

32-5113-001
February 21, 2023

Mr. Stephen White
Wilton Land Conservation Trust
P.O. Box 77
Wilton, CT 06897

Re: **Traffic & Parking Statement**
183 Ridgefield Road (State Route 33), Wilton, Connecticut

Dear Mr. White:

Tighe & Bond has conducted the following traffic and parking assessment for the 183 Ridgefield Road (State Route 33) open-space development by Wilton Land Conservation Trust (WLCT) in support of the Wilton Planning and Zoning Commission regulatory process. We performed this assessment to estimate the traffic volumes and parking demand associated with the proposed project and evaluate the site driveway configuration. The analysis shows that the site is anticipated to sufficiently accommodate the expected site-generated traffic and parking demand.

Existing Conditions

The existing 183 Ridgefield Road property is located on the west side of Ridgefield Road approximately 0.8 miles northwest of Danbury Road (U.S. Route 7). The site is bordered by Hillside Cemetery to the south and residential properties to the north and west. The 13.455-acre site consists of open field and forestland, with a stream, limited large open-tree coverage, and a 1,039-square-foot barn structure located on the northerly portion of the parcel. Most of the Ridgefield Road site frontage is lined with stone wall and several trees. The main existing access is an unpaved driveway located at the northern limit of the property. An additional curb cut, that is not in use, is located across from the 184/186 Ridgefield Road driveway. A site location figure is included.

Ridgefield Road

Ridgefield Road, designated as Connecticut State Route 33, is classified as a minor arterial and scenic road by the Connecticut Department of Transportation (CTDOT) and Wilton Plan of Conservation and Development (POCD). The roadway, which runs north-south from Danbury Road in Wilton Center to the Ridgefield town line, has a two-lane cross-section with 11-foot travel lanes and approximately two-foot shoulders along the site frontage. The posted speed limit is 35 miles per hour (mph).

Traffic Volumes & Speeds

CTDOT count station WILT-010, located on Ridgefield Road southeast of Belden Hill Road and to the southeast of the site, collected average daily traffic (ADT) volumes on Ridgefield Road of 7,700 vehicles per day (vpd) in 2008, 6,400 vpd in 2011, and 7,700 vpd in 2014. Count station WILT-165, located northwest of Drum Hill Road, collected ADTs of 11,300 vpd in 2014, 10,600 vpd in 2017, and 9,400 vpd in 2020 (collected during COVID-19 Pandemic). In addition to traffic volume information, the WILT-165 station measured the vehicle operating speed, or 85th percentile speed (the speed at which 85% of drivers drive at or below), which was 41 miles per hour in both the northbound and southbound directions. The raw traffic volume data is included for reference.

Collision History

Vehicle collision history from January 1, 2017 through October 31, 2022 was collected from the Connecticut Crash Data Repository along the Ridgefield Road site frontage. There were two crashes reported within the period analyzed: one animal and one fixed-object collision. Both crashes resulted in property damage only. A significant pattern of existing collisions was not identified from the analysis.

Proposed Conditions

The project proposes to develop a public open-space site consistent with WLCT's mission to protect nature within Wilton. The site will be a natural conservation of the existing land that will create a greenway for wildlife and provide connectivity to nearby trails and open spaces. Additionally, the site will host conservation-related recreational and educational programs and events. The existing barn located on the site will provide an open space for gathering, two washrooms, and a small office for WLCT use.

Driveway access to the property will be provided on Ridgefield Road in the northern portion of the site, with a driveway located approximately 85 feet east of the existing site driveway. Exiting traffic will be restricted to right turns only to accommodate adequate sight distances, described further in the sight distances section below. Exiting traffic with destinations north of the site may take a right turn onto Belden Hill Road, a minor arterial, followed by a right turn onto Drum Hill Road, a local road, to arrive at an all-way stop-controlled intersection with full access to Ridgefield Road. The driveway is expected to meet Town of Wilton and CTDOT criteria as both entities govern portions of its design. The site will include 10 parking spaces surfaced with gravel as well as space for up to 55 additional overflow parking spaces in the adjacent field. The site plan, prepared by McChord Engineering Associates, is attached for reference.

Site Use

WLCT developed the attached matrix detailing the anticipated use of the 183 Ridgefield Road site. The matrix identifies five anticipated uses for the development and outlines the proposed parking capacity and barn operations. The following five uses are included:

1. Unscheduled visits by the public
2. Planned educational activities
3. Property stewardship/maintenance
4. Board meetings
5. Other larger events (including the planned donor recognition event)

Each type of use has an associated number of days per year that program/event is anticipated to occur, the expected number of people per visit, the time of day the visit would typically occur, the estimated ratio of people to parked vehicles, and the calculated number of required parking spaces.

Parking Demand

The parking demand for the proposed use is based upon a review of the proposed 183 Ridgefield Road use matrix and WLCT reporting of parking demand at similar events. It is important to note that no parking demand data for similar uses is available in the Institute of Transportation Engineers (ITE) Trip Generation Manual and that no other WLCT properties exhibit similar use characteristics where parking demand could be assessed. As such, an estimate based on the proposed use matrix and historical operations offers the most accurate way to determine the expected parking demand.

Historically, WLCT events have had an approximate ratio of 3 people per parked car for operations and programs. As such, this 3:1 ratio has been used to calculate the parking demand for the planned educational activities and the property stewardship/maintenance program. For public visits, board meetings, and events, a more conservative 2 people per parked vehicle was used. In addition, the attendees for planned educational activities, property stewardship/maintenance programs, and other events will be controlled via a sign-up system to ensure that the parking ratios are not exceeded.

As shown in the table, the parking ratios result in an expected parking demand of 2 vehicles during public activities, the only daily activity expected on the site. Parking demand for board meetings to be held 5-7 times per year is expected to be 3 to 9 vehicles. Demand for planned educational activities and property stewardship/maintenance is 10 to 27 vehicles while other larger events are expected to have a parking demand of up to 65 spaces. The 10 gravel parking spaces are proposed to accommodate daily public visits, board meetings, and smaller operations and programs, while the 55 additional overflow field parking spaces can accommodate additional parking demand for larger operations, programs, and events.

Parking Regulations

Per Section 29-8.B.2.a of the Town of Wilton Zoning Regulations, revised 11/4/2022, "The amount of off-street parking provided shall be sufficient to accommodate the motor vehicles of all occupants, employees, customers, and visitors normally at the premises at any one time." Additionally, the regulations list parking requirements for several land uses; however, none of the listed land uses appropriately describe the public open space use of the proposed 183 Ridgefield Road project. Section 29-8.B.5.e states that "The minimum number of parking spaces required for other uses not listed above shall be as determined by the Commission." Using this guidance, the proposed 10 gravel parking spaces and 55 additional overflow parking spaces are expected to satisfy the Town requirements and adequately service the site without unnecessarily impacting the natural land this project seeks to preserve.

Site-Generated Traffic Volumes

Traffic entering and exiting the site were estimated based on the expected attendance and parking demand shown in the 183 Ridgefield Road use matrix. It is important to note that no site-generated traffic data for similar uses was available via the Institute of Transportation Engineers (ITE) Trip Generation Manual and that no other WLCT properties exhibit similar use characteristics where site-generated traffic could be assessed. As such, an estimate based on the proposed use matrix and historical operations offers the most accurate way to determine the expected site-generated traffic.

Based on the use matrix, with each parked car contributing one entering and one exiting trip, the site is expected to experience limited daily traffic with 2-8 trips by the public on any given day. As noted in the use matrix, activities, programs, and events will occur sporadically throughout the year, largely during off-peak periods when traffic on Ridgefield Road is lower. On these days, up to 6-18, 20-54, and 76-130 trips can be expected for board meetings, planned activities/programs, and events, respectively.

Sight Distances

The location of the sight driveway was determined by balancing sight line impediments arising from horizontal curvature to the west and vertical curvature to the east. The selected location maximizes intersection sight distance looking west by moving the driveway farther from the horizontal curve while also providing adequate stopping sight distance by locating it nearer to the vertical crest to the east.

Intersection sight distance was measured at the proposed driveway location in accordance with criteria set forth in the CTDOT Highway Design Manual. For the 35-mph speed limit on Ridgefield Road, the CTDOT minimum required sight distance for passenger cars on a stop-controlled approach for a two-lane roadway is 390 feet. The site driveway is restricted to right-turn egress only due to horizontal curvature obstructing sight distance looking south (right). It provides an adequate sight line in excess of the requirement with approximately 485 feet available looking north (left), sufficient for roadway operating speeds of up to 43 mph.

Additionally, stopping sight distance was measured for westbound traffic approaching the site driveway where a vehicle may be queued waiting to enter the site. This was also measured in accordance with criteria set forth in the CTDOT Highway Design Manual. The 35-mph speed limit on Ridgefield Road dictates a 250-foot sight distance requirement. The proposed driveway location provides sufficient stopping sight distance in excess of the requirement with 275 feet available, sufficient for operating speeds up to 37 mph.

Conclusion

Based on the results of the analyses, it is the professional opinion of Tighe & Bond that the proposed 183 Ridgefield Road public open-space development by WLCT will not have a significant impact on traffic or safety on Ridgefield Road. The site is expected to generate a low amount of traffic volume during daily peak periods and have limited activities, programs, and events that will occur occasionally throughout the year that will not have a significant impact to daily and/or peak hour traffic on Ridgefield Road. The site plan provides sufficient parking to accommodate the anticipated uses outlined in the use matrix developed by WLCT without compromising the natural land being conserved by the project. The proposed right-turn egress site driveway was selected to maximize sight distances, providing adequate intersection sight distance for up to 43-mph operating speeds and sufficient stopping sight distance for up to 37 mph. Exiting traffic destined for the north can utilize Belden Hill Road and Drum Hill Road to make a right-turn loop to access Ridgefield Road north of the site. Additionally, there is no significant pattern of collisions along the site frontage.

Sincerely,

TIGHE & BOND, INC.



Thomas J. Wamser, PE, PTOE, RSP2I
Project Engineer

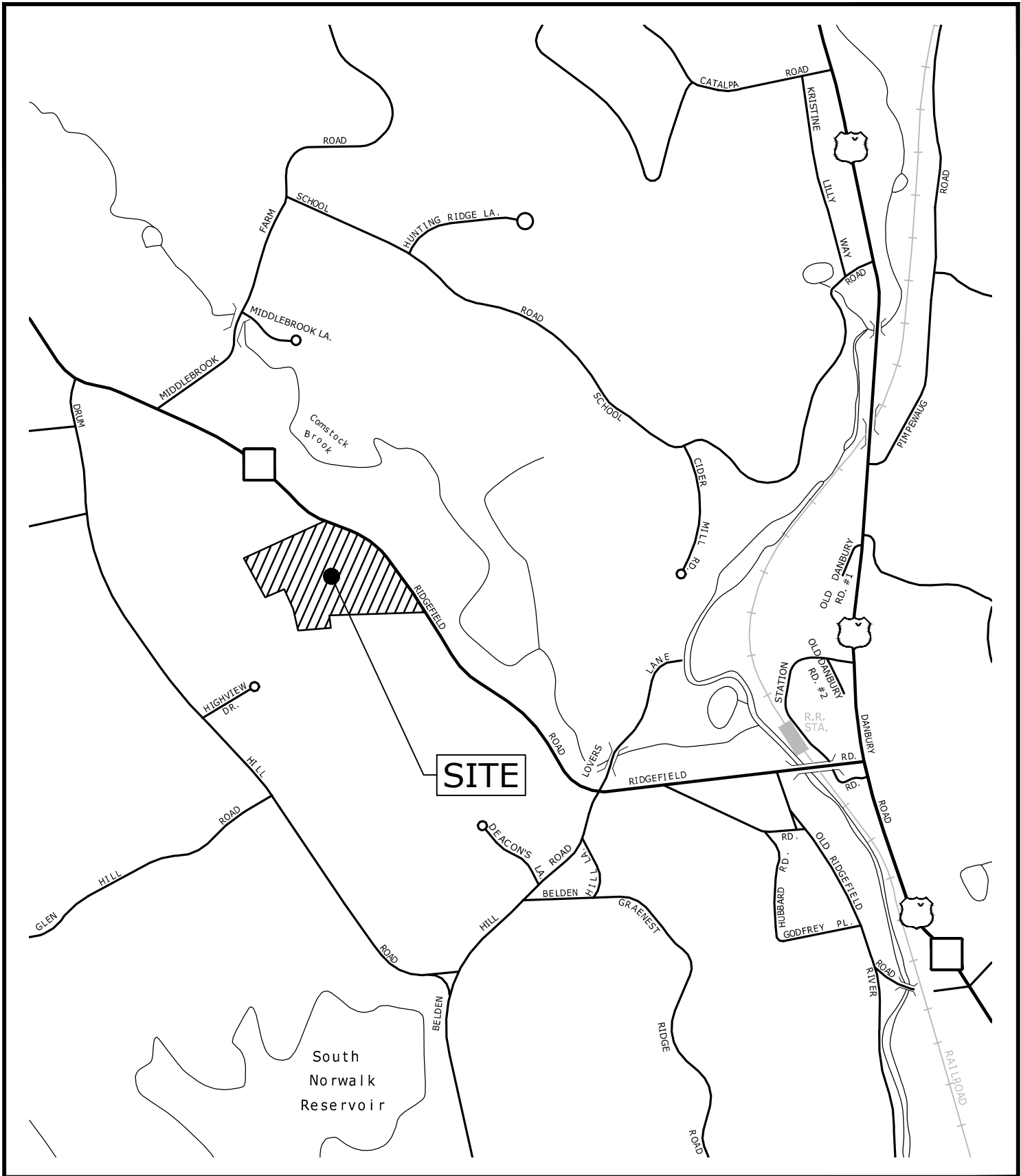


Craig D. Yannes, PE, PTOE, RSP1
Project Manager

Copy: Kathleen Royle, Esq, Gregory and Adams, P.C.
Thomas Nelson, PE, McChord Engineering Associates, Inc.


Enclosures: Site Location Figure (Figure 1)
Historic Traffic Volumes & Speeds
Site Plan (By McChord Engineering; Dated 2/21/2023)
183 Ridgefield Road Use Matrix (By WCLT; Dated 11/16/2022)
Wilton Regulation Excerpts

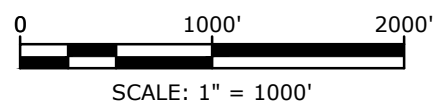
Nov 23, 2022 9:12am Plotted By: TJWamser
Tighe & Bond, Inc. J:\WVW5113 Wilton Land Conservation Trust\001 183 Ridgefield Road\Drawings\AutoCAD\Sheet\Site Location Map.dwg



183 RIDGEFIELD ROAD
WILTON, CT

SITE LOCATION MAP

NORTH 
1" = 1000'
FIGURE 1



Status: OK

WILT-010 - North & South

Route 33 - 7.57 mi NW of Belden Hill Road

Town.....	Wilton	10-Mar	11-Mar
Station.....	10	Mon	Tue
Location.....	41.195131,-73.438442	12:00am	16
2015-Minor Arterial	4.....2015-Urban	01:00am	16
Start Report.....	10-Mar-2008 05:00AM	02:00am	3
End Report.....	11-Mar-2008 05:00AM	03:00am	3
Axle Correction Factor.....	None	04:00am	12
Annualized ADT.....	7700	05:00am	
24-Hour Count....	7766 * G4(0.99) = 7688.3	06:00am	40
UnRounded AADT.....	7688.3 / 1 = 7688.3	07:00am	174
OK 2014 Tue 02-Dec	7700	08:00am	561
REV 2011 Mon 18-Apr	6400	09:00am	707
OK 2008 Mon 10-Mar -this report-...	7700	10:00am	578
		11:00am	455
		12:00pm	462
		01:00pm	500
		02:00pm	536
		03:00pm	508
		04:00pm	710
		05:00pm	590
		06:00pm	625
		07:00pm	557
		08:00pm	294
		09:00pm	221
		10:00pm	106
		11:00pm	64
		Totals	28
			7716
			50

Status: REV

WILT-010 - North & South

Route 33 - 7.57 mi NW of Belden Hill Road

Town.....	Wilton	18-Apr	19-Apr
Station.....	10	Mon	Tue
Location.....	41.195131,-73.438442	12:00am	18
2015-Minor Arterial	4.....2015-Urban	01:00am	10
Start Report.....	18-Apr-2011 04:00AM	02:00am	2
End Report.....	19-Apr-2011 04:00AM	03:00am	5
Axle Correction Factor.....	None	04:00am	14
Annualized ADT.....	6400	05:00am	31
24-Hour Count....	6812 * G4(0.94) = 6403.3	06:00am	157
UnRounded AADT.....	6403.3 / 1 = 6403.3	07:00am	389
OK 2014 Tue 02-Dec	7700	08:00am	509
REV 2011 Mon 18-Apr -this report-...	6400	09:00am	407
OK 2008 Mon 10-Mar	7700	10:00am	435
		11:00am	419
		12:00pm	485
		01:00pm	492
		02:00pm	537
		03:00pm	533
		04:00pm	538
		05:00pm	574
		06:00pm	497
		07:00pm	325
		08:00pm	182
		09:00pm	135
		10:00pm	76
		11:00pm	42
		Totals	6777 35

Status: OK

WILT-010 - North & South

Route 33 - 7.57 mi NW of Belden Hill Road

Town.....	Wilton	02-Dec	03-Dec
Station.....	10	Tue	Wed
Location.....	41.195131,-73.438442		12
2015-Minor Arterial	4.....2015-Urban		6
Start Report.....	02-Dec-2014 06:00AM		3
End Report.....	03-Dec-2014 12:00PM		2
Axle Correction Factor.....	None		16
Annualized ADT.....	7700		48
24-Hour Count....	8071 * G4(0.96) = 7748.2	213	221
UnRounded AADT.....	7748.2 / 1 = 7748.2	511	503
OK 2014 Tue 02-Dec -this report-...	7700	732	759
REV 2011 Mon 18-Apr	6400	620	661
OK 2008 Mon 10-Mar	7700	421	426
		11:00am	446
		12:00pm	
		01:00pm	
		02:00pm	
		03:00pm	
		04:00pm	
		05:00pm	
		06:00pm	
		07:00pm	
		08:00pm	
		09:00pm	
		10:00pm	
		11:00pm	
	Totals	7984	3103

Status: OK

WILT-165 - North & South

Route 33 - 8.55 mi

NW of Drum Hill Road

Town.....Wilton
 Station.....165
 Location..... 41.203635,-73.452784
 2015-Minor Arterial 4.....2015-Urban
 Start Report.....02-Dec-2014 06:00AM
 End Report.....03-Dec-2014 12:00PM
 Axle Correction Factor.....None

Annualized ADT.....11300

24-Hour Count....11771 * G4(0.96) = 11300.2

UnRounded AADT.....11300.2 / 1 = 11300.2

OK 2020 Mon 13-Jul9400

OK 2017 Mon 13-Nov10600

OK 2014 Tue 02-Dec -this report-...11300

REV 2011 Tue 31-May11900

OK 2008 Mon 10-Mar13800

	02-Dec Tue	03-Dec Wed
12:00am		37
01:00am		21
02:00am		6
03:00am		4
04:00am		35
05:00am		101
06:00am	535	497
07:00am	985	961
08:00am	1066	1032
09:00am	759	754
10:00am	537	574
11:00am	590	573
12:00pm	677	
01:00pm	659	
02:00pm	700	
03:00pm	871	
04:00pm	904	
05:00pm	992	
06:00pm	841	
07:00pm	564	
08:00pm	395	
09:00pm	269	
10:00pm	154	
11:00pm	69	
Totals	11567	4595

Status: OK

WILT-165 - North & South

Route 33 - 8.55 mi

NW of Drum Hill Road

Town.....	Wilton		13-Nov	14-Nov
Station.....	165		Mon	Tue
Location.....	41.203635,-73.452784	12:00am	32	20
2015-Minor Arterial 4.....	2015-Urban	01:00am	11	7
Start Report.....	13-Nov-2017 12:00AM	02:00am	6	4
End Report.....	14-Nov-2017 11:00PM	03:00am	4	11
Axle Correction Factor.....	None	04:00am	42	29
Annualized ADT.....	10600	05:00am	144	150
24-Hour Count....	10952 * G4(0.93) = 10185.4	06:00am	463	484
Day 1.....	+11784 * G4(0.93) = 21144.5	07:00am	881	990
UnRounded AADT.....	21144.5 / 2 = 10572.2	08:00am	950	1082
OK	2020 Mon 13-Jul	09:00am	678	698
OK	2017 Mon 13-Nov -this report-...	10:00am	553	575
OK	2014 Tue 02-Dec	11:00am	545	590
REV	2011 Tue 31-May	12:00pm	570	639
OK	2008 Mon 10-Mar	01:00pm	568	672
		02:00pm	697	745
		03:00pm	881	962
		04:00pm	840	880
		05:00pm	948	1014
		06:00pm	811	833
		07:00pm	540	575
		08:00pm	349	381
		09:00pm	247	248
		10:00pm	142	132
		11:00pm	50	63
		Totals	10952	11784

Status: OKSouthCombinedNorthClassSpeed**WILT-165 - Combined - n/s**

Route 33 - 8.55 mi

NW of Drum Hill Road

Collected during COVID-19 epoch

	13-Jul Mon	14-Jul Tue	15-Jul Wed	16-Jul Thu
Town.....Wilton	12:00am	36	30	39
Station.....165	01:00am	13	15	17
Location..... 41.203635,-73.452784	02:00am	9	6	9
Posted Speed Limit.....35 MPH	03:00am	12	9	6
2015-Minor Arterial 4.....2015-Urban	04:00am	23	15	17
Start Report.....13-Jul-2020 11:00AM	05:00am	67	62	62
End Report.....16-Jul-2020 10:00AM	06:00am	242	222	220
Annualized ADT.....9400	07:00am	489	498	492
24-Hour Count.... 9383 * G4(0.95) = 8913.9	08:00am	654	705	719
Day 1.....+10002 * G4(0.95) = 18415.8	09:00am	702	711	701
Day 2.....+10357 * G4(0.95) = 28254.9	10:00am	x	597	644
UnRounded AADT.....28254.9 / 3 = 9418.3	11:00am	602	674	642
OK 2020 Mon 13-Jul -this report-...9400	12:00pm	715	753	760
OK 2017 Mon 13-Nov .....10600	01:00pm	647	744	771
OK 2014 Tue 02-Dec .....11300	02:00pm	713	768	785
REV 2011 Tue 31-May .....11900	03:00pm	693	784	817
OK 2008 Mon 10-Mar .....13800	04:00pm	736	829	779
	05:00pm	759	783	867
	06:00pm	615	666	692
	07:00pm	419	450	496
	08:00pm	297	350	352
	09:00pm	162	173	246
	10:00pm	112	119	156
	11:00pm	69	65	77
Totals	6539	10002	10357	2282

Status: OKSouthCombinedNorthClassSpeed**WILT-165 - North**

Route 33 - 8.55 mi

NW of Drum Hill Road

Collected during COVID-19 epoch

	13-Jul Mon	14-Jul Tue	15-Jul Wed	16-Jul Thu
Town.....Wilton	12:00am	19	19	21
Station.....165	01:00am	5	8	8
Location..... 41.203635, -73.452784	02:00am	4	3	2
Posted Speed Limit.....35 MPH	03:00am	4	6	3
2015-Minor Arterial 4.....2015-Urban	04:00am	11	7	7
Start Report.....13-Jul-2020 11:00AM	05:00am	22	14	19
End Report.....16-Jul-2020 10:00AM	06:00am	84	76	78
Annualized ADT.....4600	07:00am	207	205	206
24-Hour Count.... 4628 * G4(0.95) = 4396.6	08:00am	307	308	323
Day 1.....+ 4885 * G4(0.95) = 9037.3	09:00am	299	321	322
Day 2.....+ 5077 * G4(0.95) = 13860.5	10:00am	x	271	284
UnRounded AADT.....13860.5 / 3 = 4620.2	11:00am	278	295	288
OK 2020 Mon 13-Jul -this report-...9400	12:00pm	359	357	371
OK 2017 Mon 13-Nov .....10600	01:00pm	315	360	376
OK 2014 Tue 02-Dec .....11300	02:00pm	374	351	391
REV 2011 Tue 31-May .....11900	03:00pm	339	380	415
OK 2008 Mon 10-Mar .....13800	04:00pm	370	433	392
	05:00pm	413	421	438
	06:00pm	326	380	387
	07:00pm	244	246	258
	08:00pm	166	232	217
	09:00pm	106	93	158
	10:00pm	69	66	91
	11:00pm	36	38	44
Totals	3395	4885	5077	989

Status: OKSouthCombinedNorthClassSpeed**WILT-165 - South**

Route 33 - 8.55 mi

NW of Drum Hill Road

Collected during COVID-19 epoch

	13-Jul Mon	14-Jul Tue	15-Jul Wed	16-Jul Thu
Town.....Wilton	12:00am	17	11	18
Station.....165	01:00am	8	7	9
Location..... 41.203635,-73.452784	02:00am	5	3	7
Posted Speed Limit.....35 MPH	03:00am	8	3	3
2015-Minor Arterial 4.....2015-Urban	04:00am	12	8	10
Start Report.....13-Jul-2020 11:00AM	05:00am	45	48	43
End Report.....16-Jul-2020 10:00AM	06:00am	158	146	142
Annualized ADT.....4800	07:00am	282	293	286
24-Hour Count.... 4755 * G4(0.95) = 4517.3	08:00am	347	397	396
Day 1.....+ 5117 * G4(0.95) = 9378.4	09:00am	403	390	379
Day 2.....+ 5280 * G4(0.95) = 14394.4	10:00am	x	326	360
UnRounded AADT.....14394.4 / 3 = 4798.1	11:00am	324	379	354
OK 2020 Mon 13-Jul -this report-...9400	12:00pm	356	396	389
OK 2017 Mon 13-Nov .....10600	01:00pm	332	384	395
OK 2014 Tue 02-Dec .....11300	02:00pm	339	417	394
REV 2011 Tue 31-May .....11900	03:00pm	354	404	402
OK 2008 Mon 10-Mar .....13800	04:00pm	366	396	387
	05:00pm	346	362	429
	06:00pm	289	286	305
	07:00pm	175	204	238
	08:00pm	131	118	135
	09:00pm	56	80	88
	10:00pm	43	53	65
	11:00pm	33	27	33
Totals	3144	5117	5280	1293

Status:

WILT-165 - North

Route 33 - 8.55 mi NW of Drum Hill Road

Collected during COVID-19 epoch

Town.....Wilton
 Station.....165
 Location..... 41.203635,-73.452784
 Posted Speed Limit.....35 MPH
 2015-Minor Arterial 4.....2015-Urban
 Start Report.....13-Jul-2020 11:00AM
 End Report.....16-Jul-2020 10:00AM

All Vehicles Average Speed..... 37 MPH
 Total Vehicles.....14346
 Percentile Sampling Period... 9AM to 4PM
 Vehicle Too Close.....5 secs
 Vehicle Too Slow..... < 20 MPH
 Speed Lower Limit....15 MPH below Posted

All Report Days

85th Percentile Speed.....41.0 MPH
 50th Percentile Speed.....36.6 MPH
 10 MPH Pace (78%).....32-41 MPH
 All Hours Total Vehicles.....14346
 In-Period Total Vehicles.....6746
 Omitted Vehicles Too Close (47%)...3147
 Omitted Vehicles Too Slow (1%).....40
 Sampled Vehicles (53%).....3559

Monday 13-Jul-2020

85th Percentile Speed.....41.0 MPH
 50th Percentile Speed.....36.3 MPH
 10 MPH Pace (79%).....32-41 MPH
 All Hours Total Vehicles.....3395
 In-Period Total Vehicles.....1665
 Omitted Vehicles Too Close (46%)...773
 Omitted Vehicles Too Slow (1%).....10
 Sampled Vehicles (53%).....882

Tuesday 14-Jul-2020

85th Percentile Speed.....40.7 MPH
 50th Percentile Speed.....36.3 MPH
 10 MPH Pace (79%).....32-41 MPH
 All Hours Total Vehicles.....4885
 In-Period Total Vehicles.....2313
 Omitted Vehicles Too Close (46%)...1071
 Omitted Vehicles Too Slow (1%).....19
 Sampled Vehicles (53%).....1223

Wednesday 15-Jul-2020

85th Percentile Speed.....41.3 MPH
 50th Percentile Speed.....36.9 MPH
 10 MPH Pace (78%).....33-42 MPH
 All Hours Total Vehicles.....5077
 In-Period Total Vehicles.....2446
 Omitted Vehicles Too Close (47%)...1150
 Omitted Vehicles Too Slow (0%).....9
 Sampled Vehicles (53%).....1287

Thursday 16-Jul-2020

85th Percentile Speed.....41.1 MPH
 50th Percentile Speed.....36.7 MPH
 10 MPH Pace (77%).....33-42 MPH
 All Hours Total Vehicles.....989
 In-Period Total Vehicles.....322
 Omitted Vehicles Too Close (48%)...153
 Omitted Vehicles Too Slow (1%).....2
 Sampled Vehicles (52%).....167

Hour	MPH 0-15	MPH 16-20	MPH 21-25	MPH 26-30	MPH 31-35	MPH 36-40	MPH 41-45	MPH 46-50	MPH 51-55	MPH 56-60	MPH 61-65	MPH 66-70	MPH 71-75	MPH 76+	Total Vol.	Daily Vol.
Monday 13-Jul																
12:00am																
01:00am																
02:00am																
03:00am																
04:00am																
05:00am																
06:00am																
07:00am																
08:00am																
09:00am																
10:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
11:00am	.	1	4	8	90	132	39	4	.	.	.	.	.	.	278	8%
12:00pm	3	3	4	12	121	139	68	9	.	.	.	.	.	.	359	11%
01:00pm	.	3	.	16	75	162	54	5	.	.	.	.	.	.	315	9%
02:00pm	2	1	2	12	92	189	70	6	.	.	.	.	.	.	374	11%
03:00pm	2	2	3	10	85	151	76	9	1	.	.	.	.	.	339	10%
04:00pm	.	1	2	11	84	186	80	4	1	1	.	.	.	.	370	11%
05:00pm	1	2	1	10	104	207	80	8	.	.	.	.	.	.	413	12%
06:00pm	2	2	2	6	60	163	85	4	2	.	.	.	.	.	326	10%
07:00pm	.	2	2	3	53	119	62	2	1	.	.	.	.	.	244	7%
08:00pm	2	1	.	1	42	85	30	5	.	.	.	.	.	.	166	5%
09:00pm	.	.	1	2	28	52	19	4	.	.	.	.	.	.	106	3%
10:00pm	1	1	.	2	18	24	20	2	1	.	.	.	.	.	69	2%
11:00pm	.	.	.	1	3	17	10	5	.	.	.	.	.	.	36	1%
Totals	13	19	21	94	855	1626	693	67	6	1	0	0	0	0	3395	
Percent	0.38	0.56	0.62	2.77	25.18	47.89	20.41	1.97	0.18	0.03	0.00	0.00	0.00	0.00		
Tuesday 14-Jul																
12:00am	.	.	.	1	3	11	3	1	.	.	.	.	.	.	19	0%
01:00am	.	.	.	.	2	1	2	.	.	.	.	.	.	.	5	0%
02:00am	.	.	.	.	2	1	.	1	.	.	.	.	.	.	4	0%
03:00am	.	.	.	1	1	2	.	.	.	.	.	.	.	.	4	0%
04:00am	1	.	1	.	3	2	2	2	.	.	.	.	.	.	11	0%
05:00am	.	.	.	1	11	5	2	2	.	1	.	.	.	.	22	0%
06:00am	1	.	1	.	25	35	19	2	.	1	.	.	.	.	84	2%
07:00am	.	1	1	19	61	88	33	3	1	.	.	.	.	.	207	4%
08:00am	3	1	8	13	88	133	55	6	.	.	.	.	.	.	307	6%
09:00am	3	2	12	20	102	119	35	6	.	.	.	.	.	.	299	6%
10:00am	1	.	.	11	78	114	58	9	.	.	.	.	.	.	271	6%
11:00am	3	1	1	11	101	135	38	5	.	.	.	.	.	.	295	6%
12:00pm	5	7	9	12	93	152	73	6	.	.	.	.	.	.	357	7%
01:00pm	2	.	.	12	119	162	62	3	.	.	.	.	.	.	360	7%
02:00pm	1	2	2	10	95	171	59	11	.	.	.	.	.	.	351	7%
03:00pm	.	.	4	14	94	176	86	6	.	.	.	.	.	.	380	8%
04:00pm	.	1	3	8	96	201	112	10	1	1	.	.	.	.	433	9%
05:00pm	.	3	1	9	104	224	72	7	1	.	.	.	.	.	421	9%
06:00pm	.	1	1	5	72	206	77	14	3	1	.	.	.	.	380	8%
07:00pm	1	.	.	8	66	114	53	4	.	.	.	.	.	.	246	5%
08:00pm	1	.	.	9	70	110	38	4	.	.	.	.	.	.	232	5%
09:00pm	.	.	.	4	21	49	17	2	.	.	.	.	.	.	93	2%
10:00pm	.	.	1	2	15	29	14	5	.	.	.	.	.	.	66	1%
11:00pm	.	.	.	1	9	16	10	1	1	.	.	.	.	.	38	1%
Totals	22	19	45	171	1331	2256	920	110	7	4	0	0	0	0	4885	
Percent	0.45	0.39	0.92	3.50	27.25	46.18	18.83	2.25	0.14	0.08	0.00	0.00	0.00	0.00		
Wednesday 15-Jul																
12:00am	.	.	.	1	3	7	6	1	.	.	1	.	.	.	19	0%
01:00am	.	.	.	3	.	2	2	1	.	.	.	.	.	.	8	0%
02:00am	.	.	.	.	1	1	1	.	.	.	.	.	.	.	3	0%
03:00am	.	.	.	1	2	1	2	.	.	.	.	.	.	.	6	0%
04:00am	1	.	.	1	2	2	1	.	.	.	.	.	.	.	7	0%
05:00am	.	.	.	.	3	4	5	1	1	.	.	.	.	.	14	0%
06:00am	.	1	2	.	13	37	19	3	.	1	.	.	.	.	76	1%
07:00am	.	1	4	5	55	109	29	2	.	.	.	.	.	.	205	4%
08:00am	.	.	.	6	69	156	69	7	1	.	.	.	.	.	308	6%
09:00am	2	1	.	15	94	143	61	4	1	.	.	.	.	.	321	6%
10:00am	1	2	.	4	85	130	58	4	.	.	.	.	.	.	284	6%
11:00am	1	2	2	11	76	132	57	6	1	.	.	.	.	.	288	6%
12:00pm	.	.	.	14	108	162	79	8	.	.	.	.	.	.	371	7%
01:00pm	1	2	4	13	82	183	84	5	2	.	.	.	.	.	376	7%
02:00pm	1	.	2	11	91	179	99	8	.	.	.	.	.	.	391	8%
03:00pm	.	1	.	5	81	229	93	6	.	.	.	.	.	.	415	8%
04:00pm	4	2	2	5	106	187	82	3	1	.	.	.	.	.	392	8%
05:00pm	2	1	1	6	139	210	70	8	.	1	.	.	.	.	438	9%
06:00pm	.	1	2	7	63	197	110	6	.	1	.	.	.	.	387	8%
07:00pm	.	1	1	1	44	128	73	7	3	.	.	.	.	.	258	5%
08:00pm	.	.	.	3	55	102	42	11	4	.	.	.	.	.	217	4%
09:00pm	1	1	2	5	54	68	21	4	2	.	.	.	.	.	158	3%
10:00pm	.	.	.	4	20	36	25	4	1	1	.	.	.	.	91	2%
11:00pm	.	.	.	.	9	22	10	2	1	.	.	.	.	.	44	1%
Totals	14	16	22	121	1255	2427	1098	101	18	4	1	0	0	0	5077	
Percent	0.28	0.32	0.43	2.38	24.72	47.80	21.63	1.99	0.35	0.08	0.02	0.00	0.00	0.00		
Thursday 16-Jul																
12:00am	.	.	.	1	3	7	8	2	.	.	.	.	.	.	21	2%
01:00am	.	.	.	.	3	3	2	.	.	.	.	.	.	.	8	1%
02:00am	.	.	.	.	1	1	.	.	.	.	.	.	.	.	2	0%
03:00am	.	.	.	.	.	2	1	.	.	.	.	.	.	.	3	0%
04:00am	1	.	1	2	.	1	.	1	1	.	.	.	.	.	7	1%

2020 WILT-165 - Speed

05:00am	.	.	.	.	5	7	4	2	.	1	.	.	.	.	19	2%
06:00am	.	.	.	4	11	35	20	8	.	.	.	.	.	.	78	8%
07:00am	.	1	1	13	48	93	41	8	1	.	.	.	.	.	206	21%
08:00am	.	.	.	8	84	166	60	5	.	.	.	.	.	.	323	33%
09:00am	1	1	.	15	90	151	59	5	.	.	.	.	.	.	322	33%
10:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
11:00am																
12:00pm																
01:00pm																
02:00pm																
03:00pm																
04:00pm																
05:00pm																
06:00pm																
07:00pm																
08:00pm																
09:00pm																
10:00pm																
11:00pm																
Totals	2	2	2	43	245	466	195	31	2	1	0	0	0	0	989	
Percent	0.20	0.20	0.20	4.35	24.77	47.12	19.72	3.13	0.20	0.10	0.00	0.00	0.00	0.00		

Status:

WILT-165 - South

Route 33 - 8.55 mi NW of Drum Hill Road

Collected during COVID-19 epoch

Town.....Wilton
 Station.....165
 Location..... 41.203635,-73.452784
 Posted Speed Limit.....35 MPH
 2015-Minor Arterial 4.....2015-Urban
 Start Report.....13-Jul-2020 11:00AM
 End Report.....16-Jul-2020 10:00AM

All Vehicles Average Speed..... 36 MPH
 Total Vehicles.....14834
 Percentile Sampling Period... 9AM to 4PM
 Vehicle Too Close.....5 secs
 Vehicle Too Slow..... < 20 MPH
 Speed Lower Limit....15 MPH below Posted

All Report Days

85th Percentile Speed.....40.5 MPH
 50th Percentile Speed.....36.5 MPH
 10 MPH Pace (82%).....32-41 MPH
 All Hours Total Vehicles.....14834
 In-Period Total Vehicles.....7477
 Omitted Vehicles Too Close (54%)...4060
 Omitted Vehicles Too Slow (0%).....26
 Sampled Vehicles (45%).....3391

Monday 13-Jul-2020

85th Percentile Speed.....40.8 MPH
 50th Percentile Speed.....36.7 MPH
 10 MPH Pace (80%).....33-42 MPH
 All Hours Total Vehicles.....3144
 In-Period Total Vehicles.....1705
 Omitted Vehicles Too Close (51%)...871
 Omitted Vehicles Too Slow (1%).....5
 Sampled Vehicles (49%).....829

Tuesday 14-Jul-2020

85th Percentile Speed.....40.1 MPH
 50th Percentile Speed.....36.3 MPH
 10 MPH Pace (82%).....32-41 MPH
 All Hours Total Vehicles.....5117
 In-Period Total Vehicles.....2709
 Omitted Vehicles Too Close (56%)...1520
 Omitted Vehicles Too Slow (1%).....16
 Sampled Vehicles (43%).....1173

Wednesday 15-Jul-2020

85th Percentile Speed.....40.6 MPH
 50th Percentile Speed.....36.6 MPH
 10 MPH Pace (84%).....33-42 MPH
 All Hours Total Vehicles.....5280
 In-Period Total Vehicles.....2684
 Omitted Vehicles Too Close (55%)...1467
 Omitted Vehicles Too Slow (0%).....5
 Sampled Vehicles (45%).....1212

Thursday 16-Jul-2020

85th Percentile Speed.....40.5 MPH
 50th Percentile Speed.....37.0 MPH
 10 MPH Pace (86%).....34-43 MPH
 All Hours Total Vehicles.....1293
 In-Period Total Vehicles.....379
 Omitted Vehicles Too Close (53%)...202
 Omitted Vehicles Too Slow (0%).....0
 Sampled Vehicles (47%).....177

Hour	MPH 0-15	MPH 16-20	MPH 21-25	MPH 26-30	MPH 31-35	MPH 36-40	MPH 41-45	MPH 46-50	MPH 51-55	MPH 56-60	MPH 61-65	MPH 66-70	MPH 71-75	MPH 76+	Total Vol.	Daily Vol.
Monday 13-Jul																
12:00am																
01:00am																
02:00am																
03:00am																
04:00am																
05:00am																
06:00am																
07:00am																
08:00am																
09:00am																
10:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
11:00am	1	2	5	22	87	155	48	3	1	.	.	.	.	.	324	10%
12:00pm	2	6	1	15	100	178	53	1	.	.	.	.	.	.	356	11%
01:00pm	.	1	1	10	86	177	53	4	.	.	.	.	.	.	332	11%
02:00pm	.	2	7	34	132	118	44	2	.	.	.	.	.	.	339	11%
03:00pm	.	2	1	37	132	139	40	1	2	.	.	.	.	.	354	11%
04:00pm	.	3	8	26	106	166	54	2	1	.	.	.	.	.	366	12%
05:00pm	2	2	6	9	97	170	59	1	.	.	.	.	.	.	346	11%
06:00pm	3	3	5	13	66	138	60	1	.	.	.	.	.	.	289	9%
07:00pm	.	.	.	7	25	97	43	1	2	.	.	.	.	.	175	6%
08:00pm	.	.	.	10	23	62	32	4	.	.	.	.	.	.	131	4%
09:00pm	.	.	1	3	16	26	9	1	.	.	.	.	.	.	56	2%
10:00pm	1	2	5	.	12	16	5	2	.	.	.	.	.	.	43	1%
11:00pm	.	.	.	1	10	8	11	3	.	.	.	.	.	.	33	1%
Totals	9	23	40	187	892	1450	511	26	6	0	0	0	0	0	3144	
Percent	0.29	0.73	1.27	5.95	28.37	46.12	16.25	0.83	0.19	0.00	0.00	0.00	0.00	0.00		
Tuesday 14-Jul																
12:00am	.	.	.	1	1	4	6	4	.	1	.	.	.	.	17	0%
01:00am	.	.	.	.	1	2	3	2	.	.	.	.	.	.	8	0%
02:00am	.	.	1	.	1	.	2	1	.	.	.	.	.	.	5	0%
03:00am	.	.	.	.	1	2	3	2	.	.	.	.	.	.	8	0%
04:00am	.	.	.	.	2	3	6	1	.	.	.	.	.	.	12	0%
05:00am	.	.	.	1	4	20	19	1	.	.	.	.	.	.	45	1%
06:00am	4	2	.	4	24	75	40	9	.	.	.	.	.	.	158	3%
07:00am	1	2	.	5	54	144	70	5	.	1	.	.	.	.	282	6%
08:00am	.	1	1	12	87	184	59	3	.	.	.	.	.	.	347	7%
09:00am	4	2	3	21	111	209	47	6	.	.	.	.	.	.	403	8%
10:00am	2	.	1	24	119	144	32	4	.	.	.	.	.	.	326	6%
11:00am	2	1	1	14	113	194	46	7	1	.	.	.	.	.	379	7%
12:00pm	1	6	3	24	143	175	42	1	1	.	.	.	.	.	396	8%
01:00pm	1	1	5	30	123	183	37	3	1	.	.	.	.	.	384	8%
02:00pm	11	18	22	39	139	154	34	.	.	.	.	.	.	.	417	8%
03:00pm	.	3	18	36	132	176	37	2	.	.	.	.	.	.	404	8%
04:00pm	1	1	1	16	111	200	65	1	.	.	.	.	.	.	396	8%
05:00pm	.	1	1	20	112	168	53	6	1	.	.	.	.	.	362	7%
06:00pm	1	2	.	7	55	154	66	1	.	.	.	.	.	.	286	6%
07:00pm	.	1	3	15	48	106	28	3	.	.	.	.	.	.	204	4%
08:00pm	.	.	3	13	37	46	18	1	.	.	.	.	.	.	118	2%
09:00pm	.	.	.	3	27	42	7	1	.	.	.	.	.	.	80	2%
10:00pm	.	.	.	1	16	23	9	2	2	.	.	.	.	.	53	1%
11:00pm	.	.	.	1	4	11	10	1	.	.	.	.	.	.	27	1%
Totals	28	41	63	287	1465	2419	739	67	6	2	0	0	0	0	5117	
Percent	0.55	0.80	1.23	5.61	28.63	47.27	14.44	1.31	0.12	0.04	0.00	0.00	0.00	0.00		
Wednesday 15-Jul																
12:00am	.	.	.	.	3	4	2	1	.	1	.	.	.	.	11	0%
01:00am	.	.	.	1	1	2	3	.	.	.	.	.	.	.	7	0%
02:00am	.	.	.	.	2	1	.	.	.	.	.	.	.	.	3	0%
03:00am	.	.	.	.	.	2	.	1	.	.	.	.	.	.	3	0%
04:00am	.	.	.	.	.	3	3	2	.	.	.	.	.	.	8	0%
05:00am	.	.	.	1	9	15	18	4	1	.	.	.	.	.	48	1%
06:00am	1	2	6	2	21	57	45	11	1	.	.	.	.	.	146	3%
07:00am	1	2	.	7	64	151	63	2	.	2	1	.	.	.	293	6%
08:00am	2	1	.	18	88	223	61	3	.	1	.	.	.	.	397	8%
09:00am	.	1	6	18	106	191	66	2	.	.	.	.	.	.	390	7%
10:00am	1	13	14	26	125	145	34	2	.	.	.	.	.	.	360	7%
11:00am	1	2	.	9	110	190	39	3	.	.	.	.	.	.	354	7%
12:00pm	.	1	1	9	119	179	77	3	.	.	.	.	.	.	389	7%
01:00pm	1	1	.	17	104	202	67	2	1	.	.	.	.	.	395	7%
02:00pm	.	.	3	9	125	200	54	3	.	.	.	.	.	.	394	7%
03:00pm	1	6	4	16	122	175	74	4	.	.	.	.	.	.	402	8%
04:00pm	1	.	4	28	134	161	56	3	.	.	.	.	.	.	387	7%
05:00pm	1	3	2	41	162	173	46	1	.	.	.	.	.	.	429	8%
06:00pm	.	2	1	7	80	154	53	8	.	.	.	.	.	.	305	6%
07:00pm	.	.	.	11	43	118	60	5	1	.	.	.	.	.	238	5%
08:00pm	.	1	.	3	39	58	29	4	1	.	.	.	.	.	135	3%
09:00pm	1	.	3	3	18	48	11	4	.	.	.	.	.	.	88	2%
10:00pm	.	.	.	3	17	30	12	2	1	.	.	.	.	.	65	1%
11:00pm	.	.	.	4	5	15	7	1	1	.	.	.	.	.	33	1%
Totals	11	35	44	233	1497	2497	880	71	7	4	1	0	0	0	5280	
Percent	0.21	0.66	0.83	4.41	28.35	47.29	16.67	1.34	0.13	0.08	0.02	0.00	0.00	0.00		
Thursday 16-Jul																
12:00am	.	.	.	2	1	6	9	.	.	.	.	.	.	.	18	1%
01:00am	.	.	.	.	2	3	4	.	.	.	.	.	.	.	9	1%
02:00am	.	.	.	.	1	4	1	1	.	.	.	.	.	.	7	1%
03:00am	.	.	.	.	.	1	2	.	.	.	.	.	.	.	3	0%
04:00am	.	.	.	.	1	6	2	.	1	.	.	.	.	.	10	1%

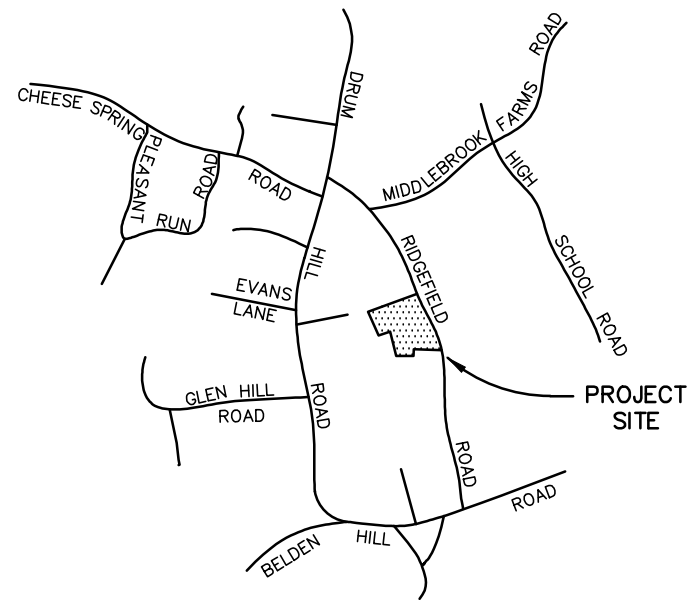
05:00am	.	.	.	1	10	20	10	2	.	.	.	.	.	.	.	43	3%
06:00am	1	.	.	1	17	68	46	9	.	.	.	.	.	.	.	142	11%
07:00am	.	2	.	10	82	138	51	3	.	.	.	.	.	.	.	286	22%
08:00am	2	6	9	14	98	219	46	1	1	.	.	.	.	.	.	396	31%
09:00am	.	.	.	22	90	207	58	2	.	.	.	.	.	.	.	379	29%
10:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
11:00am																	
12:00pm																	
01:00pm																	
02:00pm																	
03:00pm																	
04:00pm																	
05:00pm																	
06:00pm																	
07:00pm																	
08:00pm																	
09:00pm																	
10:00pm																	
11:00pm																	
Totals	3	8	9	50	302	672	229	18	2	0	0	0	0	0	0	1293	
Percent	0.23	0.62	0.70	3.87	23.36	51.97	17.71	1.39	0.15	0.00	0.00	0.00	0.00	0.00	0.00		

NOTES:

- EXISTING STRUCTURES, PROPERTY LINE AND TOPOGRAPHIC INFORMATION SHOWN HEREON ARE TAKEN FROM A FIELD SURVEY PREPARED FOR 183 RIDGEFIELD ROAD, LLC BY RKW LAND SURVEYING OF NEW CANAAN, CT DATED JULY 24, 2015 AND LAST REVISED SEPTEMBER 17, 2015.
- EXISTING BARN AND BUILDING AREA EXCEPTION LINE ARE TAKEN FROM THE "PROPERTY SURVEY MAP PREPARED FOR THE DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION, STATE OF CONNECTICUT SHOWING PROPERTY OF WILTON LAND CONSERVATION TRUST REVISED PARCEL A, 183 RIDGEFIELD ROAD, WILTON, CT" PREPARED BY STALKER LAND SURVEYING, INC. OF WILTON, CT DATED OCTOBER 30, 2020.
- LOCATIONS OF EXISTING UNDERGROUND STRUCTURES AND UTILITIES INDICATED HEREON ARE TAKEN FROM DESIGN DRAWINGS, FIELD OBSERVATIONS, AND OTHER SOURCES OF INFORMATION AND ARE NOT TO BE CONSTRUED AS AN ACCURATE "AS-BUILT" SURVEY. THE CONTRACTOR SHALL EXCAVATE TEST HOLES, CONTACT "CALL BEFORE YOU DIG", AND PERFORM WHATEVER ADDITIONAL VERIFICATION NECESSARY TO VERIFY THE EXISTING INFORMATION. THE PROJECT ENGINEER SHALL BE PROMPTLY NOTIFIED OF ANY APPARENT CONFLICTS BETWEEN EXISTING UTILITIES AND PROPOSED WORK.
- THE PURPOSE OF THIS PLAN IS TO SHOW THE SITE LAYOUT, SEPTIC SYSTEM, DRAINAGE IMPROVEMENTS, UTILITIES, SITE GRADING AND EROSION CONTROLS ASSOCIATED WITH THE PROPOSED BARN, DRIVEWAY AND PARKING LOT.
- ALL CONSTRUCTION SHALL CONFORM TO THE TOWN OF WILTON STANDARD DETAILS AND SPECIFICATIONS. IN THE ABSENCE OF LOCAL STANDARDS, THE WORK SHALL CONFORM TO THE REQUIREMENTS OF THE CONNECTICUT DEPARTMENT OF TRANSPORTATION SPECIFICATION FORM 818, LATEST REVISION.
- THE EXISTING WELL IN THE NORTH MEADOW SHALL BE ABANDONED IN CONFORMANCE WITH THE LOCAL AND STATE HEALTH CODES.
- THERE ARE NO KNOWN WELLS WITHIN 75 FEET OF THE PROPOSED SEPTIC SYSTEM.
- THERE ARE NO KNOWN GROUNDWATER DRAINS OR STORM WATER INFILTRATION SYSTEMS WITHIN 50 FEET DOWN GRADIENT OR 25 FEET SIDE/UP GRADIENT OF THE PROPOSED SEPTIC SYSTEM.
- SOIL AND EROSION CONTROL MEASURES SHOWN HEREON SHALL BE PROPERLY INSTALLED PRIOR TO THE START OF CONSTRUCTION, INSPECTED AND REPAIRED WEEKLY AND BEFORE AND AFTER STORM EVENTS, AND MAINTAINED IN FUNCTIONAL CONDITION THROUGHOUT THE CONSTRUCTION PERIOD.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS PRIOR TO THE COMMENCEMENT OF THE WORK.
- SEE LANDSCAPE PLANS PREPARED BY ERSKINE ASSOCIATES, LLC OF REDDING RIDGE, CT FOR ADDITIONAL INFORMATION.

PARKING SCHEDULE:

FULL TIME SPACES (GRAVEL):	10
EVENT SPACES (MOWN MEADOW):	55
TOTAL SPACES:	65



SCALE: 1" = 2500'

ORIENTATION



OVERALL PROPERTY MAP

SCALE: 1" = 200'

LEGEND

EXISTING	ITEM	PROPOSED
	DRAIN	
	STORM SEWER	
	DEEP TEST	
	PERCOLATION TEST	
	CONTOUR	
	SPOT ELEVATION	
	SILT FENCE	
	DOUBLE SILT FENCE	
	TREE TO REMAIN	
	POLE	

ELEVATIONS:

F.F. BARN	:363.6
BARN SEWER OUT (INV.)	:361.0
SEPTIC TANK IN (INV.)	:359.0
SEPTIC TANK OUT (INV.)	:358.75
1st FIELD (INV. AT DB)	:352.2
(GALLERY BOTTOM)	:351.6

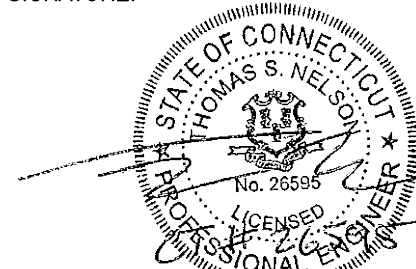
TOTAL AREA = 13.455 ACRES

THIS DRAWING AND DETAILS ON IT, AS AN INSTRUMENT OF SERVICE, IS THE PROPERTY OF THE ENGINEER AND MAY BE USED FOR THIS SPECIFIC PROJECT AND SHALL NOT BE LOANED, COPIED OR REPRODUCED WITHOUT THE WRITTEN CONSENT OF THE ENGINEER.

NO.	DATE	REVISIONS AND SUBMISSIONS
5	2-21-23	REVISED AND ISSUED FOR MUNICIPAL APPROVAL
4	12-28-22	REVISED AND ISSUED TO D.O.T.
3	8-16-22	REVISED AND ISSUED TO P&Z
2	4-13-22	REVISED AND ISSUED TO P&Z
1	3-31-22	ISSUED TO THE HEALTH DEPARTMENT

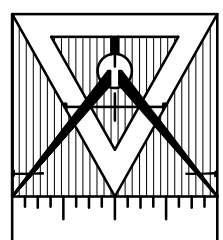
SIGNATURE:

DRAWING NO:



SE1

SHEET 1 OF 2



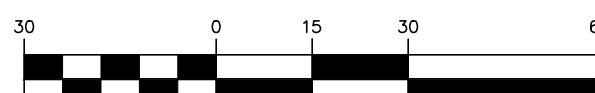
McChord Engineering Associates, Inc.
Civil Engineers and Land Planners
1 Grumman Hill Road
Wilton, CT 06897 (203) 834-0569

PLAN PREPARED FOR
WILTON LAND CONSERVATION TRUST
WILTON, CONNECTICUT

SEPTIC SYSTEM/SITE DEVELOPMENT PLAN
183 RIDGEFIELD ROAD
WILTON, CONNECTICUT

JOB NO: 1903B-1
DRAWN BY: DRS
SCALE: 1" = 30'

DATE: MARCH 31, 2022
CHECKED BY: TSN



183 Ridgefield Road use Matrix
Anticipated Uses

Public

1) Unscheduled visits by the public

Visits				Visit time of day					Parking	
Days/ Year	Persons/ visit	Weekday	Weekend	7-10:00 am	10:00 am-1:00 pm	1-4:00 pm	4-7:00 pm	7-9:00 pm	Ratio	Spaces Required
364	4	260	104	1	1	1	1	0	2:1	2

Wilton Land Conservation Trust Operations and Programs

2) Planned educational activities- WLCT sign-up *

3) Property stewardship/maintenance- WLCT sign up *

10	30-80	1	9	0	7	2	1	0	3:1	10-27
4	30-50	0	4	0	0	4	0	0	3:1	10-17

Wilton Land Conservation Trust Board Meetings

4) Board Meetings

5-7	5-18	5	2	0	0	0	0	5-7	2:1	3-9
-----	------	---	---	---	---	---	---	-----	-----	-----

Wilton Land Conservation Trust Events

5) Donor recognition or other larger event -WLCT sign up*

1-2	75-130	0	2	0	1	1	0	0	2 :1	38-65
-----	--------	---	---	---	---	---	---	---	------	-------

Parking Capacity

- a) There are 10 permanent designated parking spaces and 55 identified additional overflow spaces onsite, totaling 65 identified onsite parking spaces. (see site plan)
- b) For Wilton Land Conservation Operations and Programs we utilized a 3:1 ratio.
- c) For unscheduled visits, board meetings, and events we use a more conservative 2:1 ratio.

Barn Operations

- 1) The Barn will only be open when there is a WLCT representative on site.
- 2) The Barn will not be open every day.
- 3) The Barn will be used for storage, shelter for WLCT personnel, and occasional WLCT business
- 4) Portable toilets will be used for events exceeding 80 people

* Event attendance will be capped through Sign Up technology

29-8.A.

- b. The owner of the lot on which the sign is located shall be directly responsible for keeping such sign, including its illumination sources, in good working order and safe condition.
- c. Unsightly, damaged, deteriorated signs or signs in danger of falling shall be put in order or removed upon written notice by the ZEO to the owner of the lot on which the sign is located.
- d. Any sign which pertains to a business no longer conducted on the premises where such sign is located shall be removed by the owner of the lot on which the sign is located within 5 days following cessation of the relevant activity.

B. OFF-STREET PARKING AND LOADING

- 1. Purpose: An adequate supply of off-street parking and loading spaces shall be provided to meet the needs of persons making use of such structures or land uses, but in no case less than the minimum standards specified herein for all new buildings and uses, for the expansion of existing buildings and uses, and for a change of use when such change would result in a use whose parking and/or loading requirements would be greater than those of the use it is replacing.
- 2. Amount of Parking Required:
 - a. The amount of off-street parking provided shall be sufficient to accommodate the motor vehicles of all occupants, employees, customers and visitors normally at the premises at any one time.
 - b. Structures and land uses in existence, or for which building permits have been issued prior to the adoption of these regulations, shall not be subject to any additional parking or loading space requirements of these regulations, provided that any parking or loading facilities then existing to serve such structures or uses shall not in the future be reduced, except where they exceed such requirements, in which case they shall not be reduced below such requirements. At the time of any enlargement of such structures or uses in the future, however, required parking and loading facilities for the existing portion of such structures or uses may be required to conform to the current regulations.*
 - c. When two or more different uses occur on a single lot, the total amount of parking facilities required shall be the sum of the requirements for each individual use on the lot, except that the Commission may approve the joint use of parking space by two or more establishments, the total capacity of which space shall be no more than 20 percent (20%) less than the sum of the spaces required for each, in all zoning districts except Wilton Center which shall be no more than 30 percent (30%) less, provided the Commission finds that the capacity to be provided shall substantially meet the intent of this Section by reason of variation in the probable time of maximum usage by patrons and employees among such establishments.*

- | | |
|---|---|
| (3) Motor vehicle service stations *
- with service bays
- with sale of convenience
Items/food products/snacks | Minimum of 3 spaces plus 4 per
repair bay plus 1 per 200 sq. ft. of
GFA devoted to sale of
convenience items |
| (4) Automotive repair and service
facilities | 25, of which 5 shall be reserved
and suitably identified to
accommodate vehicles returned
outside normal operating hours,
plus 1 per 100 sq. ft. of GFA |
| (5) Automotive rental | 1 per 500 sq. ft. of GFA |

d. INDUSTRIAL USES

- | | |
|--|---|
| (1) Manufacturing or research
facilities; wholesaling or
distribution facilities | 1 per 400 sq. ft. of GFA of
buildings, plus 1 per 1,000 sq. ft.
of outdoor storage area |
| (2) Lumberyards; building materials
suppliers | As determined by the
Commission |
| (3) Building, construction or
landscape contractors, yards | As determined by the
Commission |
| (4) Bus facilities; trucking
terminals; trucking or courier
services | 1 per 1,000 sq. ft. of GFA |
| (5) Public warehousing and storage,
excluding self-storage | 1 per 1,000 sq. ft. of GFA |

e. The minimum number of parking spaces required for other uses not listed above shall be as determined by the Commission.

f. Where the minimum number of parking spaces required for a particular use is to be determined by the Commission, the Commission shall be guided by the nature, intensity and/or mix of the proposed use, including projected attendance, the number of employees, visitors and/or customers and the experience of similar facilities elsewhere.