

Traffic Impact Study

Substance Abuse/Mental Health Counseling,
Diagnosis, and Treatment Facility

392 Washington Street
Middletown, Connecticut

August 2020

City of Middletown Zone Change, Special Exception,
and Site Plan Permit Applications



146 Hartford Road
Manchester, CT 06040

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 Substance Abuse/Mental Health Counseling, Diagnosis, and
 Treatment Facility
 Middletown, Connecticut

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Summary Sheet

As an aid to reviewers, this Summary Sheet has been included to outline the various study parameters utilized in this report. Although a full explanation of the study methodologies is included in the text of the report, this summary can serve as a useful reference for reviewers.

Applicant:
Root Center for Advanced Therapy

Site Acreage:
1.1 acres

Development Size/Type:
7,200 SF Substance Abuse/Mental Health Counseling, Diagnosis, and Treatment Facility

Parking:
45 Spaces

Applications:
City of Middletown Zone Change, Special Exception, and Site Plan Permit Applications

Build Year:
2021

Background Traffic Growth Factor:
0.75%

Traffic Counts:
CTDOT – January 2016 (Automatic Traffic Recorder Counts)

Peak Hours Analyzed:
Weekday Morning Peak Hour – 8:00 AM – 9:00 AM
Weekday Afternoon Peak Hour – 4:00 PM – 5:00 PM

Expected Net Change In Trip Generation:
Weekday Morning Peak Hour – +10 trips (+6 entering, +4 exiting)
Weekday Afternoon Peak Hour – -4 trips (-2 entering, -2 exiting)

Capacity Analysis:
Technique – Highway Capacity Manual, 6th Edition
Execution – Synchro Professional Software, Version 10.0

1 Introduction

Root Center for Advanced Therapy is proposing to convert an occupied 7,200 square foot retail development into a Substance Abuse/Mental Health Counseling, Diagnosis, and Treatment Facility (clinic). The existing building, located at 392 Washington Street (CT Route 66), Middletown, CT, will be renovated and reused. Site access will be provided via the existing full access driveway on Washington Street. The development site is shown on the site location map, *Figure No. 1 of Appendix B*. Site construction is expected to be completed in 2021.

Fuss & O'Neill has been retained to study the impact of the proposed development on traffic conditions on the adjacent roadway network. This report has been prepared to document the findings of the study in support of the development's City land use applications as well as an encroachment permit application to the Connecticut Department of Transportation (CTDOT) District 1 Office.

2 Existing Condition

2.1 Site of Development

The proposed clinic will be located at 392 Washington Street where the Fine Tunes Car Stereo & Complete Auto Repair facility currently exists. The site is bounded by Washington Street to the south, Main Switch Beauty Salon and Midtown Tire to the east, railroad tracks to the north, and Nardelli's Grinder Shoppe to the west.

2.2 Adjacent Roadway Network

The adjacent study area includes Route 66 (Washington Street) which runs east/west across the City of Middletown and provides access to Route 9 less than one mile east of the site. Washington Street carries four travel lanes, two in each direction within the study area, and is classified by the CTDOT as an urban principal arterial road. The land use surrounding Washington Street is primarily commercial, retail, and residential.

2.3 Study Area Intersection

The following intersection was reviewed:

- Route 66 (Washington Street) at Site Driveway

The 3-way unsignalized intersection of Route 66 at the site driveway provides an approach from the east and west on Route 66 and an approach from the north via the site driveway. The Route 66 approach from the east provides one through travel lane and a combined thorough/right turn lane. The Route 66 approach from the west provides one through travel lane and a combined through/left turn lane. The site drive approach from the north provides one combined left/right turn lane onto Route 66.

2.4 Traffic Volumes, Speeds and Counts

The greatest potential for traffic impact on the roadway network by the proposed development will occur during the weekday morning and afternoon peak hours, the period when commuter, clinic, and transit related trips are at their highest levels. In order to determine the traffic impact of the proposed development on adjacent street traffic, the latest available CTDOT automatic traffic recorder counts (ATR's) conducted on Route 66 west of Route 3 were obtained to determine peak hour and 24 hour traffic volumes in the site vicinity. Copies of the count data are provided in Appendix E.

3 Background Traffic Conditions

3.1 Growth Rate

Upon consultation with the Connecticut Department of Transportation (CTDOT) Planning Bureau, the 2016 existing traffic volumes were projected to the 2021 design year using an annual growth rate of 0.75% to account for normal traffic growth in the study area. These design year background traffic volumes (without the proposed clinic traffic) for the weekday morning and afternoon peak hours are shown in *Figure No. 2 of Appendix B*.

3.2 Other Developments

Fuss & O'Neill contacted the CTDOT Bureau of Policy and Planning and the City of Middletown Planning and Zoning offices to identify any other pending or approved developments having site related traffic in the study area. CTDOT advised that the normal traffic growth rates applied in the Background volumes are sufficient to factor in the volumes from other proposed developments outside the study area. Therefore, no other development traffic was added to the Background volumes.

3.3 Planned Roadway Improvement Projects

Fuss & O'Neill contacted the Connecticut Department of Transportation: District 1 office and the City of Middletown Department of Public Works / Engineering office to determine if any roadway improvements are planned in the area of the proposed development. The intersection of Route 66 and Route 3, east of the site driveway, is scheduled for a traffic signal replacement with a final design date of February 2021. This project will improve the safety and efficiency of traffic operations in the study area. No other roadway improvement projects were identified in the study area.

4 Proposed Conditions

4.1 Development

The Root Center for Advanced Therapy has proposed to renovate an existing 7,200 square foot car stereo and auto repair shop and convert it into a clinic. The development will be located at 392 Washington Street in Middletown, CT as shown on the site location map in *Figure No. 1 of Appendix B*. A total of 45 parking spaces will be provided throughout the site.

4.2 Site Access and Circulation

Site access for clients is proposed to be provided via the existing full access driveway on Washington Street which is located approximately 300 feet west of the intersection of Jackson Street and 800 feet west of the signalized intersection with Route 3 (Newfield Street).

Route 66 also provides a sidewalk that spans along the north side of the roadway, including the site frontage, where pedestrian access is provided. Crosswalks and an exclusive pedestrian signal phase exist at the nearby signalized intersection of Route 66 at Route 3 (Newfield Street) to facilitate safe crossing of Route 66.

4.3 Trip Generation

Trip generation for the proposed clinic was calculated using *ITE Trip Generation Manual, 10th Edition 2017*. The site generated traffic was calculated using the ITE land use code 630 "Clinic" which most closely resembles the expected trip generation characteristics of the proposed site use. The ITE manual indicates that the proposed 7,200 square foot clinic is expected to generate 42 morning peak hour trips (24 entering, 18 exiting) and 34 afternoon peak hour trips (16 entering, 18 exiting). This was compared to the existing development's trip generation. The existing site generated traffic was calculated using the ITE land use code 942 "Automobile Care Center". The ITE manual indicates that the existing 7,200 square foot car stereo and auto repair shop generates 32 morning peak hour trips (18 entering, 14 exiting) and 38 afternoon peak hour trips (18 entering, 20 exiting). Thus, the proposed development will result in a net increase of 10 site generated trips during the morning peak hour of traffic and a net decrease of four trips during the afternoon peak hour. A summary of the peak hour trip generation information for the proposed development is provided in *Table 1 of Appendix A*.

4.4 Trip Distribution

The distribution of traffic entering and exiting the proposed site was applied to the road network based on the existing regional traffic distributions and the layout of the adjacent roadway network. The arrival/departure distributions of traffic and the site generated traffic volumes from the proposed development are illustrated in *Figure No. 3 of Appendix B*.

4.5 Combined Volumes

The site generated traffic was distributed to the roadway system based on the arrival/departure distributions with the results shown in *Figure No. 4 of Appendix B*. These volumes were then added to the 2021 background condition traffic volumes (with the existing car stereo and auto repair shop volumes subtracted out) to yield the 2021 combined traffic volumes shown in *Figure No. 5 of Appendix B*.

5 Analyses

5.1 Crash Analysis

Crash data was gathered from the University of Connecticut Crash Data Repository along Route 66 (Washington Street) within 200 feet of the site driveway.

The records were gathered for the most recent three years of available data, 2017 through 2019. A summary of the crash data is provided in *Table 2 of Appendix A*. A detailed tabulation of the crash data has been provided in *Appendix F*.

Route 66 (Washington Street) in the vicinity of the site driveway experienced an average of less than four crashes per year. During the three year span the study area experienced four front to rear end crashes, five sideswipes in the same direction, one angled crash, and one crash listed as other. Of these crashes in the vicinity of the site driveway, the majority involved property damage only and one involved a possible injury. It is important to note that there were no angled crashes reported involving a vehicle turning into or out of the site driveway.

The crashes that were recorded are consistent with what is typically experienced along higher volume, multi-lane principal arterial roadways with commercial developments. No abnormal crash patterns or frequencies were identified within the study area.

5.2 Sight Distance Analysis

Intersection sight distances were measured at the existing site driveway location in accordance with criteria set forth in the 2003 CTDOT *Highway Design Manual*. Intersection sight distance is measured from a point 15 feet back from the edge of the traveled way at a height of 3.5 feet, the standard height of a driver's eye.

For vehicles turning right on to a multi-lane roadway with a design speed of 40 miles per hour, 445 feet of intersection sight distance is required for passenger cars. For vehicles turning left onto a four-lane roadway with a design speed of 40 miles per hour, 470 feet of intersection sight distance is required for passenger cars.

Intersection sight distance of 500 feet is provided looking east (left) and greater than 1,000 feet is provided looking west (left) from the existing site driveway, providing safe egress for passenger cars turning onto Route 66.

5.3 Intersection Capacity Analysis

Capacity analysis for the unsignalized intersection of Route 66 at the site driveway was conducted using Synchro Professional Software, version 10.0.

In discussing unsignalized intersection capacity analyses results, level of service (LOS) is used to describe the operating condition of the intersection.

LOS is a measure of the delay experienced by stopped vehicles at an intersection. LOS is rated on a scale from A to F, with A describing a condition of very low delay (less than 10 seconds per vehicle), and F describing a condition where delays will exceed 50 seconds per vehicle for unsignalized intersections. Delay is described as a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Therefore, intersections with longer delay times are less acceptable to most drivers.

These definition for LOS, as well as the methodology for conducting unsignalized intersection capacity analyses, are taken from the "Highway Capacity Manual, 6th Edition" published by the Transportation Research Board.

Using the above referenced methodologies, the weekday morning and afternoon peak hour background and combined capacity analysis was conducted for the unsignalized intersection of Route 66 at the existing site driveway.

Table No. 3 of Appendix A presents a summary of the levels of service at the unsignalized intersection, for both background and combined conditions traffic volume. Copies of the analysis worksheets can be found in *Appendix C & D* for the weekday morning and afternoon peak hours respectively.

The determination of the traffic impact from the proposed development is made through a comparison of the Background Condition LOS (with the current car stereo and auto repair shop development) versus the Combined Condition LOS (with the proposed clinic development).

For the eastbound Route 66 approach, vehicles experience an efficient LOS A operation when turning left into the site. Vehicles travelling westbound on Route 66 and turning right into the site are free flow and also operate at LOS A as they do not experience any delay. The proposed development will result in no reduction in these LOS in the combined condition.

The site driveway approach to Route 66 operates with delay at LOS F under both Background and Combined conditions for both morning and afternoon peak hours. This condition occurs at the majority of the commercial driveway approaches along this corridor. It should be noted that this delay is confined to the site driveway and any queued vehicles waiting to exit are stored on the site without impacting traffic operations on Route 66. The nearby traffic signal at Route 3 does provide regular gaps in traffic as the signal changes phase, which enables vehicles to turn into and out of the site. It is also important to note that this delay exiting the site is significantly less during off peak hours.

Overall, the proposed development will result in a negligible increase in traffic at the intersection during the morning peak hour, when compared to the existing use. This de minimis increase in traffic will have no noticeable impact to existing vehicle operations at the intersection.

5.4 Queue Analysis

Background and Combined Condition 95th percentile (design) queue lengths were reviewed at the study intersection. The 95th percentile (design) vehicle queue lengths represent the maximum queue lengths that can be expected at each of the critical approach lanes of the study intersection. The queue lengths are provided in the Synchro capacity analysis worksheets, which are located in *Appendix C and D*. *Tables 4 & 5 of Appendix A* provide a summary of the queue lengths for the critical lanes at each intersection.

The analysis revealed minimal peak hour queue length increases of one vehicle length or less on each of the site driveway intersection approaches as a result of the proposed development traffic.

6 Conclusions & Recommendations

The purpose of preparing a Traffic Impact Study is to identify the impact of the proposed development's site generated traffic. The study efforts have indicated that the proposed clinic will generate a net increase of only 10 trips (6 entering and 4 exiting) in the weekday morning peak hour and a net decrease of 4 trips (2 entering and 2 exiting) in the weekday afternoon peak hour in comparison to the existing car stereo and auto repair shop use.

Site access is proposed to be provided via the existing site driveway on Route 66 that currently services the car stereo and auto repair shop on site. This intersection is unsignalized with the eastbound and westbound movements along Route 66 being free and the southbound site driveway movement being stop controlled.

Intersection sight distances were measured at the existing site driveway in accordance with criteria set forth in the CT DOT Highway Design Manual. The analysis revealed that adequate intersection sight distance for the design speed is provided on Route 66 from the site driveway looking in both directions, offering safe driveway egress.

A review of crash data revealed that the crashes that were recorded in the vicinity of the site driveway intersection along Route 66 are consistent with what is typically experienced along commercial principal arterial roadways. No abnormal crash patterns or frequencies were identified at the site driveway intersection and there were no crashes reported involving a vehicle turning left into or left out of the site driveway.

Capacity analysis revealed that vehicle turns from Route 66 (Washington Street) into the existing site driveway will operate efficiently at LOS A and experience no change in LOS with the addition of the trips generated by the proposed development in the weekday morning and afternoon peak hours.

The site driveway approach to Route 66 will continue to operate with delay under both Background and Combined conditions for both morning and afternoon peak hours. This condition occurs at the majority

of the commercial driveway approaches along this corridor. It should be noted that this delay is confined to the site driveway and any queued vehicles waiting to exit are stored on the site without impacting traffic operations on Route 66. The nearby traffic signal at Route 3 does provide regular gaps in traffic as the signal changes phase, which enables vehicles to turn into and out of the site. It is also important to note that this delay exiting the site is significantly less during off peak hours.

Overall, proposed the development will result in a minimal increase in traffic at the site driveway intersection during the morning peak hour and a slight decrease in traffic in the afternoon peak hour, in comparison to the traffic being generated by the existing development. This de minimis change in traffic will have no noticeable impact to vehicle operations at the intersection.

The addition of the trips generated by the proposed development will also result in no significant change to existing queues on Route 66 for left turning vehicles into the site. These queues will continue to average less than one vehicle length.

Based on the results of the foregoing analysis, it is the professional opinion of Fuss & O'Neill, Inc. that the proposed development will not have a significant impact to traffic operations within the study area. The site development traffic can be safely and efficiently accommodated on the adjacent road network.

Appendix A

Tables

Table 1

Peak Hour Site Generated Traffic Volumes
 Substance Abuse/Mental Health Counseling, Diagnosis, and Treatment Facility
 Middletown, Connecticut

| Land Use | Trip Generation | | |
|----------------------------------|-----------------|---------------|-------------|
| | Trips Entering | Trips Exiting | Total Trips |
| 7,200 SF Proposed Medical Clinic | | | |
| Morning Peak Hour | 24 | 18 | 42 |
| Afternoon Peak Hour | 16 | 18 | 34 |
| 7,200 SF Existing Auto Repair | | | |
| Morning Peak Hour | 18 | 14 | 32 |
| Afternoon Peak Hour | 18 | 20 | 38 |
| Net New Trips | | | |
| Morning Peak Hour | +6 | +4 | +10 |
| Afternoon Peak Hour | -2 | -2 | -4 |

Note: Trip generation based on Rate per Land Use Codes 630 "Clinic" and 942 "Automobile Care Center" as published in *Trip Generation*, 10th Editions.

Table 2

Intersection Crash Data Summary
 Substance Abuse/Mental Health Counseling, Diagnosis, and Treatment Facility
 Middletown, Connecticut

| Road Segment | Crashes Per Year | | | |
|---|------------------|------|------|--------------|
| | 2017 | 2018 | 2019 | Average/Year |
| Route 66 in the vicinity of the site frontage | 3* | 1 | 7 | <4 |

*Values indicated are number of crashes within 200 feet of the site driveway intersection during time period shown.
 Data provided by the Connecticut Department of Transportation via the UConn repository.

Table 3

Unsignalized Intersection Level of Service Summary
 Substance Abuse/Mental Health Counseling, Diagnosis, and Treatment Facility
 Middletown, Connecticut

| Unsignalized Intersections | Weekday Morning Peak Hour | | Weekday Afternoon Peak Hour | |
|----------------------------------|------------------------------|----------|--------------------------------|----------|
| | Background | Combined | Background | Combined |
| Route 66 at Site Driveway | | | | |
| <i>EB Left Turn in</i> | LOS A | LOS A | LOS A | LOS A |
| <i>WB Right Turn in</i> | LOS A | LOS A | LOS A | LOS A |
| <i>SB Site Driveway Approach</i> | LOS F | LOS F | LOS F | LOS F |

Table 4

Weekday Morning Peak Hour Queue Length Summary
 Substance Abuse/Mental Health Counseling, Diagnosis, and Treatment Facility
 Middletown, Connecticut

| Intersection | Approach Lane | 2021 Background Queue | 2021 Combined Queue | Storage Length |
|---------------------------|--------------------|-----------------------|---------------------|----------------|
| Route 66 at Site Driveway | EB Left Turn | 0 Feet | 5 Feet | >50 Feet |
| | WB Right Turn | 0 Feet | 0 Feet | >50 Feet |
| | SB Left/Right Turn | 20 Feet | 25 Feet | 50 Feet |

NOTE: Values indicated represent 95th percentile (design) vehicle queue lengths. Values are rounded to the nearest 5 feet.

Table 5

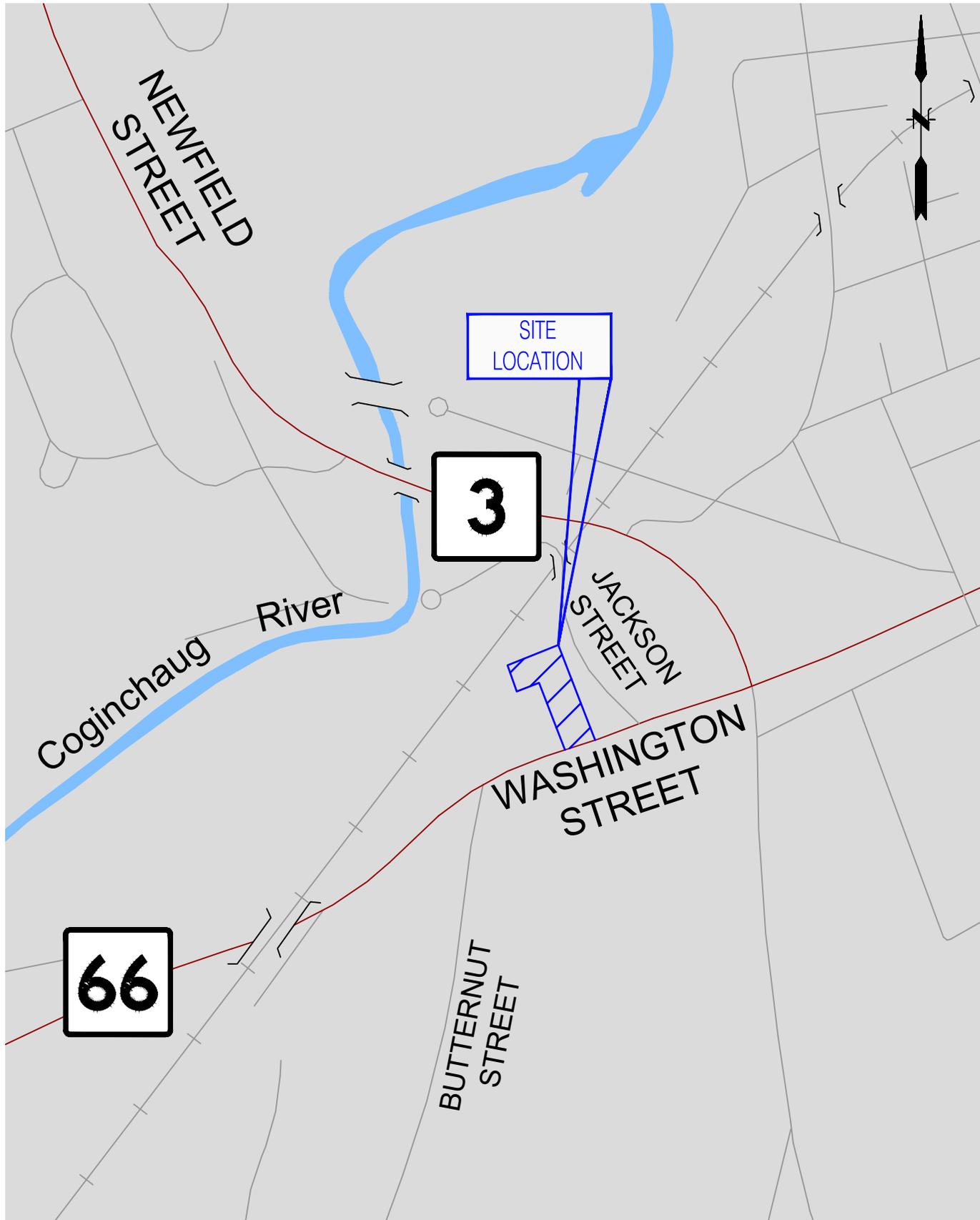
Weekday Afternoon Peak Hour Queue Length Summary
 Substance Abuse/Mental Health Counseling, Diagnosis, and Treatment Facility
 Middletown, Connecticut

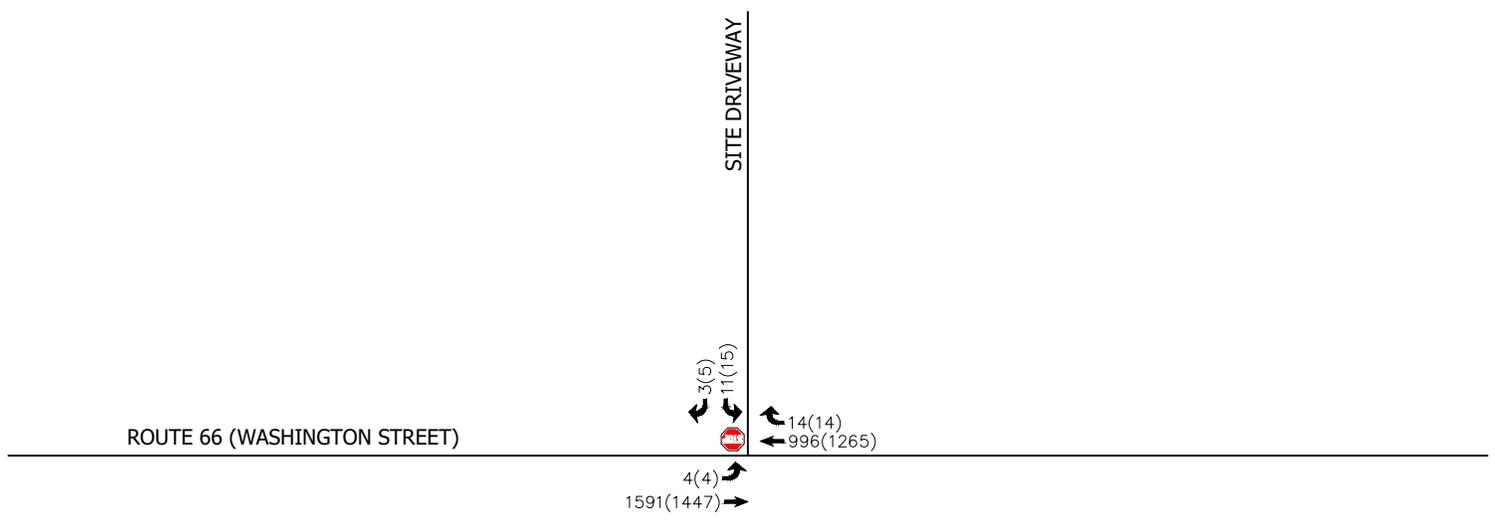
| Intersection | Approach Lane | 2021 Background Queue | 2021 Combined Queue | Storage Length |
|---------------------------|--------------------|--------------------------|------------------------|----------------|
| Route 66 at Site Driveway | EB Left Turn | 5 Feet | 5 Feet | >50 Feet |
| | WB Right Turn | 0 Feet | 0 Feet | >50 Feet |
| | SB Left/Right Turn | 40 Feet | 35 Feet | 50 Feet |

NOTE: Values indicated represent 95th percentile (design) vehicle queue lengths. Values are rounded to the nearest 5 feet.

Appendix B

Figures





XX(XX) = WEEKDAY MORNING PEAK HOUR (WEEKDAY AFTERNOON PEAK HOUR)



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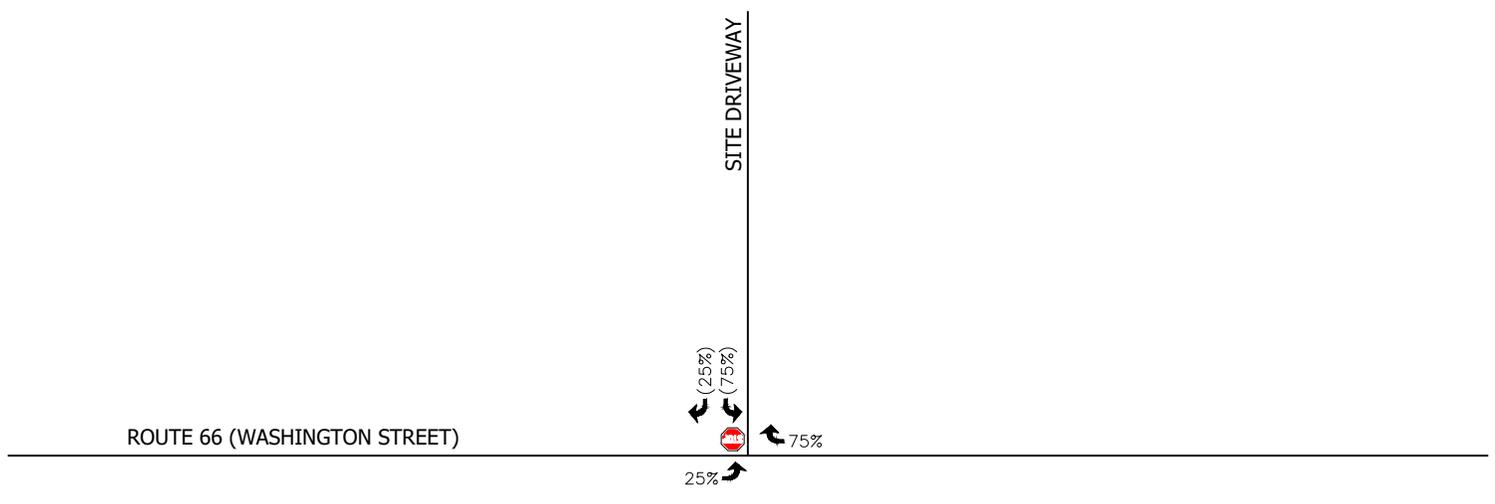
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FIGURE 2: 2021 BACKGROUND TRAFFIC VOLUMES

PROJ. NO: 20200586.A10

ROUTE 66 (WASHINGTON ST) AT SITE DRIVEWAY

AUGUST 2020

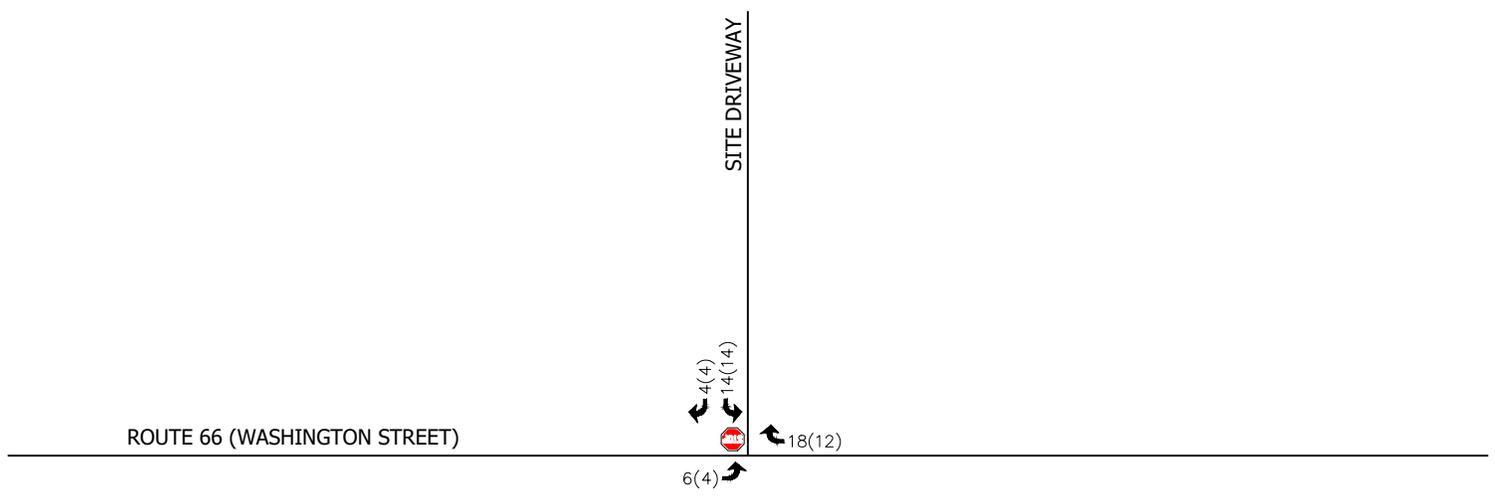


XX(XX) = ENTERING TRAFFIC (EXITING TRAFFIC)



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FIGURE 3: ARRIVAL/DEPARTURE DISTRIBUTION
PROJ. NO: 20200586.A10 ROUTE 66 (WASHINGTON ST) AT SITE DRIVEWAY AUGUST 2020

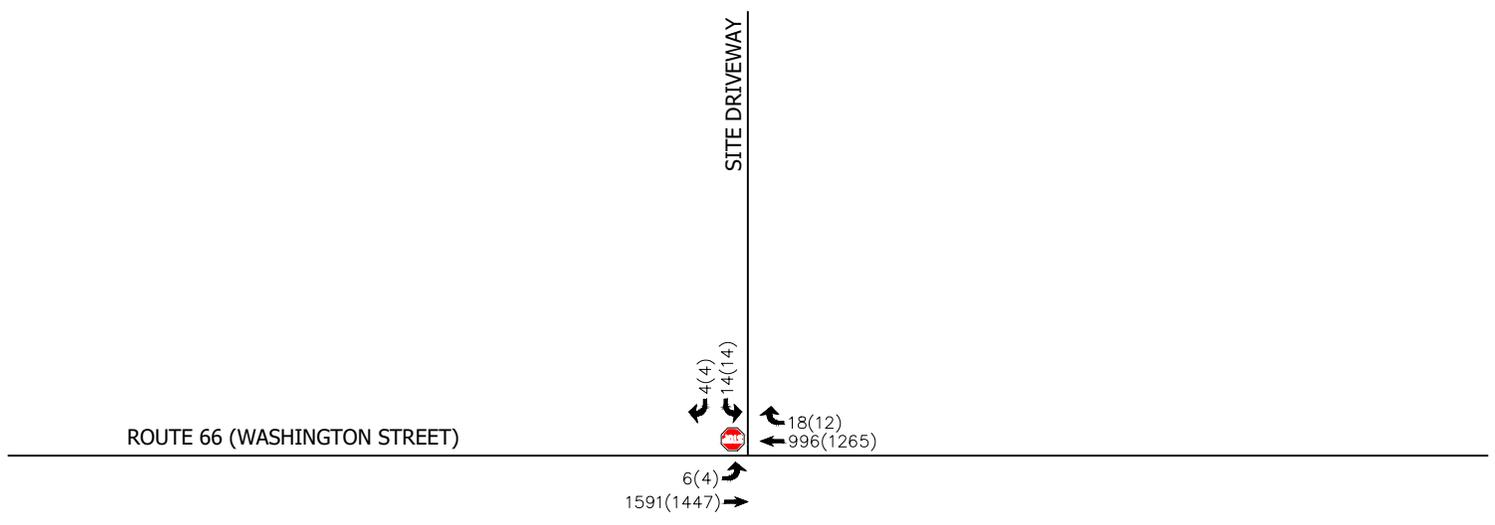


| TOTAL SITE GENERATED TRAFFIC VOLUMES | | | |
|---------------------------------------|-------|------|-------|
| CODE 630 - CLINIC 7,200 SQUARE FEET | | | |
| | ENTER | EXIT | TOTAL |
| MORNING | 24 | 18 | 42 |
| AFTERNOON | 16 | 18 | 34 |

XX(XX) = WEEKDAY MORNING PEAK HOUR (WEEKDAY AFTERNOON PEAK HOUR)

File Path: J:\DWG\2020\0586\A10\CivilTraffic\Figures\20200586A10_TV\F01.dwg Layout: FIG. 4 - SITE GENER Plotted: Tue, August 04, 2020 - 9:13 AM User: AJEET SANDHU





XX(XX) = WEEKDAY MORNING PEAK HOUR (WEEKDAY AFTERNOON PEAK HOUR)



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FIGURE 5: COMBINED 2021 TRAFFIC VOLUMES

PROJ. NO: 20200586.A10

ROUTE 66 (WASHINGTON ST) AT SITE DRIVEWAY

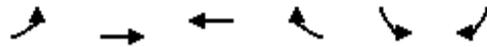
AUGUST 2020

Appendix C

Intersection Capacity Analysis Worksheets 2021 Background Traffic Volumes Weekday Morning Peak Hour

Lanes, Volumes, Timings
 1: Route 66 (Washington St) & Site Driveway

Background
 AM Peak Hour



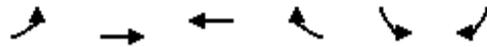
| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|-------|------|-------|------|
| Lane Configurations | | ↕↕ | ↕↕ | | ↕↕ | |
| Traffic Volume (vph) | 4 | 1591 | 996 | 14 | 11 | 3 |
| Future Volume (vph) | 4 | 1591 | 996 | 14 | 11 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | | 0.998 | | 0.973 | |
| Flt Protected | | | | | 0.962 | |
| Satd. Flow (prot) | 0 | 3539 | 3532 | 0 | 1744 | 0 |
| Flt Permitted | | | | | 0.962 | |
| Satd. Flow (perm) | 0 | 3539 | 3532 | 0 | 1744 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 191 | 204 | | 118 | |
| Travel Time (s) | | 4.3 | 4.6 | | 2.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 4 | 1729 | 1083 | 15 | 12 | 3 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 1733 | 1098 | 0 | 15 | 0 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | |
|-----------------------------------|------------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 56.8% ICU Level of Service B |
| Analysis Period (min) | 15 |

HCM Unsignalized Intersection Capacity Analysis

1: Route 66 (Washington St) & Site Driveway

Background
AM Peak Hour



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|
| Lane Configurations | | ↕↕ | ↕↔ | | ↔↔ | |
| Traffic Volume (veh/h) | 4 | 1591 | 996 | 14 | 11 | 3 |
| Future Volume (Veh/h) | 4 | 1591 | 996 | 14 | 11 | 3 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 1729 | 1083 | 15 | 12 | 3 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1098 | | | | 1963 | 549 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1098 | | | | 1963 | 549 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 78 | 99 |
| cM capacity (veh/h) | 631 | | | | 55 | 480 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 | |
| Volume Total | 580 | 1153 | 722 | 376 | 15 | |
| Volume Left | 4 | 0 | 0 | 0 | 12 | |
| Volume Right | 0 | 0 | 0 | 15 | 3 | |
| cSH | 631 | 1700 | 1700 | 1700 | 67 | |
| Volume to Capacity | 0.01 | 0.68 | 0.42 | 0.22 | 0.22 | |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 19 | |
| Control Delay (s) | 0.2 | 0.0 | 0.0 | 0.0 | 74.0 | |
| Lane LOS | A | | | | F | |
| Approach Delay (s) | 0.1 | | 0.0 | | 74.0 | |
| Approach LOS | | | | | F | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.4 | | | |
| Intersection Capacity Utilization | | | 56.8% | | ICU Level of Service | B |
| Analysis Period (min) | | | 15 | | | |

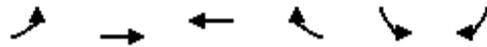
Appendix C

Intersection Capacity Analysis Worksheets 2021 Combined Traffic Volumes Weekday Morning Peak Hour



Lanes, Volumes, Timings
 1: Route 66 (Washington St) & Site Driveway

Combined
 AM Peak Hour



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|-------|------|-------|------|
| Lane Configurations | | ↕↕ | ↕↕ | | ↕↕ | |
| Traffic Volume (vph) | 6 | 1591 | 996 | 18 | 14 | 4 |
| Future Volume (vph) | 6 | 1591 | 996 | 18 | 14 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | | 0.997 | | 0.972 | |
| Flt Protected | | | | | 0.962 | |
| Satd. Flow (prot) | 0 | 3539 | 3529 | 0 | 1742 | 0 |
| Flt Permitted | | | | | 0.962 | |
| Satd. Flow (perm) | 0 | 3539 | 3529 | 0 | 1742 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 191 | 204 | | 118 | |
| Travel Time (s) | | 4.3 | 4.6 | | 2.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 7 | 1729 | 1083 | 20 | 15 | 4 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 1736 | 1103 | 0 | 19 | 0 |
| Sign Control | | Free | Free | | Stop | |

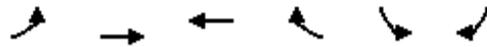
Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 58.2% |
| Analysis Period (min) | 15 |
| | ICU Level of Service B |

HCM Unsignalized Intersection Capacity Analysis

1: Route 66 (Washington St) & Site Driveway

Combined
AM Peak Hour



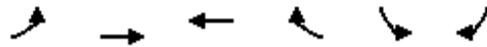
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|-------------|------|
| Lane Configurations | | ↕↕ | ↕↔ | | ↔↔ | |
| Traffic Volume (veh/h) | 6 | 1591 | 996 | 18 | 14 | 4 |
| Future Volume (Veh/h) | 6 | 1591 | 996 | 18 | 14 | 4 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 1729 | 1083 | 20 | 15 | 4 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1103 | | | 1972 | 552 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1103 | | | 1972 | 552 | |
| tC, single (s) | 4.1 | | | 6.8 | 6.9 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | 3.5 | 3.3 | |
| p0 queue free % | 99 | | | 72 | 99 | |
| cM capacity (veh/h) | 629 | | | 54 | 478 | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 | |
| Volume Total | 583 | 1153 | 722 | 381 | 19 | |
| Volume Left | 7 | 0 | 0 | 0 | 15 | |
| Volume Right | 0 | 0 | 0 | 20 | 4 | |
| cSH | 629 | 1700 | 1700 | 1700 | 66 | |
| Volume to Capacity | 0.01 | 0.68 | 0.42 | 0.22 | 0.29 | |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 26 | |
| Control Delay (s) | 0.3 | 0.0 | 0.0 | 0.0 | 79.9 | |
| Lane LOS | A | | | F | | |
| Approach Delay (s) | 0.1 | 0.0 | | 79.9 | | |
| Approach LOS | | | | | F | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.6 | | | |
| Intersection Capacity Utilization | | | 58.2% | ICU Level of Service | B | |
| Analysis Period (min) | | | 15 | | | |

Appendix D

Intersection Capacity Analysis Worksheets 2021 Background Traffic Volumes Weekday Afternoon Peak Hour

Lanes, Volumes, Timings
 1: Route 66 (Washington St) & Site Driveway

Background
 PM Peak Hour



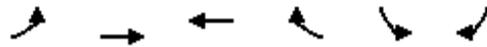
| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|-------|------|-------|------|
| Lane Configurations | | ↕↕ | ↕↔ | | ↔↔ | |
| Traffic Volume (vph) | 4 | 1447 | 1265 | 14 | 15 | 5 |
| Future Volume (vph) | 4 | 1447 | 1265 | 14 | 15 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | | 0.998 | | 0.968 | |
| Flt Protected | | | | | 0.963 | |
| Satd. Flow (prot) | 0 | 3539 | 3532 | 0 | 1736 | 0 |
| Flt Permitted | | | | | 0.963 | |
| Satd. Flow (perm) | 0 | 3539 | 3532 | 0 | 1736 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 191 | 204 | | 118 | |
| Travel Time (s) | | 4.3 | 4.6 | | 2.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 4 | 1573 | 1375 | 15 | 16 | 5 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 1577 | 1390 | 0 | 21 | 0 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | |
|-----------------------------------|------------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 52.8% ICU Level of Service A |
| Analysis Period (min) | 15 |

HCM Unsignalized Intersection Capacity Analysis

1: Route 66 (Washington St) & Site Driveway

Background
PM Peak Hour



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|
| Lane Configurations | | ↕↕ | ↕↔ | | ↔↔ | |
| Traffic Volume (veh/h) | 4 | 1447 | 1265 | 14 | 15 | 5 |
| Future Volume (Veh/h) | 4 | 1447 | 1265 | 14 | 15 | 5 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 1573 | 1375 | 15 | 16 | 5 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1390 | | | | 2177 | 695 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1390 | | | | 2177 | 695 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 59 | 99 |
| cM capacity (veh/h) | 488 | | | | 39 | 385 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 | |
| Volume Total | 528 | 1049 | 917 | 473 | 21 | |
| Volume Left | 4 | 0 | 0 | 0 | 16 | |
| Volume Right | 0 | 0 | 0 | 15 | 5 | |
| cSH | 488 | 1700 | 1700 | 1700 | 50 | |
| Volume to Capacity | 0.01 | 0.62 | 0.54 | 0.28 | 0.42 | |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 38 | |
| Control Delay (s) | 0.2 | 0.0 | 0.0 | 0.0 | 122.2 | |
| Lane LOS | A | | | | F | |
| Approach Delay (s) | 0.1 | | 0.0 | | 122.2 | |
| Approach LOS | | | | | F | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.9 | | | |
| Intersection Capacity Utilization | | | 52.8% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |

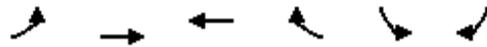
Appendix D

Intersection Capacity Analysis Worksheets 2021 Combined Traffic Volumes Weekday Afternoon Peak Hour



Lanes, Volumes, Timings
 1: Route 66 (Washington St) & Site Driveway

Combined
 PM Peak Hour



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|-------|------|-------|------|
| Lane Configurations | | ↕↕ | ↕↕ | | ↕↕ | |
| Traffic Volume (vph) | 4 | 1447 | 1265 | 12 | 14 | 4 |
| Future Volume (vph) | 4 | 1447 | 1265 | 12 | 14 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | | 0.999 | | 0.972 | |
| Flt Protected | | | | | 0.962 | |
| Satd. Flow (prot) | 0 | 3539 | 3536 | 0 | 1742 | 0 |
| Flt Permitted | | | | | 0.962 | |
| Satd. Flow (perm) | 0 | 3539 | 3536 | 0 | 1742 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 191 | 204 | | 118 | |
| Travel Time (s) | | 4.3 | 4.6 | | 2.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 4 | 1573 | 1375 | 13 | 15 | 4 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 1577 | 1388 | 0 | 19 | 0 |
| Sign Control | | Free | Free | | Stop | |

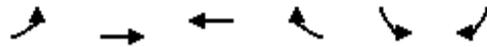
Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 52.8% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

HCM Unsignalized Intersection Capacity Analysis

1: Route 66 (Washington St) & Site Driveway

Combined
PM Peak Hour



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|------|------|-------|------|----------------------|------|
| Lane Configurations | | ↔↑ | ↔↑ | | ↔↑ | |
| Traffic Volume (veh/h) | 4 | 1447 | 1265 | 12 | 14 | 4 |
| Future Volume (Veh/h) | 4 | 1447 | 1265 | 12 | 14 | 4 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 1573 | 1375 | 13 | 15 | 4 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1388 | | | | 2176 | 694 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1388 | | | | 2176 | 694 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 62 | 99 |
| cM capacity (veh/h) | 489 | | | | 39 | 385 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 | |
| Volume Total | 528 | 1049 | 917 | 471 | 19 | |
| Volume Left | 4 | 0 | 0 | 0 | 15 | |
| Volume Right | 0 | 0 | 0 | 13 | 4 | |
| cSH | 489 | 1700 | 1700 | 1700 | 48 | |
| Volume to Capacity | 0.01 | 0.62 | 0.54 | 0.28 | 0.39 | |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 35 | |
| Control Delay (s) | 0.2 | 0.0 | 0.0 | 0.0 | 121.2 | |
| Lane LOS | A | | | | F | |
| Approach Delay (s) | 0.1 | | 0.0 | | 121.2 | |
| Approach LOS | | | | | F | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.8 | | | |
| Intersection Capacity Utilization | | | 52.8% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |

Appendix E

Automatic Traffic Recorder (ATR) Count Data

MIDT-121 - Combined - e/w

Route 66 - 6.1 mi

West of Route 3

High ADT

| | |
|---------------------------------------|----------------------------|
| Town..... | Middletown |
| Station..... | 121 |
| Location..... | 41.558824, -72.661701 |
| 2015-Principal Arterial - Other 3... | 2015-Urban |
| Start Report..... | 20-Jan-2016 03:00AM |
| End Report..... | 21-Jan-2016 03:00AM |
| Axle Correction Factor..... | None |
| Annualized ADT..... | 35100 |
| 24-Hour Count..... | 34125 * G4(1.03) = 35148.8 |
| UnRounded AADT..... | 35148.8 / 1 = 35148.8 |
| OK 2016 Wed 20-Jan -this report-..... | 35100 |
| REV 2013 Tue 06-Aug | 29100 |
| REV 2010 Mon 19-Apr | 28900 |
| OK 2007 Mon 30-Apr | 28200 |

| | 20-Jan Wed | 21-Jan Thu |
|---------|---------------|---------------|
| 12:00am | | 282 |
| 01:00am | | 158 |
| 02:00am | | 119 |
| 03:00am | 121 | |
| 04:00am | 269 | |
| 05:00am | 654 | |
| 06:00am | 1432 | |
| 07:00am | 2189 | |
| 08:00am | 2396 | |
| 09:00am | 1952 | |
| 10:00am | 1865 | |
| 11:00am | 2000 | |
| 12:00pm | 2270 | |
| 01:00pm | 2213 | |
| 02:00pm | 2301 | |
| 03:00pm | 2374 | |
| 04:00pm | 2601 | |
| 05:00pm | 2489 | |
| 06:00pm | 1970 | |
| 07:00pm | 1402 | |
| 08:00pm | 1158 | |
| 09:00pm | 866 | |
| 10:00pm | 608 | |
| 11:00pm | 436 | |
| Totals | 33566 | 559 |

MIDT-121 - East

Route 66 - 6.1 mi

West of Route 3

High ADT

Town.....Middletown
 Station.....121
 Location..... 41.558824,-72.661701
 2015-Principal Arterial - Other 3...2015-Urban
 Start Report.....20-Jan-2016 03:00AM
 End Report.....21-Jan-2016 03:00AM
 Axle Correction Factor.....None
Annualized ADT.....19900
 24-Hour Count.....19292 * G4(1.03) = 19870.8
 UnRounded AADT.....19870.8 / 1 = 19870.8
 OK 2016 Wed 20-Jan -this report-.....35100
 REV 2013 Tue 06-Aug29100
 REV 2010 Mon 19-Apr28900
 OK 2007 Mon 30-Apr28200

| | 20-Jan Wed | 21-Jan Thu |
|---------|---------------|---------------|
| 12:00am | | 127 |
| 01:00am | | 76 |
| 02:00am | | 65 |
| 03:00am | 67 | |
| 04:00am | 159 | |
| 05:00am | 342 | |
| 06:00am | 795 | |
| 07:00am | 1230 | |
| 08:00am | 1533 | |
| 09:00am | 1150 | |
| 10:00am | 1077 | |
| 11:00am | 1129 | |
| 12:00pm | 1331 | |
| 01:00pm | 1257 | |
| 02:00pm | 1310 | |
| 03:00pm | 1161 | |
| 04:00pm | 1382 | |
| 05:00pm | 1394 | |
| 06:00pm | 1168 | |
| 07:00pm | 846 | |
| 08:00pm | 644 | |
| 09:00pm | 479 | |
| 10:00pm | 351 | |
| 11:00pm | 219 | |
| Totals | 19024 | 268 |

MIDT-121 - West

Route 66 - 6.1 mi

West of Route 3

High ADT

| | | 20-Jan Wed | 21-Jan Thu |
|---------------------------------|------------------------------------|---------------|---------------|
| Town..... | Middletown | 12:00am | 155 |
| Station..... | 121 | 01:00am | 82 |
| Location..... | 41.558824, -72.661701 | 02:00am | 54 |
| 2015-Principal Arterial - Other | 3...2015-Urban | 03:00am | 54 |
| Start Report..... | 20-Jan-2016 03:00AM | 04:00am | 110 |
| End Report..... | 21-Jan-2016 03:00AM | 05:00am | 312 |
| Axle Correction Factor..... | None | 06:00am | 637 |
| Annualized ADT..... | 15300 | 07:00am | 959 |
| 24-Hour Count..... | 14833 * G4(1.03) = 15278.0 | 08:00am | 863 |
| UnRounded AADT..... | 15278.0 / 1 = 15278.0 | 09:00am | 802 |
| OK | 2016 Wed 20-Jan -this report-..... | 10:00am | 788 |
| REV | 2013 Tue 06-Aug | 11:00am | 871 |
| REV | 2010 Mon 19-Apr | 12:00pm | 939 |
| OK | 2007 Mon 30-Apr | 01:00pm | 956 |
| | | 02:00pm | 991 |
| | | 03:00pm | 1213 |
| | | 04:00pm | 1219 |
| | | 05:00pm | 1095 |
| | | 06:00pm | 802 |
| | | 07:00pm | 556 |
| | | 08:00pm | 514 |
| | | 09:00pm | 387 |
| | | 10:00pm | 257 |
| | | 11:00pm | 217 |
| | | Totals | 14542 291 |

Appendix F

Crash Data Table

UCONN Crash Data
 Route 66 (Washington Street)
 Middletown, Connecticut
 1/1/2017-12/31/2019

| Date of Crash | Time of Crash | Severity | No. of Veh. | Town | Milemarker | Roadway | Intersecting Roadway | Collision Type | Weather | Light Condition | Road Surface Condition | Contributing Circumstances |
|---------------|---------------|---------------|-------------|------------|------------|----------|-----------------------|---------------------------|---------|-----------------|------------------------|----------------------------|
| 1/31/2017 | 12:05:00 | PDO | 2 | Middletown | 5.97 | ROUTE 66 | 396 WASHINGTON ST | Sideswipe, same direction | Snow | Daylight | Snow | Weather Conditions |
| 7/9/2017 | 18:20:00 | PDO | 2 | Middletown | 5.96 | ROUTE 66 | 396 WASHINGTON ST | Front to rear | Clear | Daylight | Dry | None |
| 9/11/2017 | 7:42:00 | PDO | 2 | Middletown | 6.21 | ROUTE 66 | unknown | Sideswipe, same direction | Clear | Daylight | Dry | None |
| 9/20/2018 | 19:25:00 | PDO | 3 | Middletown | 5.95 | ROUTE 66 | unknown | Front to rear | Clear | Dark-Lighted | Dry | None |
| 4/25/2019 | 15:08:00 | PDO | 2 | Middletown | 5.95 | ROUTE 66 | unknown | Sideswipe, same direction | Clear | Daylight | Dry | None |
| 5/22/2019 | 17:38:00 | PDO | 2 | Middletown | 5.96 | ROUTE 66 | unknown | Front to rear | Clear | Daylight | Dry | None |
| 7/31/2019 | 10:12:00 | PDO | 2 | Middletown | 5.95 | ROUTE 66 | unknown | Other | Clear | Daylight | Dry | None |
| 11/2/2019 | 11:50:00 | PDO | 2 | Middletown | 5.96 | ROUTE 66 | unknown | Sideswipe, same direction | Clear | Daylight | Dry | None |
| 11/15/2019 | 18:30:00 | Possible Inj. | 2 | Middletown | 5.97 | ROUTE 66 | unknown | Angle | Clear | Dark-Lighted | Dry | None |
| 11/22/2019 | 18:31:00 | PDO | 2 | Middletown | 5.97 | ROUTE 66 | unknown | Front to rear | Clear | Dark-Lighted | Dry | None |
| 12/3/2019 | 18:24:00 | PDO | 2 | Middletown | 5.92 | ROUTE 66 | 396 Washington Street | Sideswipe, same direction | Clear | Dark-Lighted | Wet | None |

PDO - Property Damage Only