford (+23.3%) was similar (+21.1%) to the increase seen between 2020 and 2021. This trend represents a significant increase in the number of overall crashes in the Town compared with 2018 through 2020, when the volume of overall crashes decreased significantly (-38.6%).

Between 2020 and 2022, the number of serious injury crashes in the Town doubled (from 12 to 24), while the number of fatal crashes remained the same [two (2)] from 2020 to 2021, before increasing [three (3)] in 2022.

The number of non-motor crashes in the region in 2022 was the lowest seen over the five-year period, down (-26.0%) from 2019 (the highest volume over the 5-year period.

An evaluation was done of the zone located in the vicinity between the 1400 and 1800 block of Nichols Ave. between Marina and Barbara. The AADT as reported by CT Department of Transportation is 18,000

Due to its location in a neighborhood, there is a significant amount of foot traffic in the neighborhood at all times of the day and night. There was one reported pedestrian related crash in the vicinity in 2022. There are several bus stops along this route. Additionally, since this is a densely populated residential area, there Is increased danger as resident attempt to back out of their driveways.

The amount of vehicle traffic in the area limits driver visibility of pedestrians in the area and significantly adversely affects the reaction time to identify the danger and to stop. There is limited street lighting in the area.

A speed study was conducted for a five-day period at this location. The study revealed an extraordinary amount of speeding violations.

Street (Direction)	Speed Limit	Violations	Vehicles Assessed	vRate
NB Nichols @ Marina	35	2,721	67,388	4.0%
SB Nichols @ Barbara Ln	35	4,815	93,497	5.1%
		7,536	**160,885**	**4.7%**
CT DOT AADT (18,000)			**32,177**	

The five-day speed study revealed that on average between both directions 4.7% of all traffic was travelling at least 10 miles an hour over the speed limit. Combined, the two directions of travel recorded over 7,500 violations during the survey period. We know at those speeds that it takes over 160 feet for a driver to react and stop.

In addition, studies have revealed a pedestrian that is struck by a vehicle traveling at 40 mph is likely to die in 46% of those instances.

Higher vehicle speeds significantly increase likelihood of death

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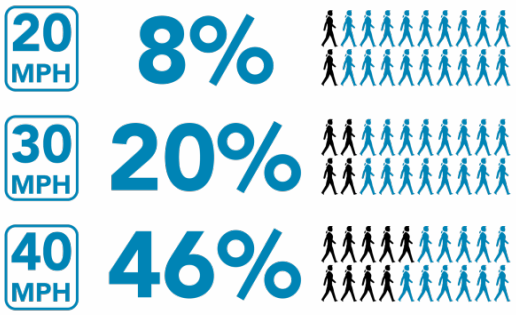

Likelihood of death for people walking if hit at these speeds
Source: AAA Foundation, Tefft, B.C. (2011)

It is imperative that we take affirmative action to reduce the frequency of violations and the overall speed of drivers at this location.

Traditional traffic enforcement is hampered due to:

- Few safe locations for officers to monitor traffic,

- Limited safe space for traffic stops which creates additional danger to both drivers, pedestrians and police officers, and

The use of an ATSED system allows for 24/7 enforcement and addressing both the safety concerns as well as the police resource limitations. Its use becomes a “force multiplier” in the community.

In combination with other countermeasures such as public awareness, warning signs and occasional traditional enforcement, we believe that our plan has the most potential to change driver behavior and slow traffic thus creating a safer school zone.

Town of Stratford

Location: 300 block of Nichols Ave, at Nichols Elementary

Traffic Stops between July 22, 2021 and July 22, 2024: 40

Crashes: Fatal-0, Injury-11, Property Damage-26

Introduction

From 2021 to 2022, the increase in the number of overall crashes in Stratford (+23.3%) was similar (+21.1%) to the increase seen between 2020 and 2021. This trend represents a significant increase in the number of overall crashes in the Town compared with 2018 through 2020, when the volume of overall crashes decreased significantly (-38.6%).

Between 2020 and 2022, the number of serious injury crashes in the Town doubled (from 12 to 24), while the number of fatal crashes remained the same [two (2)] from 2020 to 2021, before increasing [three (3)] in 2022.

The number of non-motor crashes in the region in 2022 was the lowest seen over the five-year period, down (-26.0%) from 2019 (the highest volume over the 5-year period).

An evaluation was done of the school zone located in the vicinity of the 300 block of Nichols Ave. at Nichols Elementary School. This location was identified due to the school zone's location along a high-volume traffic way. The AADT as reported by CT Department of Transportation is over 14, 000.

The school is near the street and presents a danger to both students in the vicinity and the drivers who pass through the school zone.

In 2022, there was one pedestrian related crash in the vicinity of this school zone.

Due to its location in a neighborhood, there is a significant amount of foot traffic in and around the school grounds at all times of the day and night. There are two designated pedestrian crossing in the school zone at Nichols Avenue at Johnson Ave. and Nichols Avenue at North Avenue. It is a two-laned roadway with street parking on both sides of the street. This limits driver and pedestrian visibility in the area and significantly adversely affects the reaction time to identify the danger and to stop. There are limited street lighting in the area.

A speed study was conducted for a five-day period at this location. The study revealed an extraordinary amount of speeding violations.

Street (Direction)	Speed Limit	Violations	Vehicles Assessed	vRate
NB Nichols @ Nichols Elementary	35	861	38,670	2.2%
SB Nichols @ Nichols Elementary	35	1,304	33,268	3.9%
		2,165	**71,938**	**3.0%**
CT DOT AADT (14,100)			**14,388**	

The five-day speed study revealed that on average between both directions 3.0% of all traffic was travelling at least 10 miles an hour over the speed limit. That equated to over 2,000 speeding violations during the survey period. We know at those speeds that it takes over 160 feet for a driver to react and stop.

In addition studies have revealed a pedestrian that is struck by a vehicle traveling at 40 mph is likely to die in 46% of those instances.

Higher vehicle speeds significantly increase likelihood of death

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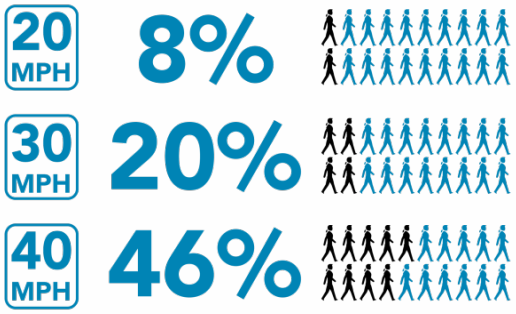

Likelihood of death for people walking if hit at these speeds
Source: AAA Foundation, Tefft, B.C. (2011)

It is imperative that we take affirmative action to reduce the frequency of violations and the overall speed of drivers at this location.

Traditional traffic enforcement is hampered due to:

- Few safe locations for officers to monitor traffic,
- Limited safe space for traffic stops which creates additional danger to both drivers, pedestrians and police officers, and
- Limited police resources to cover all the school zones at any given time. The town doesn't have enough police officers to assign to each school,

The use of an ATSED system allows for 24/7 enforcement and addressing both the safety concerns as well as the police resource limitations. Its use becomes a "force multiplier" in the community.

In combination with other countermeasures such as public awareness, warning signs and occasional traditional enforcement, we believe that our plan has the most potential to change driver behavior and slow traffic thus creating a safer school zone.

Appendix E
OSTA Speed Limit Data

Town Speed

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	AAA - BLANKET APPROVAL	ALL TOWN ROADS	--	--	30
STRATFORD	ACADEMY HILL	RT 113 (MAIN ST)	ELM STREET	0.12	25
STRATFORD	ACCESS ROAD	RT 113 (LORDSHIP BLVD)	RT 113 (MAIN ST)	0.89	35
STRATFORD	ADAMS STREET	BIRDSEYE STREET	SOUTH AVENUE	0.23	25
STRATFORD	AIRWAY DRIVE	RT 113 (STRATFORD RD)	SHORT BEACH ROAD	0.11	25
STRATFORD	ALBERT AVENUE	GREENFIELD AVENUE	CAROL ROAD	0.44	25
STRATFORD	ALBRIGHT AVENUE	GREENFIELD AVENUE	MARINA DRIVE	0.33	25
STRATFORD	ALLYNDALE DRIVE	PLYMOUTH STREET	RT 110 (E. MAIN ST)	0.57	25
STRATFORD	ANDREW STREET	MARCROFT STREET	GREENFIELD AVENUE	0.22	25
STRATFORD	ANN TERRACE	DELL DRIVE	RT 108 (NICHOLS AVE)	0.19	25
STRATFORD	ANSON STREET	HILLTOP DRIVE	CUTSPRING ROAD	0.20	25
STRATFORD	ARBOR STREET	WOODCREST AVENUE	GARDEN STREET	0.15	25
STRATFORD	ARCADIA AVENUE	WAKELEE AVENUE	WOODLAND AVENUE	0.13	25
STRATFORD	ARROWHEAD PLACE	EDWARD STREET	HILLTOP DRIVE	0.18	25
STRATFORD	ASH STREET	RT 113 (STRATFORD RD)	SPRUCE STREET	0.11	25
STRATFORD	AUBURN STREET	HENRY AVENUE EXT	BROADBRIDGE AVENUE	0.18	25
STRATFORD	AVERY STREET	RT 110 (E. MAIN ST)	.11 MI. E/O RT 110 (E. MAIN ST)	0.11	25
STRATFORD	BARNUM AVENUE	BRIDGEPORT TOWN LINE	RT 1 (BOSTON AVE)	0.45	30
STRATFORD	BARNUM TERRACE	RT 1 (BARNUM AVE)	CANAAN ROAD	0.26	25
STRATFORD	BARNUM TERRACE	RT 1 (BARNUM AVE)	END OF TOWN MAINTENANCE	0.63	25
STRATFORD	BARNUM TERRACE EXT	CANAAN ROAD	YUKON STREET	0.28	25
STRATFORD	BARROWS STREET	HIGHLAND TERRACE	RT 113 (MAIN ST)	0.12	25
STRATFORD	BATES STREET	LARKIN COURT	WOODEND ROAD	0.10	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	BAYBERRY LANE	RT 108 (NICHOLS AVE)	SYCAMORE CIRCLE	0.23	25
STRATFORD	BEACH DRIVE (EB)	WASHINGTON PARKWAY	JEFFERSON STREET	0.14	25
STRATFORD	BEACON STREET	WILCOXSON AVE (E JCT)	EDISON STREET	0.16	25
STRATFORD	BEAR PAW ROAD	HUNTINGTON ROAD	FLAGLER AVENUE	0.10	25
STRATFORD	BEARDSLEY AVENUE	RT 130 (STRATFORD AVE)	WEST BROAD STREET	0.20	25
STRATFORD	BEAVER DAM ROAD	HUNTINGTON ROAD	.83 MI. N/O HUNTINGTON RD	0.83	20
STRATFORD	BENJAMIN STREET	CANAAN ROAD	FRANKLIN AVENUE	0.13	25
STRATFORD	BENTON STREET	HONEYSPOT ROAD	BORDENS STREET	0.46	25
STRATFORD	BIRCH DRIVE	.14 MI. S/O WOODEND ROAD	WOODEND ROAD	0.14	20
STRATFORD	BIRDSEYE STREET	HONEYSPOT ROAD	BEACON POINT ROAD	0.95	25
STRATFORD	BISCAYNE DRIVE	HUNTINGTON ROAD	FLAGLER AVENUE	0.08	25
STRATFORD	BITTERSWEET LANE	RT 110 (E. MAIN ST)	BROOKSIDE DRIVE	0.17	25
STRATFORD	BLUEBERRY LANE	CANNON DRIVE	RT 108 (NICHOLS AVE)	0.22	25
STRATFORD	BOOTH STREET	BROADBRIDGE AVENUE	RT 108 (NICHOLS AVE)	0.43	25
STRATFORD	BORDENS STREET	WOODEND ROAD	BENTON STREET	0.18	25
STRATFORD	BOSWELL STREET	BIRDSEYE STREET	SOUTH AVENUE	0.23	25
STRATFORD	BRANDON AVENUE	MT. PLEASANT AVENUE	ROGER DRIVE	0.14	25
STRATFORD	BRENAIR TERRACE	HILLTOP DRIVE	CUTSPRING ROAD	0.17	25
STRATFORD	BRIARFIELD DRIVE	KENYON STREET	SECOND HILL LANE	0.22	25
STRATFORD	BRIDGEVIEW PLACE	RT 110 (E. MAIN ST)	GLENAVON STREET	0.58	25
STRATFORD	BRIGHTWOOD AVENUE	PLYMOUTH STREET	INWOOD ROAD	0.19	25
STRATFORD	BRINSMAYD AVENUE	HINMAN STREET	FAR MILL DRIVE	0.24	25
STRATFORD	BROAD STREET	RT 113 (MAIN ST)	HOUSATONIUC AVENUE	0.41	25
STRATFORD	BROADBRIDGE AVENUE	RT 1 (BARNUM AVE)	SILVER LANE	2.16	30
STRATFORD	BROADBRIDGE AVENUE	RT 113 (MAIN ST)	RT 1 (BARNUM AVE)	0.59	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	BROADMERE ROAD	.23 MI. S/O BROADBRIDGE AVE	BROADBRIDGE AVENUE	0.23	25
STRATFORD	BRONSON ROAD	RT 110 (RIVER RD)	BRIDGEVIEW PLACE	0.08	25
STRATFORD	BROOKBEND DRIVE	ALBRIGHT AVENUE	MEADOWBROOK ROAD (N JCT)	0.29	25
STRATFORD	BROOKSIDE DRIVE	RT 110 (E. MAIN ST)	BITTERSWEET LANE	0.27	25
STRATFORD	BRUCE AVENUE	RT 130 (STRATFORD AVE)	RT 1 (BOSTON AVE)	0.59	25
STRATFORD	BULMER DRIVE	BUNNYVIEW DRIVE(S JCT)	BUNNYVIEW DRIVE(N JCT)	0.22	25
STRATFORD	BUNNYVIEW DRIVE	NEMERGUT DRIVE	TAVERN ROCK ROAD	0.53	25
STRATFORD	BURBANK AVENUE	FREEMAN AVENUE	HUNTINGTON ROAD	0.36	25
STRATFORD	BURBANK DRIVE	MT. PLEASANT AVENUE	BURBANK AVENUE	0.17	25
STRATFORD	BURRITT AVENUE	HOLLISTER STREET	RT 1 (BARNUM AVE)	0.44	25
STRATFORD	CALIFORNIA STREET #1	BOOTH STREET (W JCT)	RT 108 (NICHOLS AVE)	0.26	25
STRATFORD	CALIFORNIA STREET #2	BROADBRIDGE AVE (W JCT)	BOOTH STREET (E JCT)	0.32	25
STRATFORD	CALIFORNIA STREET #3	KNOWLTON STREET	BROADBRIDGE AVE (E JCT)	0.07	25
STRATFORD	CAMBRIDGE AVENUE	BROADBRIDGE AVENUE	CLARENDON STREET	0.13	25
STRATFORD	CANAAN ROAD	BRIDGEPORT TOWN LINE	BROADBRIDGE AVENUE	0.69	30
STRATFORD	CANNON DRIVE	LAWLOR TERRACE	SORGHUM TERRACE	0.33	25
STRATFORD	CAROL ROAD	MARINA DRIVE (S JCT)	MARINA DRIVE (N JCT)	0.41	25
STRATFORD	CASTLE DRIVE	WESTCHESTER DRIVE	STERLING PLACE	0.37	25
STRATFORD	CATHERINE STREET	CALIFORNIA STREET	KING STREET	0.14	25
STRATFORD	CEDARKNOLL DRIVE	CHANBROOK ROAD	TAVERN ROCK ROAD	0.36	25
STRATFORD	CHANBROOK ROAD	WILBROOK ROAD	BUNNYVIEW DRIVE	0.14	25
STRATFORD	CHANDA DRIVE	WILBROOK ROAD	CEDARKNOLL DRIVE	0.10	25
STRATFORD	CHAPEL STREET	CUTSPRING ROAD	MAIN STREET	1.07	25
STRATFORD	CHARLES STREET	STAGG STREET	MEAD STREET	0.13	25
STRATFORD	CHARLTON STREET	GLENDALE ROAD	WILCOXSON AVENUE	0.21	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	CHELSEA STREET	BIRDSEYE STREET	SOUTH AVENUE	0.23	25
STRATFORD	CHESHIRE STREET	CUTSPRING ROAD	LINTON STREET	0.19	25
STRATFORD	CHICKADEE LANE	.49 MI. S/O WIGWAM LANE	WIGWAM LANE	0.49	25
STRATFORD	CIRCLE DRIVE (PVT)	CUTSPRING ROAD	.37 MI. N/O CUTSPRING ROAD	0.37	20
STRATFORD	CLARENDON STREET	BOOTH STREET	CAMBRIDGE AVENUE	0.13	25
STRATFORD	CLAUDIA DRIVE	SUCCESS AVENUE	STONY BROOK ROAD	0.16	25
STRATFORD	CLEMENTS DRIVE	RT 110 (E. MAIN ST)	BRIDGEVIEW PLACE	0.09	25
STRATFORD	CLIFFLAWN ROAD	RIDGE ROAD	HIGHLAND AVENUE	0.12	25
STRATFORD	CLINTON STREET	HURD AVENUE	PATTERSON AVENUE	0.12	25
STRATFORD	CLOVER STREET	RT 1 (BOSTON AVE)	CANAAN ROAD	0.29	25
STRATFORD	COE AVENUE	HINMAN STREET	WARNER HILL ROAD	0.10	25
STRATFORD	COLLEGE STREET	RT 1 (BOSTON AVE)	EDWIN STREET	0.20	25
STRATFORD	COLUMBUS AVENUE	HONEYSPOT ROAD	WOODEND ROAD	0.70	25
STRATFORD	CONCORD STREET	BOOTH STREET	CAMBRIDGE AVENUE	0.11	25
STRATFORD	CONNORS LANE	RT 108 (NICHOLS AVE)	HUNTINGTON ROAD	0.78	25
STRATFORD	COPPER KETTLE DRIVE	WARNER HILL ROAD	FAR MILL DRIVE	0.10	25
STRATFORD	COVE PLACE	PARK BOULEVARD	PROSPECT DRIVE	0.15	25
STRATFORD	CROWN STREET	RT 113 (OAK BLUFF AVE) (W JCT)	RT 113 (PROSPECT DR) (E JCT)	0.47	25
STRATFORD	CURTIS AVENUE #1	RT 113 (STRATFORD AVE)	SPRUCE STREET	0.11	25
STRATFORD	CURTIS AVENUE #2	LIGHTHOUSE AVENUE	RYEGATE TERRACE	0.28	25
STRATFORD	CUTSPRING ROAD	RT 113 (MAIN ST)	PUMPKIN GROUND ROAD	1.50	30
STRATFORD	DAHL AVENUE	FREEMAN AVENUE	HUNTINGTON ROAD	0.32	25
STRATFORD	DANIEL DRIVE	RUSSELL ROAD	OCEANVIEW TERRACE	0.21	25
STRATFORD	DEL DRIVE	OCEANVIEW TERRACE	GLENN DRIVE	0.18	25
STRATFORD	DENTON PLACE	MT. PLEASANT AVENUE	ROGER DRIVE	0.13	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	DEWEY STREET	ORANGE STREET	GREEN STREET	0.28	25
STRATFORD	DIANE TERRACE	BROOKSIDE DRIVE	RT 110 (E. MAIN ST)	0.27	25
STRATFORD	DODGE AVENUE	ACCESS ROAD	WOODEND ROAD	0.16	25
STRATFORD	DORNE DRIVE	SHORT BEACH ROAD #1	SHORT BEACH ROAD #2	0.32	25
STRATFORD	DORUS STREET	BARNUM AVENUE	RT 1 (BOSTON AVE)	0.10	25
STRATFORD	DOUGLAS STREET	ORCHARD HILL DRIVE	HUNTINGTON ROAD	0.24	25
STRATFORD	DOVER STREET	BIRDSEYE STREET	SOUTH AVENUE	0.24	25
STRATFORD	DROME AVENUE	BIRDSEYE STREET	MT. CARMEL BOULEVARD	0.16	25
STRATFORD	EAST BROADWAY	RT 113 (MAIN ST)	RT 130 (FERRY BLVD)	0.49	30
STRATFORD	EAST LAUGHLIN ROAD	EAST PARKWAY DRIVE	RT 110 (E. MAIN ST)	0.20	25
STRATFORD	EAST STREET	HOLMES STREET	WELLS PLACE	0.08	25
STRATFORD	EATON STREET	STONY BROOK ROAD	REITTER STREET WEST	0.14	25
STRATFORD	EDGEWOOD STREET	MILFORD AVENUE	RT 1 (BARNUM AVE)	0.28	25
STRATFORD	EDISON STREET	BEACON STREET	RT 110 (E. MAIN ST)	0.10	25
STRATFORD	EDWIN STREET	FRANKLIN AVENUE	MARY AVENUE	0.08	25
STRATFORD	ELEANOR STREET	LINES PLACE	RT 130 (STRATFORD AVE)	0.11	25
STRATFORD	ELIZABETH TERRACE	WAKELEE AVENUE	ELMHURST AVENUE	0.17	25
STRATFORD	ELK TERRACE	GLENDALE ROAD	GLENRIDGE ROAD	0.07	25
STRATFORD	ELLIOT STREET	LONGBROOK AVENUE	HURD AVENUE	0.20	25
STRATFORD	ELM STREET	RT 113 (MAIN ST)	RT 130 (STRATFORD AVE)	0.73	30
STRATFORD	ELM STREET	RT 130 (STRATFORD AVE)	EAST BROADWAY	0.43	25
STRATFORD	ELM TERRACE (EB)	WOODEND ROAD	RT 113 (MAIN ST)	0.11	25
STRATFORD	ELMHURST AVENUE	RT 113 (MAIN ST)	ELIZABETH TERRACE	0.11	25
STRATFORD	EMERALD PLACE	BROADBRIDGE AVENUE	RIDGEFIELD ROAD	0.18	25
STRATFORD	EUCLID AVENUE	HUNTINGTON ROAD	BUNNYVIEW DRIVE	0.36	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	EUERLE STREET	VAN RENSSELAER AVENUE	BROADBRIDGE AVENUE	0.13	25
STRATFORD	EUREKA AVENUE	EUCLID AVENUE	TAVERN ROCK ROAD	0.17	25
STRATFORD	EVELYN STREET	SOUTH AVENUE	CORINTHIAN AVENUE	0.15	25
STRATFORD	EVERETT STREET	SEDGEWICK AVENUE	SOUTH AVENUE	0.36	25
STRATFORD	FAIRFAX DRIVE	NASSAU ROAD	HUNTINGTON ROAD	0.18	25
STRATFORD	FAIRLEA AVENUE	ROSEDALE TERRACE	FREEMAN AVENUE	0.11	25
STRATFORD	FAIRVIEW AVENUE	JAMES STREET	NORTH AVENUE	0.21	25
STRATFORD	FAR MILL DRIVE	COPPER KETTLE DRIVE	BRINSMAYD AVENUE	0.18	25
STRATFORD	FENELON PLACE	HUNTINGTON ROAD	RT 113 (MAIN ST)	0.10	25
STRATFORD	FERNDALE AVENUE	FREEMAN AVENUE	HUNTINGTON ROAD	0.36	25
STRATFORD	FERNWOOD DRIVE	BAYBERRY LANE	SYCAMORE CIRCLE	0.17	25
STRATFORD	FIFTH AVENUE	START OF TOWN MAINTENANCE	OCEAN AVENUE	0.21	25
STRATFORD	FIRST AVENUE	BEACH DRIVE	WEST HILLSIDE AVENUE	0.05	25
STRATFORD	FIRST AVENUE	OCEAN AVENUE	PAULINE STREET	0.25	25
STRATFORD	FIRST AVENUE (NB)	WEST HILLSIDE AVE	OCEAN AVENUE	0.08	25
STRATFORD	FLAGLER AVENUE	FLORA DRIVE	BEAR PAW ROAD	0.23	25
STRATFORD	FLORA DRIVE	FLAGLER AVENUE	ROBIN LANE	0.17	25
STRATFORD	FLORAL WAY	SHERWOOD PLACE	HOLMES STREET	0.10	25
STRATFORD	FLORENCE STREET	HUNTINGTON ROAD	WHIPPOORWILL LANE	0.15	25
STRATFORD	FOURTH AVENUE	OCEAN AVENUE	STRATFORD ROAD	0.12	25
STRATFORD	FOX HILL ROAD	FOX HILL PLACE	HUNTINGTON ROAD	0.25	25
STRATFORD	FRANKLIN AVENUE	RT 1 (BOSTON AVE)	YUKON STREET	0.54	25
STRATFORD	FREEMAN AVENUE	RT 113 (MAIN ST)	SALVIA STREET	1.03	25
STRATFORD	FROG POND LANE	PATTERSON AVENUE	RT 110 (E. MAIN ST)	0.18	25
STRATFORD	GARDEN STREET	GARDEN STREET EAST	FREEMAN AVENUE	0.13	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	GARDEN STREET EAST	GARDEN STREET	RT 113 (MAIN ST)	0.07	25
STRATFORD	GARFIELD AVENUE	RT 113 (LORDSHIP BLVD)	HONEYSPOT ROAD	0.32	30
STRATFORD	GARIBALDI AVENUE	HONEYSPOT ROAD	LARKIN COURT	0.43	25
STRATFORD	GEM STREET	SILVER LANE	PEARL PLACE	0.17	25
STRATFORD	GLENAVON STREET	RT 110 (MAIN ST)	BRIDGEVIEW PLACE	0.07	25
STRATFORD	GLENDALE ROAD	ELK TERRACE	PATTERSON AVENUE	0.20	25
STRATFORD	GLENFIELD AVENUE	RT 108 (NICHOLS AVE)	FREEMAN AVENUE	0.21	25
STRATFORD	GLENN DRIVE	TEAKWOOD DRIVE	LAWLOR TERRACE	0.34	25
STRATFORD	GLENWOOD AVENUE	RT 113 (MAIN ST)	REED STREET	0.15	25
STRATFORD	GOLDBACH DRIVE	PLANE TREE ROAD	HUNTINGTON ROAD	0.34	25
STRATFORD	GRAHAM STREET	WEST AVENUE	SOUNDVIEW AVENUE	0.38	25
STRATFORD	GREEN VALLEY ROAD	CANNON DRIVE	RT 108 (NICHOLS AVE)	0.22	25
STRATFORD	GREENFIELD AVENUE #1	RT 108 (NICHOLS AVE) (N JCT)	FREEMAN AVENUE	0.21	25
STRATFORD	GREENFIELD AVENUE #2	BROADBRIDGE AVENUE	RT 108 (NICHOLS AVE) (S JCT)	0.36	25
STRATFORD	GREGORY CIRCLE	BIRCH DRIVE	WOODEND ROAD	0.16	20
STRATFORD	GROVE STREET	RT 113 (PROSPECT DR)	HEMLOCK STREET	0.16	25
STRATFORD	HALL ROAD	BITTERSWEET LANE	BROOKSIDE DRIVE	0.09	25
STRATFORD	HAMILTON AVENUE	SOUTH AVENUE	RT 130 (STRATFORD AVE)	0.27	25
STRATFORD	HARDING AVENUE	HONEYSPOT ROAD	LARKIN COURT	0.44	25
STRATFORD	HARTLAND STREET	RT 113 (STRATFORD RD)	SHORT BEACH ROAD	0.09	25
STRATFORD	HARVARD AVENUE	RT 113 (MAIN ST)	REED STREET	0.13	25
STRATFORD	HATHAWAY DRIVE	GARFIELD AVENUE	WOODEND ROAD	0.36	30
STRATFORD	HAWKINS STREET	PECK STREET	WARD STREET	0.09	25
STRATFORD	HAWLEY LANE	HUNTINGTON ROAD	ITS ENTIRETY	0.97	25
STRATFORD	HAWLEY LANE (NB)	RT 108 (NICHOLS AVE)	.52 MI. N/O RT 108 (NICHOLS AVE)	0.52	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	HAZELWOOD TERRACE	FERNWOOD DRIVE	SYCAMORE CIRCLE	0.11	25
STRATFORD	HEMLOCK STREET	RT 113 (PROSPECT DR)	GROVE STREET	0.11	25
STRATFORD	HENRY AVENUE	CANAAN ROAD	STONY BROOK ROAD	0.42	25
STRATFORD	HENRY AVENUE EXT	STONY BROOK ROAD	AUBURN STREET	0.18	25
STRATFORD	HIGH PARK AVENUE	GRAHAM STREET	RT 1 (BARNUM AVE)	0.24	25
STRATFORD	HIGHLAND AVENUE	HUNTINGTON ROAD	RT 113 (MAIN ST)	0.54	25
STRATFORD	HIGHLAND TERRACE	HIGHLAND AVENUE	BARROWS STREET	0.10	25
STRATFORD	HILLSIDE AVENUE	RT 108 (NICHOLS AVE)	RT 113 (MAIN ST)	0.36	25
STRATFORD	HILLTOP DRIVE	ANSON STREET	WIGWAM LANE	0.43	25
STRATFORD	HINMAN STREET	BRINSMAYD AVENUE	COE AVENUE	0.25	25
STRATFORD	HOLLISTER STREET	WEST AVENUE	KNOWLTON STREET	0.58	25
STRATFORD	HOLLYWOOD AVENUE	FREEMAN AVENUE	HUNTINGTON ROAD	0.34	25
STRATFORD	HOLMES STREET	SOUTH AVENUE	SHERWOOD PLACE	0.19	25
STRATFORD	HOMESTEAD AVENUE	RT 130 (FERRY BLVD)	HOUSATONIC AVENUE	0.13	25
STRATFORD	HONEYSPOT ROAD	RT 113 (LORDSHIP BLVD)	RT 130 (STRATFORD AVE)	1.15	30
STRATFORD	HONEYSPOT ROAD EXT	.25 MI. S/O RT 113 (LORDSHIP BLVD)	RT 113 (LORDSHIP BLVD)	0.25	25
STRATFORD	HOUSATONIC AVENUE	BROAD STREET	MINOR AVENUE	0.51	25
STRATFORD	HULL COURT	MCNAIR STREET	SUCCESS AVENUE	0.06	20
STRATFORD	HUNTINGTON ROAD	REEDS LANE	TRUMBULL TOWN LINE (S JCT)	1.73	30
STRATFORD	HUNTINGTON ROAD	RT 113 (MAIN ST)	REEDS LANE	0.44	25
STRATFORD	HUNTINGTON ROAD	TRUMBULL TOWN LINE (N JCT)	SHELTON TOWN LINE	0.37	30
STRATFORD	HUNTINGTON ROAD (NB)	TRUMBULL TOWN LINE (S JCT)	TRUMBULL TOWN LINE (N JCT)	0.98	30
STRATFORD	HURD AVENUE	RT 113 (MAIN ST)	CLINTON STREET	0.42	25
STRATFORD	IVY STREET (SB)	RT 113 (PROSPECT DR)	MAPLE STREET	0.09	25
STRATFORD	JACKSON AVENUE	BRUCE AVENUE	END OF TOWN MAINTENANCE	0.51	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	JACKSON AVENUE	BRUCE AVENUE	SOUNDVIEW AVENUE	0.38	25
STRATFORD	JAMES FARM ROAD	CHAPEL STREET	PETERS LANE	0.42	25
STRATFORD	JAMES FARM ROAD	PETERS LANE	SHELTON TOWN LINE	1.62	30
STRATFORD	JAMES STREET #1	KING STREET	FAIRVIEW AVENUE	0.05	25
STRATFORD	JEFFERSON STREET	OCEAN AVENUE	PAULINE STREET	0.17	25
STRATFORD	JEFFERSON STREET (NB)	WEST HILLSIDE AVENUE	OCEAN AVENUE	0.09	25
STRATFORD	JOHNSON AVENUE	BOOTH STREET	RT 108 (NICHOLS AVE)	0.33	25
STRATFORD	JOHNSON COURT	CORINTHIAN AVENUE	HAMILTON AVENUE	0.09	25
STRATFORD	JOHNSON LANE	CONNORS LANE	RED FOX ROAD	0.36	25
STRATFORD	JUDSON PLACE	RT 113 (MAIN ST)	WHITE STREET	0.28	25
STRATFORD	JUSTICE PLACE	MCPADDEN DRIVE (S JCT)	MCPADDEN DRIVE (N JCT)	0.17	25
STRATFORD	KAREN AVENUE	QUAIL STREET	TUCCI DRIVE	0.10	25
STRATFORD	KENWOOD AVENUE	ANDREW STREET #2	RT 108 (NICHOLS AVE)	0.20	25
STRATFORD	KENYON STREET	BROADBRIDGE AVENUE	RT 108 (NICHOLS AVE)	0.50	25
STRATFORD	KETCHAM ROAD	PHILO STREET	WOODEND ROAD	0.13	25
STRATFORD	KING STREET #1	JAMES STREET	NORTH AVENUE	0.20	25
STRATFORD	KING STREET #1 (NB)	RT 1 (BARNUM AVE)	JAMES STREET	0.20	25
STRATFORD	KING STREET #2	BROADBRIDGE AVENUE	RT 1 (BARNUM AVE)	0.33	25
STRATFORD	KING STREET #2	LINDEN AVENUE	BROADBRIDGE AVENUE	0.06	25
STRATFORD	KINGS COLLEGE PLACE	YALE STREET	RT 113 (MAIN ST)	0.12	25
STRATFORD	KLONDIKE STREET	MCQUILLAN STREET	YUKON STREET	0.14	25
STRATFORD	KNOWLTON STREET	HOLLISTER STREET	WEST BROOK STREET	0.48	25
STRATFORD	LAMBERT DRIVE	BAYBERRY LANE	KAREN AVENUE	0.21	25
STRATFORD	LANTERN ROAD	PRAYER SPRING ROAD	WARNER HILL ROAD	0.28	25
STRATFORD	LARKIN COURT	COLUMBUS AVENUE (W JCT)	COLUMBUS AVENUE (E JCT)	0.35	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	LAUREL STREET	PARK BOULEVARD	CURTIS AVENUE	0.33	25
STRATFORD	LAWLOR TERRACE	GARNET PLACE	RT 108 (NICHOLS AVE)	0.35	25
STRATFORD	LEEWARD DRIVE	WOODEND ROAD	ELM TERRACE	0.12	20
STRATFORD	LEGION AVENUE	NICHOLS TERRACE	GREENFIELD AVENUE	0.23	25
STRATFORD	LIGHT STREET #1	RT 1 (BOSTON AVE)	CANAAN ROAD	0.28	25
STRATFORD	LIGHT STREET #1	RT 1 (BOSTON AVE)	END OF TOWN MAINTENANCE	0.60	25
STRATFORD	LIGHTHOUSE AVENUE	PROSPECT DRIVE	SHORT BEACH ROAD	0.28	25
STRATFORD	LILIBETH DRIVE	BUNNYVIEW DRIVE	SPEER DRIVE	0.12	25
STRATFORD	LINCOLN STREET	RT 108 (NICHOLS AVE)	FREEMAN AVENUE	0.23	25
STRATFORD	LINDEN AVENUE	WEST BROAD STREET	CHURCH STREET	0.16	25
STRATFORD	LINDEN AVENUE (SB)	RT 113 (MAIN ST)	CHURCH STREET	0.12	25
STRATFORD	LINES PLACE	ELEANOR STREET	RT 130 (STRATFORD AVE)	0.16	25
STRATFORD	LINTON STREET	CUTSPRING ROAD	CHESHIRE STREET	0.10	25
STRATFORD	LOCKWOOD AVENUE	STRATFORD AVENUE	RT 130 (FERRY BLVD)	0.11	25
STRATFORD	LOMBARD ROAD	HUNTINGTON ROAD	FLAGLER AVENUE	0.11	25
STRATFORD	LONDON TERRACE	BROADBRIDGE AVENUE	RT 108 (NICHOLS AVE)	0.28	25
STRATFORD	LONG BEACH BOULEVARD	.42 MI. S/O RT 113 (LORDSHIP BLVD)	RT 113 (LORDSHIP BLVD)	0.42	25
STRATFORD	LONG BEACH REC. AREA	---	RECREATIONAL AREA	----	15
STRATFORD	LONGBROOK AVENUE	RT 113 (MAIN ST)	RT 1 (BARNUM AVE)	0.47	25
STRATFORD	LORDSHIP ROAD	PARK BOULEVARD	RT 113 (PROSPECT DR)	0.39	25
STRATFORD	LOS ANGELES AVENUE	ROGER DRIVE	HUNTINGTON ROAD	0.15	25
STRATFORD	MAIN STREET-PUTNEY	RT 110 (RIVER RD) (S JCT)	RT 110 (RIVER RD) (N JCT)	1.33	30
STRATFORD	MAPLE STREET	PARK BOULEVARD	RT 113 (PROSPECT DR)	0.21	25
STRATFORD	MAPLEDALE AVENUE	SPRINGVIEW AVENUE	PASADENA AVENUE	0.11	25
STRATFORD	MARCHANT ROAD	RT 110 (E. MAIN ST)	BRIDGEVIEW PLACE	0.11	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	MARCROFT STREET	CHEVVY STREET	RT 108 (NICHOLS AVE)	0.20	25
STRATFORD	MARGHERITA LAWN	PARK BOULEVARD	RT 113 (PROSPECT DR)	0.27	25
STRATFORD	MARINA DRIVE	BROADBRIDGE AVENUE	RT 108 (NICHOLS AVE)	0.45	25
STRATFORD	MARY AVENUE	CANAAN ROAD (E JCT)	MCQUILLAN STREET	0.12	25
STRATFORD	MARY AVENUE	RT 1 (BARNUM AVE)	CANAAN ROAD (W JCT)	0.29	25
STRATFORD	MASARIK AVENUE	HONEYSPOT ROAD	END OF TOWN MAINTENANCE	0.39	25
STRATFORD	MASARIK AVENUE	HONEYSPOT ROAD	WELLINGTON STREET	0.26	25
STRATFORD	MATTHEW DRIVE	HILLSIDE TERRACE	MILL RIVER DRIVE	0.20	25
STRATFORD	MAUREEN STREET	RT 113 (STRATFORD RD)	SHORT BEACH ROAD	0.15	25
STRATFORD	MCGRATH COURT	COLUMBUS AVENUE	WOOSTER AVENUE (E JCT)	0.31	25
STRATFORD	MCKINLEY AVENUE	HONEYSPOT ROAD	END OF TOWN MAINTENANCE	0.43	25
STRATFORD	MCKINLEY AVENUE	HONEYSPOT ROAD	PAPP COURT	0.40	25
STRATFORD	MCNAIR STREET	SINGER COURT	HULL COURT	0.12	20
STRATFORD	MCNEIL TERRACE	NICHOLS TERRACE	FREEMAN AVENUE	0.13	25
STRATFORD	MCPADDEN DRIVE	WOODEND ROAD	RT 113 (MAIN ST)	0.31	25
STRATFORD	MCQUILLAN STREET	MARY AVENUE	BROADBRIDGE AVENUE	0.15	25
STRATFORD	MEAD STREET	SURF AVENUE	MOFFITT STREET	0.13	25
STRATFORD	MEADOWBROOK ROAD	BROOKBEND DRIVE (S JCT)	RT 108 (NICHOLS AVE)	0.38	25
STRATFORD	MEADOWMERE ROAD	MAIN STREET (S JCT)	MAIN STREET (N JCT)	0.28	25
STRATFORD	MEADOWVIEW AVENUE	ACCESS ROAD	WOODEND ROAD	0.22	25
STRATFORD	MERCER STREET	ROSEDALE TERRACE	FREEMAN AVENUE	0.11	25
STRATFORD	MIDDLEBROOK ROAD	ZENITH DRIVE	HUNTINGTON ROAD	0.21	25
STRATFORD	MILFORD AVENUE	SOUNDVIEW AVENUE	ROCKWELL AVENUE	0.27	25
STRATFORD	MILL RIVER DRIVE	RT 110 (E. MAIN ST)	RT 113 (MAIN ST)	0.13	25
STRATFORD	MINOR AVENUE	RT 130 (FERRY BLVD)	HOUSATONIC AVENUE	0.13	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	MOFFITT STREET	SURF AVENUE	HONEYSPOT ROAD	0.24	25
STRATFORD	MOHAWK STREET	BURRITT AVENUE	KNOWLTON STREET	0.11	25
STRATFORD	MONROE STREET	FREEMAN AVENUE	SHEPPARD STREET	0.15	25
STRATFORD	MONTERO DRIVE	RT 110 (E. MAIN ST)	BRIDGEVIEW PLACE	0.10	25
STRATFORD	MONUMENT PLACE	.05 MI. S/O BROAD STREET	BROAD STREET	0.05	25
STRATFORD	MOREHOUSE AVENUE	SALVIA STREET	STOCK STREET	0.23	25
STRATFORD	MORNINGSIDE DRIVE	MORNINGSIDE TERRACE	CUTSPRING ROAD	0.10	25
STRATFORD	MORNINGSIDE TERRACE	WHIPPOORWILL LANE	CUTSPRING ROAD	0.25	25
STRATFORD	MOUNT CARMEL BLVD (NB)	HONEYSPOT ROAD	SOUTH AVENUE	0.21	30
STRATFORD	MT. PLEASANT AVENUE	FREEMAN AVENUE	HUNTINGTON ROAD	0.39	25
STRATFORD	NEMERGUT DRIVE	WIGWAM LANE	CUTSPRING ROAD	0.28	25
STRATFORD	NICHOLS TERRACE	RT 108 (NICHOLS AVE)	END OF TOWN MAINTENANCE	0.29	25
STRATFORD	NICHOLS TERRACE	RT 108 (NICHOLS AVE)	MCNEIL TERRACE	0.20	25
STRATFORD	NOBLE STREET	RT 1 (BARNUM AVE)	EUERLE STREET	0.12	25
STRATFORD	NORMAN CIRCLE	RT 110 (E. MAIN ST)	ITS ENTIRETY	0.20	25
STRATFORD	NORTH AVENUE	BROADBRIDGE AVENUE	RT 113 (MAIN ST)	0.82	25
STRATFORD	NORTH PETERS LANE	KATHLEEN DRIVE	SHELTON TOWN LINE	0.48	25
STRATFORD	NORTH TRAIL (PVT)	ORONOQUE LANE	.58 MI. N/O ORONOQUE LANE	0.58	25
STRATFORD	OAK BLUFF AVENUE	.36 MI. S/O RT 113 (LORDSHIP BLVD)	RT 113 (LORDSHIP BLVD)	0.36	25
STRATFORD	OAK RIDGE ROAD	SUN RIDGE LANE	PUMPKIN GROUND ROAD	0.32	25
STRATFORD	OAKLAND STREET	OAKLAND PLACE	WEST BROAD STREET	0.22	25
STRATFORD	OCEAN AVENUE	OAK BLUFF AVENUE	IVY STREET	0.62	25
STRATFORD	OCEAN AVENUE	ROUTE 113 (W JCT)	ROUTE 113 (E JCT)	0.62	25
STRATFORD	OCEANVIEW TERRACE	GLENN DRIVE	SECOND HILL LANE	0.43	25
STRATFORD	OKENUCK TRAIL	PEQUONNOCK CIRCLE	WIGWAM LANE	0.20	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	OLD COACH LANE	CUL-DE-SAC	MAIN STREET-PUTNEY	0.22	25
STRATFORD	OLD SOUTH AVENUE	ACCESS ROAD	WOODEND ROAD	0.17	25
STRATFORD	OLD SPRING ROAD	SALVIA STREET	CONNORS LANE	0.19	25
STRATFORD	ORANGE STREET	MASARIK AVENUE	SEDGEWICK AVENUE	0.32	25
STRATFORD	ORCHARD HILL DRIVE	CONNORS LANE	HUNTINGTON ROAD	0.29	25
STRATFORD	ORONOQUE LANE	JAMES FARM ROAD	RT 110 (MAIN ST)	1.04	30
STRATFORD	OVERLAND DRIVE	HUNTINGTON ROAD	END OF TOWN MAINTENANCE	0.38	25
STRATFORD	OVERLAND DRIVE	SHERBROOK ROAD	HUNTINGTON ROAD	0.41	25
STRATFORD	PARK BOULEVARD	LORDSHIP ROAD	COVE PLACE	0.55	25
STRATFORD	PARK STREET	FREEMAN AVENUE	HUNTINGTON ROAD	0.33	25
STRATFORD	PARKWAY DRIVE	FENELON PLACE	REEDS LANE	0.41	25
STRATFORD	PASADENA AVENUE	MT. PLEASANT AVENUE	LOS ANGELES AVENUE	0.19	25
STRATFORD	PATRICIA DRIVE	NORTH PETERS LANE	CUL-DE-SAC	0.17	25
STRATFORD	PATTERSON AVENUE	LONGBROOK AVENUE	RT 110 (E. MAIN ST)	0.62	25
STRATFORD	PAULINE STREET	OCEAN AVENUE	RT 113 (OAK BLUFF/PROSPECT)	0.34	25
STRATFORD	PEACE ACRE LANE	ORONOQUE LANE	PILGRIM LANE	0.26	25
STRATFORD	PEACE STREET	BRUCE AVENUE	HIGH PARK AVENUE	0.28	25
STRATFORD	PECK STREET	RT 110 (E. MAIN ST)	HAWKINS STREET	0.12	25
STRATFORD	PETERS LANE	.66 MI. N/O JAMES FARM RD	.97 MI. N/O JAMES FARM RD	0.31	15
STRATFORD	PETERS LANE	JAMES FARM ROAD	.66 MI. N/O JAMES FARMS RD	0.66	25
STRATFORD	PILGRIM LANE	PRAYER SPRING ROAD	WARNER HILL ROAD	0.47	25
STRATFORD	PINEHURST ROAD	WESTCHESTER DRIVE	BRIARFIELD DRIVE	0.07	25
STRATFORD	PLYMOUTH STREET	TERRILL ROAD	WILCOXSON AVENUE	0.28	25
STRATFORD	POND STREET	WEBER STREET	CLOVER STREET	0.10	25
STRATFORD	POOTATUCK PATH	OKENUCK TRAIL	ROBIN LANE	0.10	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	PORTER STREET	BROADBRIDGE AVENUE	ALBERT AVENUE	0.18	25
STRATFORD	POST OAK ROAD	PLANE TREE ROAD	HUNTINGTON ROAD	0.33	25
STRATFORD	PRAYER SPRING ROAD	ORONOQUE LANE	WARNER HILL ROAD	0.54	25
STRATFORD	PRISCILLA LANE	LARKIN COURT (W JCT)	LARKIN COURT (E JCT)	0.12	25
STRATFORD	PROSPECT DRIVE	RIVERDALE DRIVE	END OF TOWN MAINTENANCE	0.24	25
STRATFORD	PROSPECT DRIVE	RT 113 (STRATFORD RD)	RIVERDALE DRIVE	0.60	30
STRATFORD	PUMPKIN GROUND ROAD	.17 MI. W/O CUTSPRING ROAD	CUTSPRING ROAD	0.17	25
STRATFORD	QUAIL STREET	RT 108 (NICHOLS AVE)	FREEMAN AVENUE	0.32	25
STRATFORD	RAVEN TERRACE	REED STREET	RT 113 (MAIN ST)	0.31	25
STRATFORD	REED STREET	GLENWOOD AVENUE	RT 110 (E. MAIN ST)	0.41	25
STRATFORD	REEDS LANE	HUNTINGTON ROAD	HIGHLAND AVENUE	0.33	25
STRATFORD	REITTER STREET	BROADBRIDGE AVENUE	RT 108 (NICHOLS AVE)	0.32	25
STRATFORD	REITTER STREET WEST	HENRY AVENUE EXT.	BROADBRIDGE AVENUE	0.19	25
STRATFORD	REUT DRIVE	ZENITH DRIVE	HUNTINGTON ROAD	0.19	25
STRATFORD	RIDGE ROAD	PARKWAY DRIVE (S JCT)	PARKWAY DRIVE (N JCT)	0.25	25
STRATFORD	RIVERDALE DRIVE	LIGHTHOUSE AVENUE	PROSPECT DRIVE	0.45	25
STRATFORD	ROBIN LANE	CHICKADEE LANE	WIGWAM LANE	0.33	25
STRATFORD	ROCKLAND AVENUE	FREEMAN AVENUE	HUNTINGTON ROAD	0.32	25
STRATFORD	ROCKWELL AVENUE	KNOWLTON STREET	MELLVILLE STREET	0.33	25
STRATFORD	ROCKWELL AVENUE (SB)	RT 1 (BARNUM AVE)	MELLVILLE STREET	0.08	25
STRATFORD	ROGER DRIVE	BURBANK DRIVE	LOS ANGELES AVENUE	0.16	25
STRATFORD	ROSEDALE TERRACE	MERCER STREET	GREENFIELD AVENUE	0.10	25
STRATFORD	RUSSELL ROAD	SECOND HILL LANE	OCEANVIEW TERRACE	0.22	25
STRATFORD	RYEGATE TERRACE	CURTIS AVENUE (W JCT)	RIVERDALE DRIVE	0.34	25
STRATFORD	SALEM ROAD	BETH DRIVE	HAWLEY LANE	0.18	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	SALVIA STREET	FREEMAN AVENUE	SULTAN STREET	0.18	25
STRATFORD	SAN GABRIEL AVENUE	MAPLEDALE AVENUE	FERNDALE AVENUE	0.14	25
STRATFORD	SANDS PLACE	SOUTH AVENUE (W JCT)	SOUTH AVENUE (E JCT)	0.17	25
STRATFORD	SANFORD PLACE	HUNTINGTON ROAD	DELAWARE DRIVE	0.19	25
STRATFORD	SEABREEZE DRIVE	DENISE DRIVE	DOGWWOD DRIVE	0.26	25
STRATFORD	SECOND AVENUE	OCEAN AVENUE	RT 113 (OAK BLUFF AVE)	0.34	25
STRATFORD	SECOND HILL LANE	BROADBRIDGE AVENUE	RT 108 (NICHOLS AVE)	0.59	25
STRATFORD	SEDGEWICK AVENUE	HONEYSPOT ROAD	WOODEND ROAD	0.71	25
STRATFORD	SEKELSKY DRIVE	EUCLID AVENUE	CEDARKNOLL DRIVE	0.18	25
STRATFORD	SEYMOUR STREET	GRANT STREET	SOUNDVIEW AVENUE	0.27	25
STRATFORD	SEYMOUR STREET (EB)	BRUCE AVENUE	GRANT STREET	0.12	25
STRATFORD	SHANLEY STREET	WOODEND ROAD	BIRDSEYE STREET	0.16	25
STRATFORD	SHEA TERRACE	HILLTOP DRIVE	CUTSPRING ROAD	0.19	25
STRATFORD	SHEPPARD STREET	PARK STREET	LOBDELL DRIVE	0.21	25
STRATFORD	SHERWOOD PLACE	SOUTH AVENUE	RT 130 (STRATFORD AVE)	0.38	25
STRATFORD	SHORE ROAD	ELM STREET	STRATFORD AVENUE	0.36	20
STRATFORD	SHORT BEACH PRKNG AREA	PARKING AREA	PARKING AREA	----	15
STRATFORD	SHORT BEACH ROAD	.13 MI. S/O LIGHTHOUSE AVE	RT 113 (STRATFORD RD)	0.64	25
STRATFORD	SHORT BEACH ROAD	LIGHTHOUSE AVENUE	RT 113 (STRATFORD RD)	0.54	25
STRATFORD	SILVER LANE	BROADBRIDGE AVENUE	ITS ENTIRETY	0.87	25
STRATFORD	SILVER LANE	BROADBRIDGE AVENUE	RT 108 (NICHOLS AVE)	0.91	25
STRATFORD	SINGER COURT	SUCCESS AVENUE	MCNAIR STREET	0.08	20
STRATFORD	SNIFFEN LANE	RT 113 (MAIN ST)	.50 MI. E/O RT 113 (MAIN ST)	0.50	25
STRATFORD	SORGHUM TERRACE	CANNON DRIVE	SILVER LANE	0.12	25
STRATFORD	SOUNDVIEW AVENUE	SEYMOUR STREET	RT 1 (BARNUM AVE)	0.53	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	SOUTH AVENUE	RT 113 (MAIN ST)	SHORE ROAD	0.22	25
STRATFORD	SOUTH AVENUE	RT 130 (STRATFORD AVE)	RT 113 (MAIN ST)	0.69	30
STRATFORD	SOUTH TRAIL (PVT)	AGAWAM DRIVE (PVT)	ORONOQUE LANE	0.88	25
STRATFORD	SPADA BOULEVARD (SB)	SOUTH AVENUE	HONEYSPOT ROAD	0.14	25
STRATFORD	SPERRY AVENUE	ACCESS ROAD	WOODEND ROAD	0.16	25
STRATFORD	SPRINGVIEW AVENUE	MT. PLEASANT AVENUE	MAPLEDALE AVENUE	0.11	25
STRATFORD	SPRUCE STREET	PARK BOULEVARD	ASH STREET	0.38	25
STRATFORD	STAGG STREET	SURF AVENUE	HONEYSPOT ROAD	0.28	25
STRATFORD	STOCK STREET	MOREHOUSE AVENUE	SULTAN STREET	0.10	25
STRATFORD	STONY BROOK ROAD	KASPER DRIVE	BROADBRIDGE AVENUE	0.53	25
STRATFORD	STRATFORD AVENUE	ELM STREET	SHORE ROAD	0.26	20
STRATFORD	STRATFORD ROAD	RT 113 (OAK BLUFF AVE) (W JCT)	RT 113 (PROSPECT DR) (E JCT)	0.75	30
STRATFORD	STRECKFUS DRIVE	REDBIRD DRIVE	BROADBRIDGE AVENUE	0.09	25
STRATFORD	SUCCESS AVENUE	BRIDGEPORT TOWN LINE	BROADBRIDGE AVENUE	0.75	25
STRATFORD	SULTAN STREET	SALVIA STREET	STOCK STREET	0.18	25
STRATFORD	SUMMER STREET	BROADBRIDGE AVENUE	JOHNSON AVENUE	0.26	25
STRATFORD	SUNFLOWER AVENUE	SALVIA STREET	STOCK STREET	0.20	25
STRATFORD	SUNNYBANK AVENUE	FREEMAN AVENUE	HUNTINGTON ROAD	0.32	25
STRATFORD	SUNRISE TERRACE	RT 108 (NICHOLS AVE)	.11 MI. E/O RT 108 (NICHOLS AVE)	0.11	25
STRATFORD	SURF AVENUE	RT 113 (LORDSHIP BLVD)	RT 130 (STRATFORD AVE)	0.93	25
STRATFORD	SWANSON AVENUE	CANAAN ROAD	STONY BROOK ROAD	0.43	25
STRATFORD	SYCAMORE CIRCLE	CONNORS LANE	BAYBERRY LANE	0.11	25
STRATFORD	TAVERN ROCK ROAD	HUNTINGTON ROAD	CUTSPRING ROAD	0.50	25
STRATFORD	TERRILL ROAD	PLYMOUTH STREET	INWOOD ROAD	0.18	25
STRATFORD	THIRD AVENUE	START OF TOWN MAINTENANCE	CROWN STREET	0.41	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	THOMPSON STREET	SEYMOUR STREET	BARNUM AVENUE	0.49	25
STRATFORD	THORNBERG STREET	HILLTOP DRIVE	CUTSPRING ROAD	0.18	25
STRATFORD	TOPAZ PLACE	BROADBRIDGE AVENUE	NORTH ACRE PLACE	0.16	25
STRATFORD	TUCCI DRIVE	LEIGHTON DRIVE	KAREN AVENUE	0.11	25
STRATFORD	TWIN OAKS TERRACE	OAK RIDGE ROAD	PUMPKIN GROUND ROAD	0.25	25
STRATFORD	ULRICH ROAD	LOBDELL DRIVE	HUNTINGTON ROAD	0.15	25
STRATFORD	VAL DRIVE	CANNON DRIVE	RT 108 (NICHOLS AVE)	0.22	25
STRATFORD	VAN RENSSELAER AVENUE	RT 1 (BARNUM AVE)	EUERLE STREET	0.14	25
STRATFORD	VAN STREET	RT 108 (NICHOLS AVE)	.12 MI. E/O RT 108 (NICHOLS AVE)	0.12	25
STRATFORD	VERMONT AVENUE	PROSPECT DRIVE	CURTIS AVENUE	0.15	25
STRATFORD	VICTORIA LAWN	PARK BOULEVARD	RT 113 (PROSPECT DR)	0.33	25
STRATFORD	VICTORY STREET	BRUCE AVENUE	THOMPSON STREET	0.17	25
STRATFORD	WAKELEE AVENUE	RT 113 (MAIN ST)	RT 110 (E. MAIN ST)	0.48	25
STRATFORD	WARNER HILL ROAD	PILGRIM LANE	SHELTON TOWN LINE	0.74	30
STRATFORD	WARNER HILL ROAD	RT 110 (MAIN ST)	PILGRIM LANE	0.44	25
STRATFORD	WASHINGTON PARKWAY	BEACH DRIVE	RT 113 (OAK BLUFF AVE)	0.54	25
STRATFORD	WEBER AVENUE	POND STREET	CANAAN ROAD	0.14	25
STRATFORD	WELLINGTON STREET	BENTON STREET	ROOSEVELT AVENUE	0.27	25
STRATFORD	WELLS PLACE	SHERWOOD PLACE	ELM STREET	0.34	25
STRATFORD	WEST AVENUE	HOLLISTER STREET	BARNUM AVENUE	0.28	25
STRATFORD	WEST BROAD ST (RSEC.)	RT 113 (MAIN ST)	RT 1 (BARNUM AVE)	0.76	25
STRATFORD	WEST BROAD STREET	CALIFORNIA STREET	RT 113 (MAIN ST)	0.34	25
STRATFORD	WEST BROAD STREET	RT 1 (BARNUM AVE)	CALIFORNIA STREET	0.43	30
STRATFORD	WEST HILLSIDE AVENUE	WASHINGTON PARKWAY	JEFFERSON STREET	0.11	25
STRATFORD	WESTCHESTER DRIVE	CAROL ROAD	ISLAND VIEW ROAD	0.28	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	WHIPPOORWILL LANE	FLORENCE STREET	MAIN STREET	1.06	25
STRATFORD	WHITE STREET	BROAD STREET	EAST BROADWAY	0.19	25
STRATFORD	WIEBE AVENUE	NORTH AVENUE	LONDON TERRACE	0.19	25
STRATFORD	WIGWAM LANE	HUNTINGTON ROAD	CUTSPRING ROAD	0.80	25
STRATFORD	WILBAR DRIVE	SHERBROOK ROAD	HUNTINGTON ROAD	0.41	25
STRATFORD	WILBROOK ROAD	WIGWAM LANE	EUCLID AVENUE	0.35	25
STRATFORD	WILCOXSON AVENUE	RT 113 (MAIN ST)	RT 110 (E. MAIN ST)	0.59	25
STRATFORD	WILD WOOD DRIVE	ROOSEVELT FOREST DRIVE (W JCT)	ROOSEVELT FOREST DRIVE (E JCT)	0.38	25
STRATFORD	WILLIAM STREET	NORTH AVENUE	LONDON TERRACE	0.16	25
STRATFORD	WILLOW AVENUE	RT 130 (FERRY BLVD)	HOUSATONIC AVENUE	0.16	25
STRATFORD	WINDSOR AVENUE	RT 113 (MAIN ST)	STILES STREET	0.32	25
STRATFORD	WINFIELD DRIVE	OAKLAND PLACE	WEST BROAD STREET	0.22	25
STRATFORD	WINTER STREET	BROADBRIDGE AVENUE	SPRING STREET	0.15	25
STRATFORD	WOOD AVENUE	RT 108 (NICHOLS AVE)	KING STREET	0.24	25
STRATFORD	WOODCREST AVENUE	NORTH AVENUE	FREEMAN AVENUE	0.17	25
STRATFORD	WOODEND ROAD	KETCHAM ROAD	RT 113 (MAIN ST)	0.68	25
STRATFORD	WOODEND ROAD	RT 113 (LORDSHIP BLVD)	KETCHAM ROAD	0.54	30
STRATFORD	WOODLAND AVENUE	ELIZABETH TERRACE	ARCADIA AVENUE	0.13	25
STRATFORD	WOODLAWN AVENUE	RT 113 (MAIN ST)	REED STREET	0.13	25
STRATFORD	WOODSTOCK AVENUE	RT 113 (MAIN ST)	STILES STREET	0.31	25
STRATFORD	WOOSTER AVENUE	YARWOOD STREET	MC GRATH COURT (E JCT)	0.16	25
STRATFORD	WYOMING STREET	BOOTH STREET	MONTROSE PLACE	0.11	25
STRATFORD	YALE STREET	RT 130 (STRATFORD AVE)	KINGS COLLEGE PLACE	0.11	25
STRATFORD	YARWOOD STREET	WOOSTER AVENUE	SEDGEWICK AVENUE	0.13	25
STRATFORD	YORK STREET	PARK BOULEVARD	PROSPECT DRIVE	0.16	25

TOWN	STREET	FROM	TO	DIST	SPD
STRATFORD	YUKON STREET	FRANKLIN AVENUE	BROADBRIDGE AVENUE	0.13	25
STRATFORD	ZENITH DRIVE	POST OAK ROAD	PARKLAND DRIVE	0.22	25

F. Sensys Speed Camera Technical Specifications

Civil works guidelines

AluCool

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REVISION SUMMARY
Updates will be issued when needed and noted on this page in the following issues of this document.

Rev	Date	Description
A	2010-08-30	First edition.

2 Scope

2.1 Identification

Product Nr.	Name
19-	AluCool RLSS products
19-	AluCool SSS products

2.2 Introduction

This document contains basic guidelines for the fundamental construction work to be done on site before installation of AluCool Red Light Safety System (RLSS) or AluCool Speed Safety System (SSS). Please perform a site survey to determine exact positions for all equipment before starting any civil works.
All construction work is to be made according to local conditions and regulations.

The contractor performing excavations and installation of foundations and poles must have knowledge of the local regulations and experience of the local ground type conditions.

The contractor performing the electrical installation must have knowledge of the local regulations regarding electrical safety and dimensioning of equipment.

3 Reference Documents

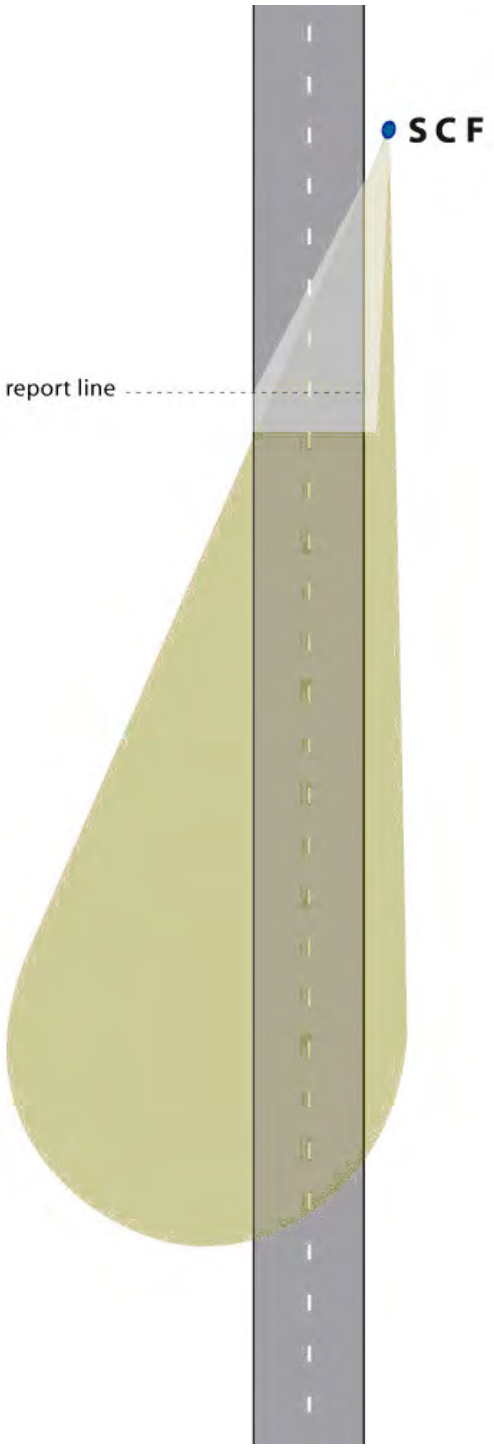
No.	Identification	Issue	Name or Description
[Ref A]	17-0227	Latest	AluCool Installation Manual

4 Definitions, Acronyms and Abbreviations

Definition, Acronym or Abbreviation	**Explanation**
Cabinet	Main cabinet containing power connectors, cooling unit and cassette
Cassette	The main electronic unit containing camera, controller and logics. Placed inside the cabinet
Lane	Normally up to 3.5m width
Radar	See Sensor
RLSS	Red-Light Safety System
Sensor	Traffic measuring radar sensor. For SSS the sensor is placed in the cassette. For RLSS the sensor is placed externally.
SSS	Speed Safety System
System	A complete system SSS: Cabinet + Cassette RLSS: Cabinet + Cassette + external Sensor

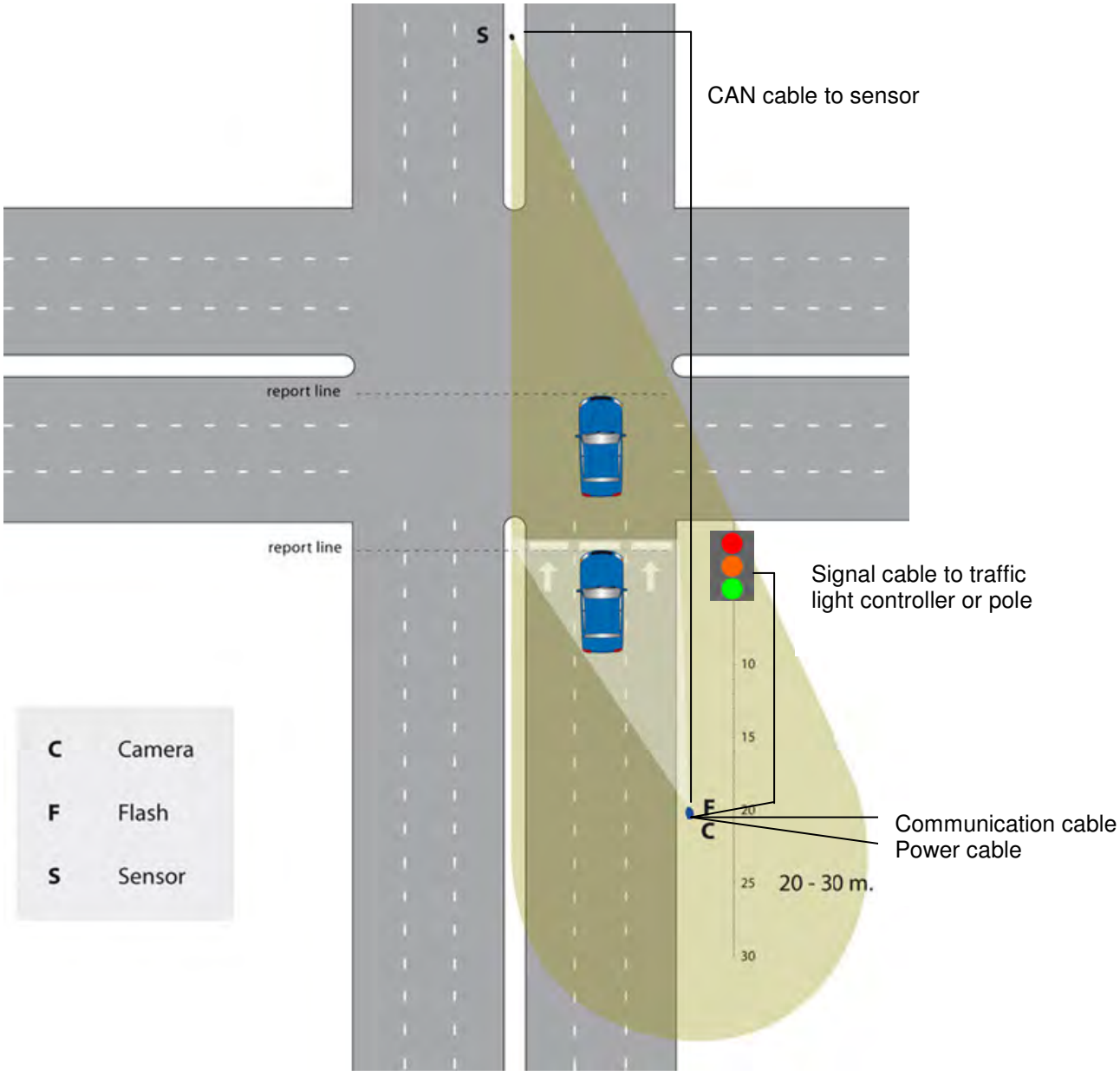
5 Site overview

5.1 Speed Safety System, SSS



Sensor, camera and flash are placed together in the cabinet.
Speed systems can be configured for Arriving or Departing traffic.
Report distance is depending on road width: Arriving traffic: 10-60m. Departing traffic: 20-60m.
The system can be placed outside road hard shoulder on a two-way road, or preferably in the middle section between the two directions on a Highway. Recommended side distance from system to closest lane is 1-3 m.

5.2 Red Light Safety System, RLSS



The Sensor is placed outside the cabinet to detect the front of arriving vehicles for best position accuracy at stop line. Normally 30 - 50m after the stop line.

Camera, Flash and video are placed in cabinet, normally 20 - 30m before the stop line.
Verify exact position with the same type of camera/lens before mounting the pole.

For cables, see 7.4

6 Work flow

Some parameters may vary between different sites; all these site specific parameters are established in the site survey.

6.1 Prerequisites

The following prerequisites have to be fulfilled before the installation works described in this document are made.

- Perform a Site survey to determine exact location of the poles. Verify cabinet positions with an identical camera/lens to secure proper picture coverage.
- Establish Site drawing containing equipment locations, cable locations, existing cable paths to be used and where to install new cable paths.

6.2 Actions

This is a suggestion of work flow to follow when carrying out construction works.

1. Determine type and dimensions of pole foundations and poles. Refer to section 7.1 for requirements
2. Locate mains power connections. Refer to section 7.2 for requirements.
3. Locate communication connections. Refer to section 7.3 for requirements.
4. Determine where new cable paths are needed. See 7.4.2 Connections for details
5. Dig holes for foundations, dig and install cable paths where necessary.
6. Make foundations for poles
7. Install mains power connections
8. Install cables between unit locations. Refer to section 7.4 for requirements
9. Mount poles, with cables through them, on foundations. Leave 2m of the cable hanging out at the pole top.

7 Requirements

7.1 Poles and foundations

The contractor is responsible for choosing type of foundation and calculating dimensions of foundations to meet requirements below as well as local regulations regarding traffic safety.

7.1.1 Pole and foundation general requirements

- Foundation type is determined according to local conditions regarding ground type and dimensions are calculated to meet the specifications below.
- All poles and foundations must be dimensioned to meet the specific requirements stated below, and in addition to this also support a ladder leaned against the top of the pole, with one person climbing to the top of the ladder.
- All poles shall be made of steel, preferably galvanized to withstand rust.
- All poles shall be hollow to make it able to pull cables inside. Please note that the foundation must also have a path for the cables leading into the pole.

7.1.2 Pole specifications

Cabinet pole:

- **Dimensions**:
Outer diameter: 115±1mm
Recommended thickness: 5mm
Height: Standard height is 2.5 – 2.8m, measured from road surface to top of the pole. Wider roads need a higher pole compared to narrow roads.

- **Load Capacity**: Must be able to support a cabinet of 100kg weight at the top.

- **Ventilation**:
The pole must be ventilated with a minimum area of 7000 mm2 for cooling air inlet.
We recommend 10 ventilation slots, 6x120mm each.
The ventilation slots should be located app. 230 - 350 millimeters from the top of the pole.

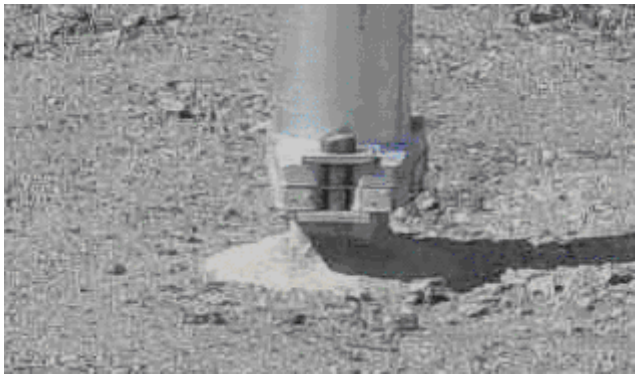
Sensor pole (RLSS only):

- Dimensions:
Outer diameter: 115±1mm
Recommended thickness: 5mm
Height: Standard height is 4 - 5m, measured from road surface, depending of the size of the intersection.
Please consult site survey document for exact dimension.

- Load Capacity: 5kg at the top

7.1.3 Pole base

Some countries require a slip base to enhance security in case of an accident. The slip base makes the pole and cabinet to be pushed in front of the vehicle in case of a collision.



7.2 Power supply

The contractor performing the electrical installations is responsible for fulfilling local requirements regarding electrical safety and dimensioning of cables and other equipment.
Consider local requirements for surge protection.

7.2.1 Power requirements

- **System cabinet:**
  Power supply: 1 phase alternating current with protective earth
  Voltage: **230V AC +/- 10%, 50/60Hz**
  Fuse: **16A slow blow**
  Cable type and dimension: To meet local regulations

- **Sensor pole:**
  No power supply needed. 12V is supplied in the CAN cable from the System cabinet.

7.2.2 Power consumption

- **System cabinet:**
  Max 200W RMS (idle)
  Max 500W RMS (cooling/heating)
  Max 1400W RMS (< 1s) Additional peak consumption during startup and exposures

7.3 Communication

External communication is provided through an Ethernet port in cabinet.
Wireless access point is optional.

7.4 Cabling

The different units are connected by signal cables. Which cables are to be laid is dependant on which units are to be installed.

7.4.1 Cable types

The table below states the different types of cables to be installed

Name	Part n:o	Cable type	Characteristics
CAN cable	9411-0002A	Euroflex CAN-Bus 4xAWG18 + 1x(2xAWG24)	Sensys CAN-Bus cable suitable for fixed outdoor installation. Not for direct burial, protect in a duct when installed in the ground.
Signal cable	14-0085A	Twisted pair 4x2AWG24	SF/UTP Cat 6 cable suitable for fixed outdoor installation. It is not suitable for direct burial, protect in a duct when it is installed in the ground.
Power cable	Not included in delivery from Sensys	Power cable	Cable to meet local requirements for power (see 7.2 Power) and a quality that is allowed to install in the ground.

7.4.2 Connections

The table below shows the cable connections to be made.

Node 1	Node 2	System	Cable type	Note
Cabinet	Power source	SSS, RLSS	Power Cable	Not in delivery
Cabinet	Communication	SSS, RLSS	Signal cable	For external communication through Ethernet. Not in delivery
Cabinet	Sensor	RLSS	CAN cable	Max length 160 meters
Cabinet	Traffic lights	RLSS	Signal cable	Max length 100 meters

7.4.3 Installation

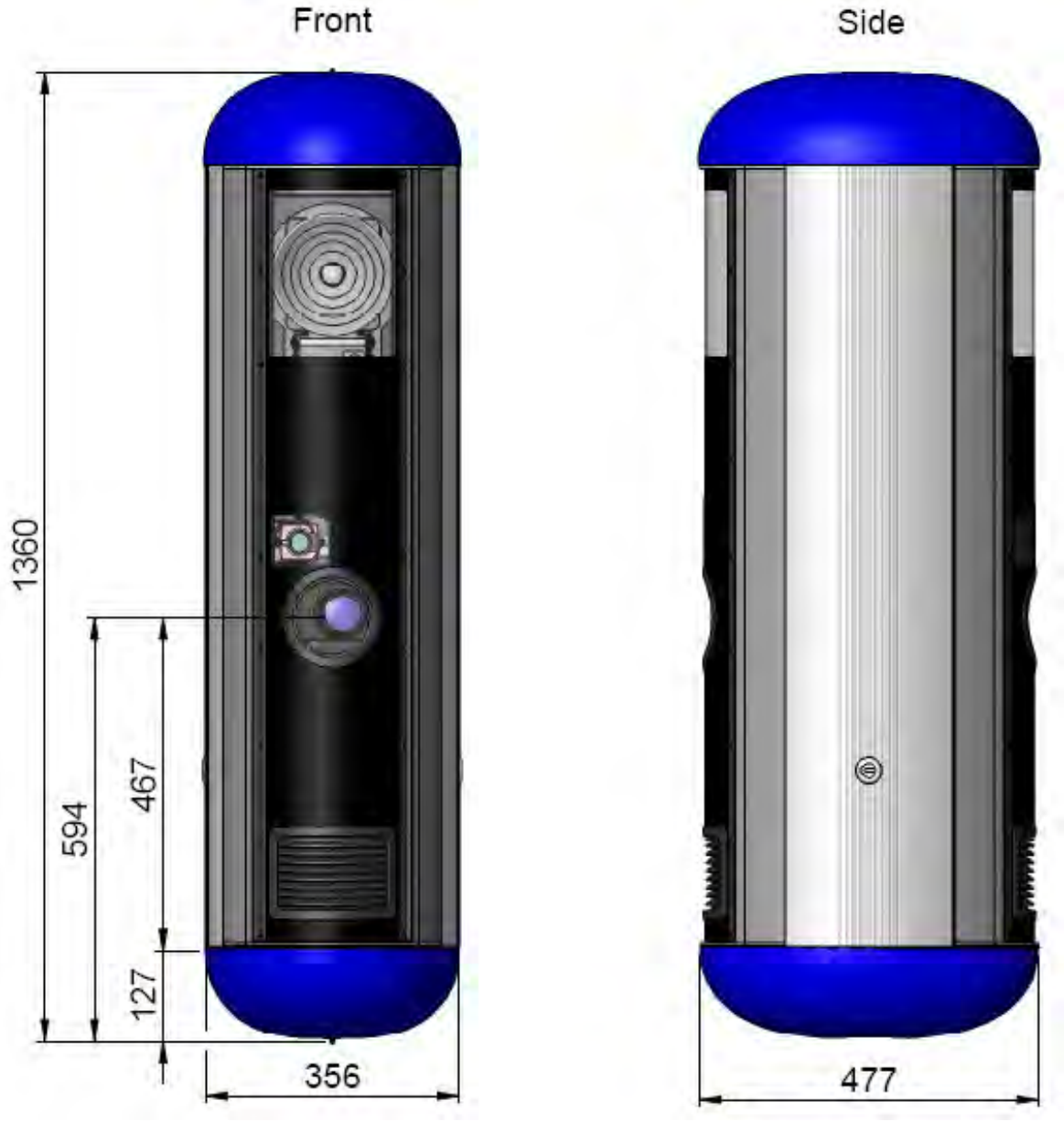
- Cables must not be directly buried; they have to be laid in cable ducts.
- Always leave approximately 2m cable hanging out of the top of the pole to make equipment installation easy.

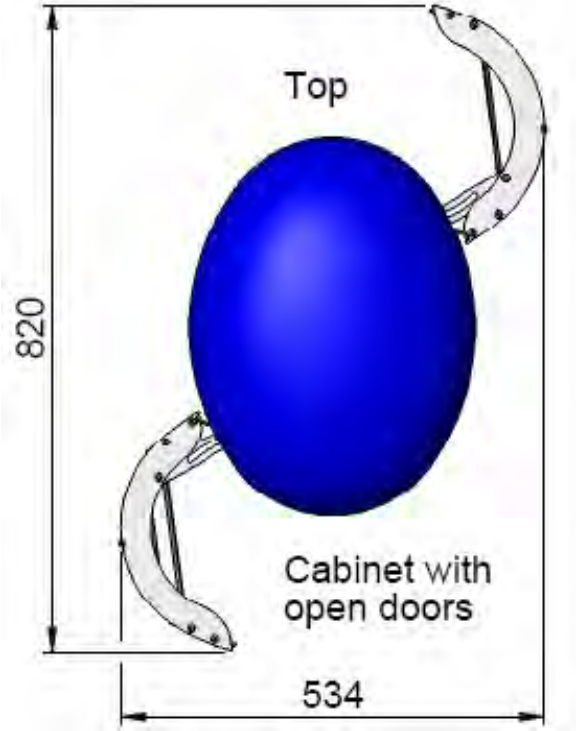
8 Appendices

Appendix No.	Name
App 1	Dimensions Cabinet
App 2	Dimensions Cassette
App 3	External radar holder

Appendix 1 Dimensions Cabinet

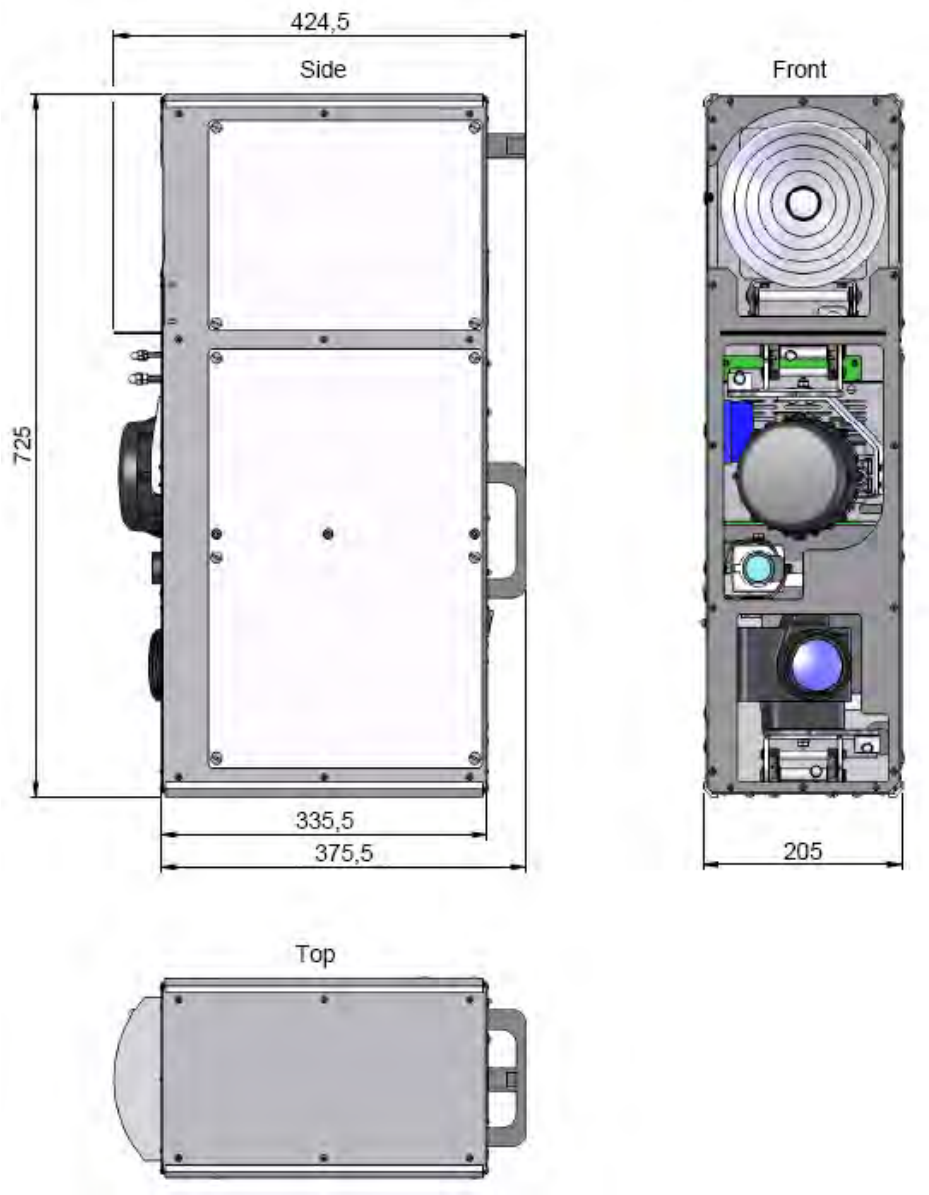
The drawings below show the outer dimensions of the AluCool cabinet.
Space required for opening of the door and rotating the cabinet is indicated.
A SSS cabinet has a “dummy front” on the back door. A RLSS cabinet has a solid aluminum back door.





Appendix 2 Dimensions Cassette

Drawings below show the outer dimensions of the AluCool Cassette.



Appendix 3 External radar holder, RLSS