

15-0173-002A  
July 19, 2021

Mr. Samuel B. Fuller  
FDSPIN 141 DR, LLC  
1 North Water Street, Suite 100  
South Norwalk, CT 06854

Re: **Traffic Impact Statement**  
**141 Danbury Road (U.S. Route 7) Redevelopment**  
**Wilton, Connecticut**

Dear Mr. Fuller:

Tighe & Bond has prepared this traffic statement to review the potential traffic impact of the proposed redevelopment of the existing commercial property at 141 Danbury Road (U.S. Route 7) in Wilton into a 173 unit multi-family residential development. This traffic statement is provided in support of the Town of Wilton regulatory process. The resulting analysis shows that the proposed development traffic will not have a significant impact to traffic operations on Danbury Road.

### **Existing Conditions**

The 141 Danbury Road site, shown in Figure 1, contains 47,040 square feet of commercial building surrounded by 229 surface parking spaces. The site is located approximately 700 feet south of the signalized intersection of Danbury Road and its south junction with State Route 33 (Westport Road). Access to the existing site is via a full access driveway on Danbury Road, which is stop controlled on the exiting approach. The existing site driveway is approximately 24 feet wide accommodating one entering and one exiting lane.

Danbury Road, designated as U.S. Route 7, is classified as an urban principal arterial by the Connecticut Department of Transportation (CTDOT). Danbury Road runs north to south and connects Wilton to the Town of Ridgefield to the north and the City of Norwalk to the south. Along the site frontage, the roadway is approximately 35 to 46 feet wide with two, 11 foot northbound travel lanes, one southbound travel lane, and 2 to 4 foot shoulders in each direction. No sidewalks are provided along the site frontage or on adjacent properties. The posted speed limit on Danbury Road is 40 miles per hour (mph) in the vicinity of the site. Danbury Road provides access to residential, office, and commercial uses near the site.

A review of CTDOT automatic traffic recorder (ATR) counts shows that Danbury Road, south of Route 33, carried approximately 26,700, 27,900, 25,300, and 18,500 vehicles per day in 2011, 2014, 2017 and 2020, respectively. It should be noted that the traffic counts in 2020 was collected in June 2020, during COVID-19 pandemic, and therefore traffic volumes were significantly lower than those collected during previous years. Further detail on the existing traffic volumes in the area is provided in the Existing Traffic Volumes section.

### **Development Plan**

The proposed development will redevelop the 141 Danbury Road site, removing the existing 47,040 square foot general office building and replacing it with a multi-family residential building containing 173 residential units. The site driveway will remain close to the existing location and be widened to provide one entering lane, a median island, and two exiting lanes with a dedicated left-turn and dedicated right-turn lane. A total of 313 parking spaces including 18 accessible spaces will be provided on site via surface parking on all sides of the

building and parking below the building. Provided CTDOT approves, a sidewalk will be provided along the site frontage including a bus waiting area on the north side of the driveway. It is anticipated that the proposed development will be constructed and occupied by the end of 2023.

### **Existing Traffic Volumes**

Based on the location of the site, existing traffic patterns, and expected limited increase in site-generated trips, the study area includes the site driveway intersection with Danbury Road. The study analyses focus on the weekday morning and weekday afternoon peak hours, the periods when residential and/or commuter related trips, and overall traffic volumes on Danbury Road are at their highest levels.

Given the on-going impact of COVID-19 restrictions and remote working on traffic volumes, the baseline peak hour through traffic volumes for Danbury Road in the vicinity of the site were developed based on the 2017 CTDOT ATR counts on Danbury Road south of Route 33. The 2017 volumes were projected based on a 0.6% annual growth rate to 2021, a conservative estimate that assumes a significant rebound of traffic volumes by the end of 2021. The directional split of traffic volumes on Danbury Road was estimated based on the CTDOT ATR counts collected in 2011 and 2020, which collected directional, hourly traffic volumes. The ATR data showed approximately 40% northbound and 60% southbound traffic during the weekday morning peak period, and the inverse of 60% northbound and 40% southbound during the weekday afternoon peak period. The raw CTDOT ATR data is included in Appendix A.

Due to the impacts of the pandemic, traffic counts could not be reliably conducted, therefore, in order to develop the traffic turning movement volumes at the site driveway intersection with Danbury Road under 2021 Existing Conditions, the site traffic that may be generated by the existing 47,040 square foot general office building, at full occupancy, was estimated based on data published in the Institute of Transportation Engineers (ITE) publication, Trip Generation, 10<sup>th</sup> edition, 2017. The site-generated weekday morning and weekday afternoon peak hour trips were estimated using ITE Land Use Code 710, General Office Building. Based on the published data, the existing 47,040 square foot general office building is expected to generate approximately 55 trips (47 entering, 8 exiting) during the weekday morning peak hour and 56 trips (9 entering, 47 exiting) during the weekday afternoon peak hour. Table 1 provides a summary of the trip generation for the existing site. The existing site-generated traffic was distributed to the site driveway based on U.S. Census journey to work data and existing travel patterns and was then added to the 2021 Existing Condition volumes of through traffic on Danbury Road, resulting in the 2021 Existing Condition weekday morning and afternoon peak hour traffic volumes shown in Figure 2.

The 2021 Existing Condition traffic volumes and the site-generated trips of the existing general office use were reviewed and approved by CTDOT Bureau of Policy and Planning in April 2021, as shown in the documentation included in Appendix B.

### **Background Traffic Volumes**

To develop the traffic volumes for the 2023 Background Condition, when the proposed development is expected to be completed, the 2021 Existing Traffic volumes were grown by 0.6% per year to represent the general growth of traffic volume on the local roadway network. This growth rate was estimated based upon consultation with CTDOT Bureau of Policy and Planning as shown in the attached Appendix B.

CTDOT and the Town of Wilton Planning and Zoning Department records were also reviewed to determine if any additional pending or recently approved developments may add new traffic through the study area in the near future. No additional developments were identified within

this review and the annual traffic growth rate was considered sufficient to project the 2021 existing volumes to 2023. The resulting 2023 Background Conditions traffic volumes for the weekday morning and weekday afternoon peak hours are presented in Figure 3.

### **Intersection Sight Distance**

Intersection sight distance was reviewed at the site driveway intersection with Danbury Road in accordance with criteria set forth in the 2003 CTDOT Highway Design Manual (including revisions to June 2020).

Vehicle travel speed data was collected on Danbury Road as part of the CTDOT ATR counts in 2020. The data, included in Appendix A, showed that the 85<sup>th</sup> percentile speed, also known as the operating speed, of Danbury Road is 46 mph and 43 mph travelling northbound and southbound, respectively.

Based on the operating speeds, the minimum required sight distances for two northbound travel lanes and one southbound travel lane undivided roadway are 542 feet looking right (south) and 478 feet looking left (north). The site driveway provides sight distances looking in both directions that exceed the minimum intersection sight distance criteria published by CTDOT.

### **Collision History**

Vehicle collision history for Danbury Road along the site frontage was collected from the Connecticut Crash Data Repository between January 2017 and May 2021 to include three years of data prior to the start of the COVID-19 pandemic. Table 2 provides a summary of the collisions by collision type and severity.

A total of seven collisions occurred on Danbury Road along the site frontage during the time period analyzed. Five rear-end and two angle collisions were reported, all of which resulted in minor injuries and/or property damage only. No pedestrian or bicycle collisions were recorded in vicinity of the site during the time period analyzed.

### **Trip Generation**

Similar to the methodology utilized to establish the Existing Condition traffic volumes, site-generated traffic for the proposed residential development was estimated based on data published in the Institute of Transportation Engineers (ITE) publication, Trip Generation, 10<sup>th</sup> edition, 2017. The site-generated trips were estimated using ITE Land Use Code 221, Multifamily Housing (Mid-Rise). Based on the published data, the proposed 173 residential units are expected to generate 62 vehicle trips (16 entering, 46 exiting) during the weekday morning peak hour and 76 vehicle trips (46 entering, 30 exiting) during the weekday afternoon peak hour. Table 1 provides a summary of the site-generated traffic.

As mentioned, the existing commercial use on the site will be replaced by the proposed residential units. Therefore, the existing site-generated trips were subtracted from the proposed site-generated trips to obtain the net trips associated with the change in land use, above those already on the roadway network. Comparing the existing and proposed site-generated traffic estimates, the proposed development is expected to generate 7 additional trips (-31 entering, +38 exiting) during weekday morning peak hour and 20 additional trips (+37 Entering, -17 exiting) during weekday afternoon peak hour.

## Traffic Distribution & Combined Traffic Volumes

The proposed site-generated traffic was distributed to the roadway network based on existing travel patterns and U.S. census journey-to-work data. The data indicates a distribution of 40% to/from the north and 60% to/from the south of the site. The resulting, distributed site-generated traffic for the weekday morning and afternoon peak hours are presented in Figure 4.

The site-generated traffic volumes were then added to the 2023 Background Condition traffic volumes, replacing the existing site-generated traffic volumes, and resulting in the 2023 Combined Condition traffic volumes presented in Figure 5.

## Traffic Operations

Capacity and queue analyses were performed for the study intersections for the 2021 Existing Condition, 2023 Background Condition, and 2023 Combined Condition traffic volumes during the weekday morning and weekday afternoon peak hours using Trafficware Synchro Studio 10 – Traffic Analysis Software. The software conducts the analyses based upon the methodology provided in the *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition. The analysis results are categorized in terms of Level of Service (LOS), which describes the intersection operational conditions based on the calculated average delay per vehicle. The queue analysis results are summarized based upon the 95<sup>th</sup> percentile queues (design queues) on an intersection approach for unsignalized intersections. For discussion purposes, queues will be summarized in terms of car lengths, which are approximately 25 feet. A summary of the HCM capacity analysis methodology is included in Appendix C. Tables 3 and 4 summarize the capacity analysis results for LOS and queues, respectively. The capacity analysis worksheets showing the full capacity analysis results are enclosed in Appendix D.

As shown in Table 3 and 4, under 2021 Existing and 2023 Background Conditions, vehicles entering the site driveway operate efficiently at LOS B for left turns and no control delay for right turns (free flow), while the exiting movements experience LOS F delays during the peak hours. It is common for stop controlled driveway approaches to experience poor LOS and longer delay at the intersections on three or four lane principal arterial roadways such as Danbury Road due to the heavy volume of through traffic. The entering left turn is expected to have a queue of less than 1 vehicle, while the existing movements queues are 1 vehicle in the weekday morning and just 2-3 vehicles during the weekday afternoon peak hour.

As mentioned previously, the development proposes to widen the existing site driveway for an additional exiting lane to provide one dedicated left-turn lane and one dedicated right-turn lane exiting the site. The separation of left-turn lane and right-turn lane exiting the site will improve the traffic operation and reduce vehicle delays and queues particularly for the right-turn movements. Under 2023 Combined Conditions, vehicles entering the site driveway will continue to operate at the same LOS B as under 2021 Existing and 2023 Background conditions during the peak hours. The right-turn exiting movements experience an improvement to LOS E and C delays in the morning and afternoon peak hours respectively, while the left-turn exiting movements continue to operate at LOS F as they had in Existing and Background Conditions due to the high volume of through traffic on Danbury Road. A review of the queue analysis shows that all movements will have queues of less than two vehicles during the peak hours under 2023 Combined Conditions. The site driveway has sufficient storage to accommodate expected queues.

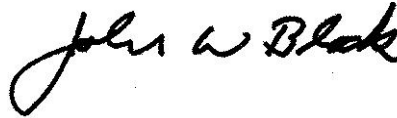
**Conclusion**

Based on the results of the analyses, it is the professional opinion of Tighe & Bond that the additional traffic volume generated by the proposed residential redevelopment is not expected to impact traffic operations along Danbury Road (U.S. Route 7).

Sincerely,

**TIGHE & BOND, INC.**

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



John W. Block, PE, L.S.  
Senior Vice President

Attachments: Figure 1 – Site Location Map  
Figure 2 to 5 – Traffic Volume Figures  
Table 1 – Trip Generation Summary  
Table 2 – Collision History Summary  
Table 3 – Level of Service Summary  
Table 4 – 95<sup>th</sup> Percentile Queue Summary  
Appendix A – CTDOT ATR Traffic Data  
Appendix B – CTDOT Traffic Volume Approval  
Appendix C – Capacity Analysis Methodology  
Appendix D – Capacity Analysis Worksheets

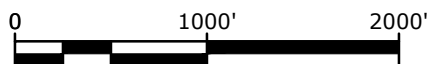
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141 DANBURY ROAD  
WILTON, CONNECTICUT

## SITE LOCATION MAP

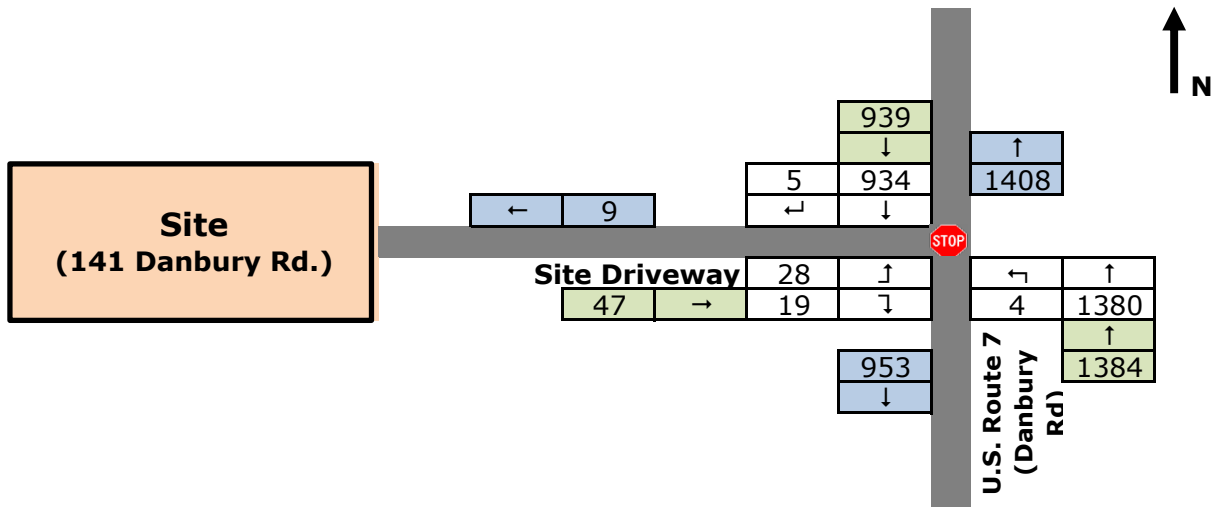
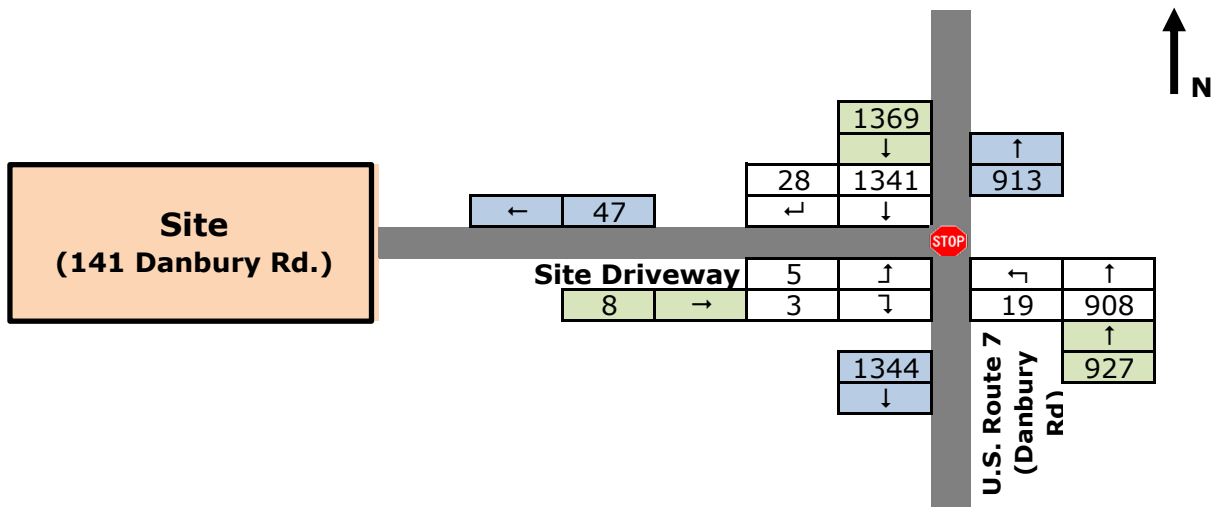


SCALE: 1" = 1000'



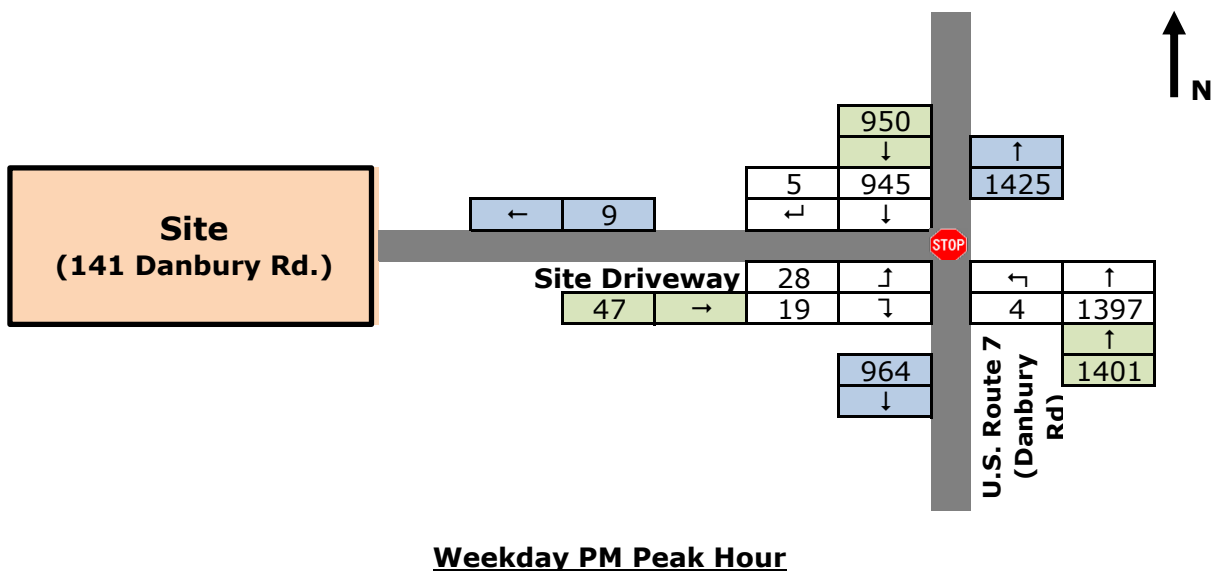
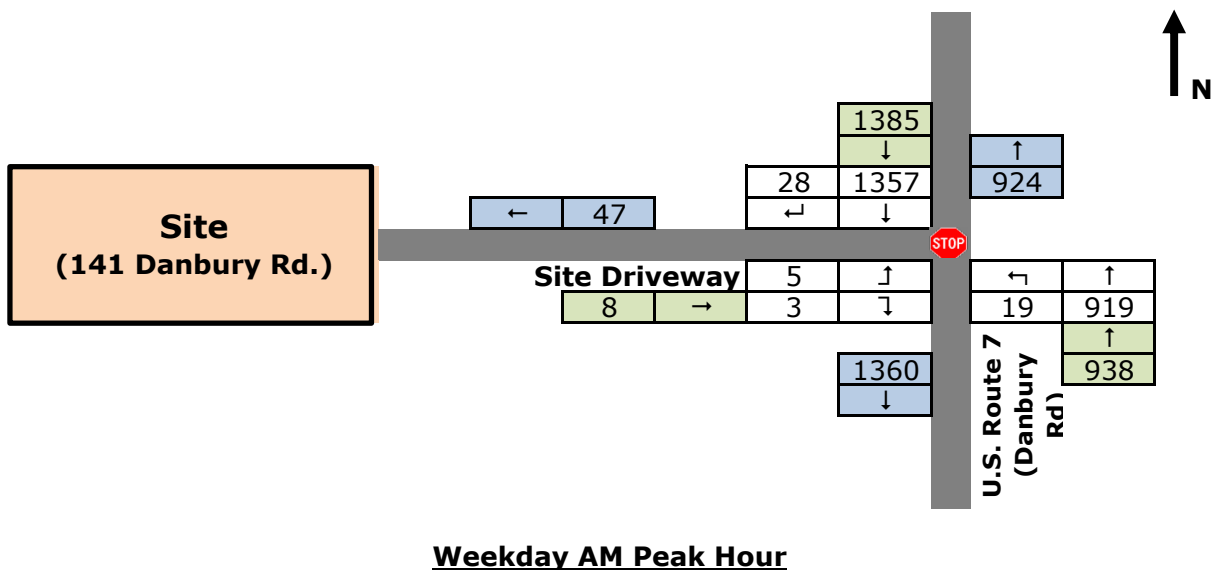
FIGURE 1





2021 Existing Traffic Volumes  
141 Danbury Road  
Wilton, CT

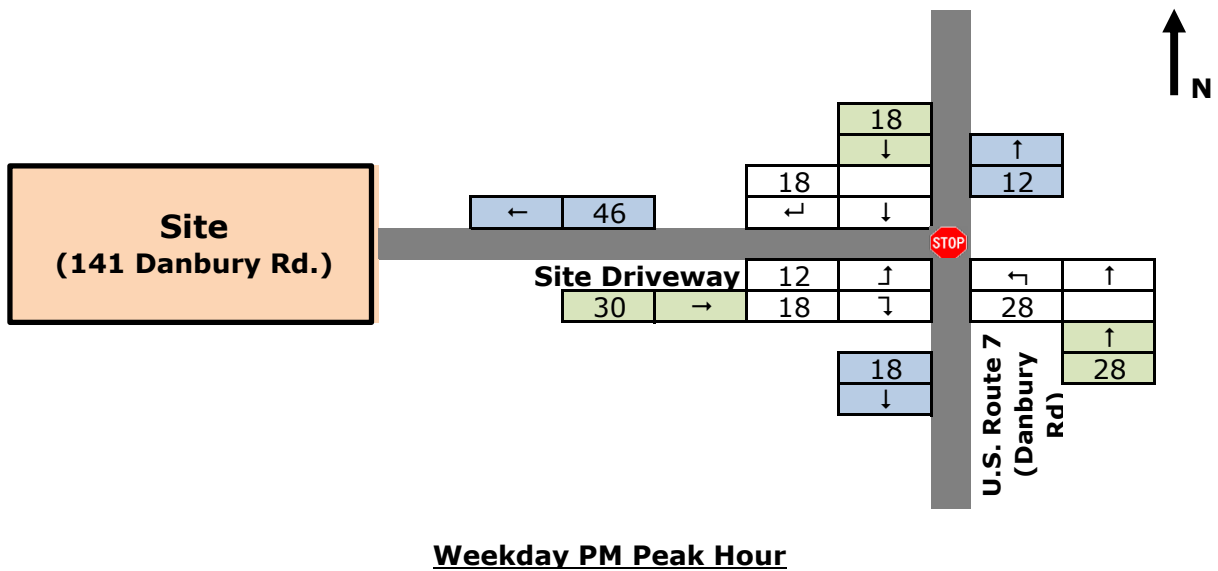
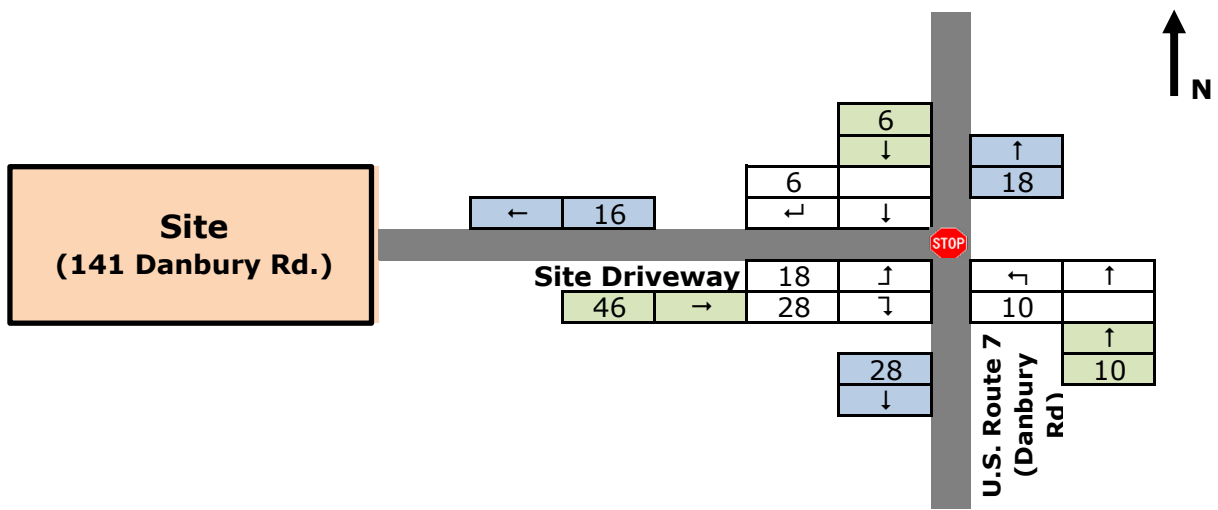
Figure 2



2023 Background Traffic Volumes  
141 Danbury Road  
Wilton, CT

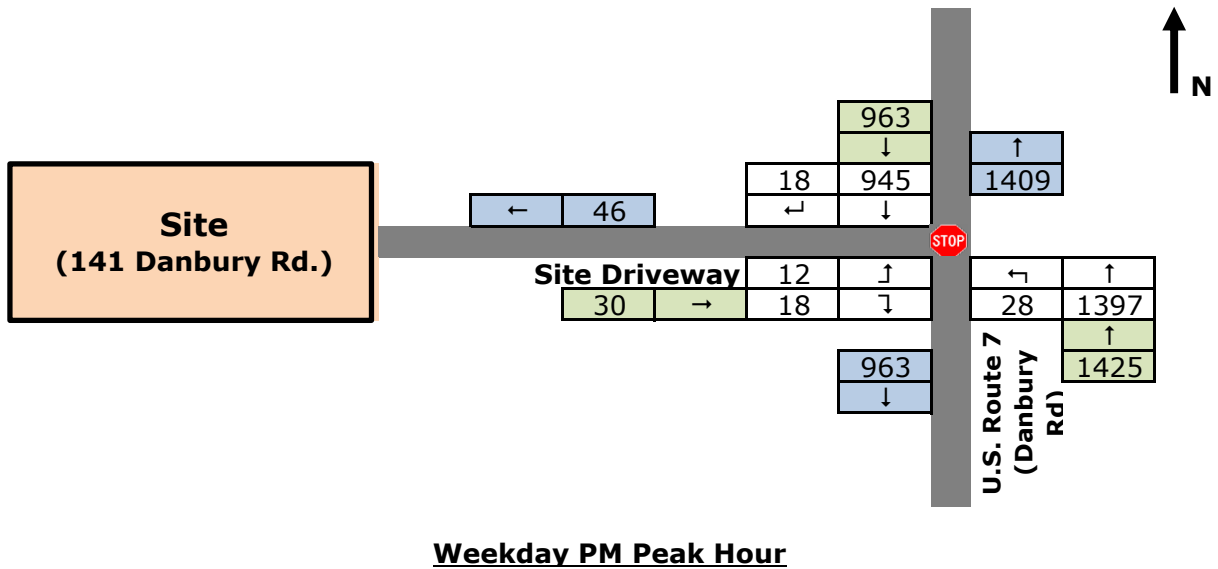
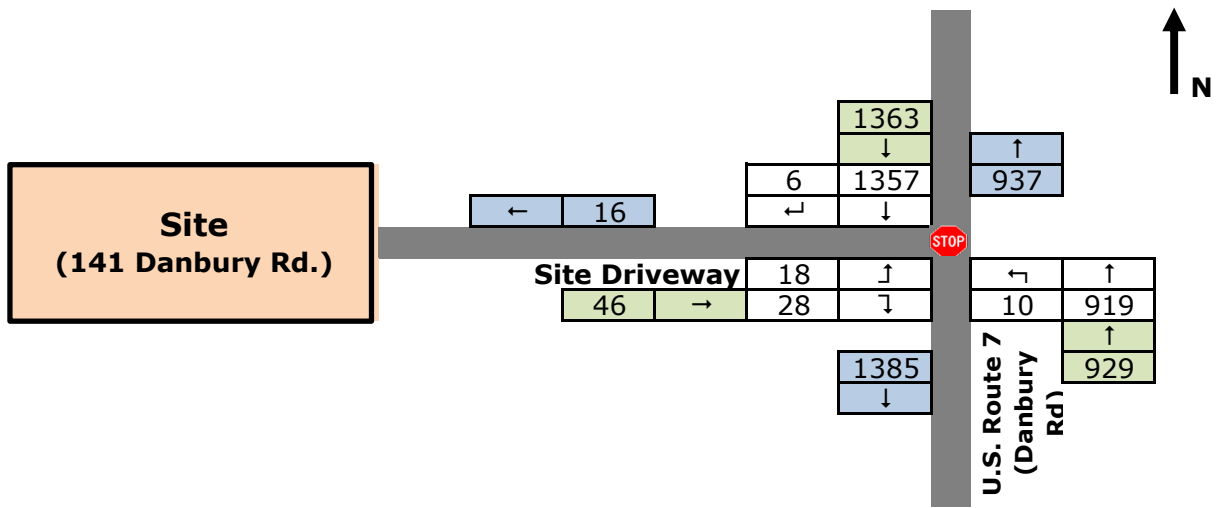
Figure 3





**Site-Generated Traffic Volumes**  
**141 Danbury Road**  
**Wilton, CT**

**Figure 4**



2023 Combined Traffic Volumes  
141 Danbury Road  
Wilton, CT

Figure 5

**TABLE 1**  
Proposed Site-Generated Traffic Summary

<b>Proposed - 173 Residential Units</b>			
<b>Peak Hour Period</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>
Weekday Morning	16	46	62
Weekday Afternoon	46	30	76
<b>Previously Approved - 47,040 SF Commercial Use</b>			
<b>Peak Hour Period</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>
Weekday Morning	47	8	55
Weekday Afternoon	9	47	56
<b>Net Vehicle Trips</b>			
<b>Peak Hour Period</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>
Weekday Morning	-31	38	7
Weekday Afternoon	37	-17	20

**Source:** Institute of Transportation Engineering, Trip Generation, 10th Edition, 2017.  
Land Use - 221 Multifamily Housing (Mid-Rise)  
Land Use - 710 General Office Building

**TABLE 2**  
**Collision History Summary**  
**Intersection: Danbury Road (U.S. Route 7) at 141 Danbury Road Site Driveway**

<b>COLLISION TYPE</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>	<b>Percent</b>
Rear-End	2	1	1	1	0	5	71.4%
Angle	0	0	2	0	0	2	28.6%
<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>100%</b>

<b>SEVERITY</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Total</b>	<b>Percent</b>
Fatal	0	0	0	0	0	0	0.0%
Serious Injury	0	0	0	0	0	0	0.0%
Minor Injury / Property Damage Only (PDO)	2	1	3	1	0	7	100.0%
<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>100%</b>



**TABLE 3**

Intersection Operation Summary - Vehicular Levels of Service / Average Delay (sec/veh)

		Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	2021 Existing	2023 Background	2023 Combined	2021 Existing	2023 Background	2023 Combined
<b>Unsignalized TWSC - Danbury Road (U.S. Route 7) at 141 Danbury Road Driveway</b>							
Danbury Road (U.S. Route 7)	NBL	B / 13.7	B / 13.9	B / 13.5	B / 10.5	B / 10.6	B / 10.9
	NBT	A / 0.7	A / 0.7	A / 0.4	A / 0.2	A / 0.2	A / 1.6
	EBLR	F / 66.6	F / 69.9	-- / --	F / 65.2	F / 68.2	-- / --
141 Danbury Road Driveway	EBL	-- / --	-- / --	F / 108.3	-- / --	-- / --	F / 103.3
	EBR	-- / --	-- / --	E / 35.3	-- / --	-- / --	C / 19.2

**TABLE 4**

Intersection Operation Summary - Vehicular 50<sup>th</sup> / 95<sup>th</sup> Percentile Queue (In Feet)

			Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	Lane Use	Available Storage	2021 Existing	2023 Background	2023 Combined	2021 Existing	2023 Background	2023 Combined
Unsignalized TWSC - Danbury Road (U.S. Route 7) at 141 Danbury Road Driveway								
Danbury Road (U.S. Route 7)	NBL	>500	3	5	3	0	0	3
	EBLR	85	10	10	--	53	55	--
141 Danbury Road Driveway	EBL	60	--	--	33	--	--	23
	EBR	60	--	--	18	--	--	5

**APPENDIX A**  
CTDOT ATR Traffic Counts

Status: OK

North

Combined

South

Class

Speed

**WILT-179 - Combined - n/s**

Route 7 - 5.96 mi

South of Route 33 (S Jct)

Collected during COVID-19 epoch

	29-Jun Mon	30-Jun Tue	01-Jul Wed
Town.....Wilton	12:00am	87	75
Station.....179	01:00am	33	28
Location..... 41.180594,-73.416057	02:00am	40	33
Posted Speed Limit.....40 MPH	03:00am	42	42
2015-Principal Arterial - Other 3...2015-Urban	04:00am	80	85
Start Report.....29-Jun-2020 10:00AM	05:00am	524	477
End Report.....01-Jul-2020 10:00AM	06:00am	936	898
Annualized ADT.....18500	07:00am	1215	1252
24-Hour Count.....20191 * G4(0.91) = 18373.8	08:00am	1361	1348
Day 1.....+20428 * G4(0.91) = 36963.3	09:00am	x	1292
UnRounded AADT.....36963.3 / 2 = 18481.6	10:00am	1261	x
OK 2020 Mon 29-Jun -this report-.....18500	11:00am	1267	1308
OK 2017 Wed 15-Nov .....25300	12:00pm	1372	1446
OK 2014 Mon 01-Dec .....27900	01:00pm	1434	1420
REV 2011 Mon 14-Mar .....26700	02:00pm	1440	1444
OK 2008 Wed 05-Mar .....26900	03:00pm	1524	1487
	04:00pm	1524	1471
	05:00pm	1525	1461
	06:00pm	1171	1160
	07:00pm	797	853
	08:00pm	522	611
	09:00pm	346	383
	10:00pm	253	316
	11:00pm	155	186
Totals	14591	20428	5530



Status: OK

North

Combined

South

Class

Speed

**WILT-179 - North**

Route 7 - 5.96 mi

South of Route 33 (S Jct)

Collected during COVID-19 epoch

	29-Jun Mon	30-Jun Tue	01-Jul Wed
Town.....Wilton	12:00am	53	45
Station.....179	01:00am	16	20
Location..... 41.180594,-73.416057	02:00am	23	20
Posted Speed Limit.....40 MPH	03:00am	28	22
2015-Principal Arterial - Other 3...2015-Urban	04:00am	24	32
Start Report.....29-Jun-2020 10:00AM	05:00am	135	121
End Report.....01-Jul-2020 10:00AM	06:00am	330	303
Annualized ADT.....9100	07:00am	531	496
24-Hour Count..... 9920 * G4(0.91) = 9027.2	08:00am	586	566
Day 1.....+10051 * G4(0.91) = 18173.6	09:00am	x	553
UnRounded AADT.....18173.6 / 2 = 9086.8	10:00am	574	626
OK 2020 Mon 29-Jun -this report-.....18500	11:00am	590	609
OK 2017 Wed 15-Nov .....25300	12:00pm	674	725
OK 2014 Mon 01-Dec .....27900	01:00pm	757	731
REV 2011 Mon 14-Mar .....26700	02:00pm	774	730
OK 2008 Wed 05-Mar .....26900	03:00pm	813	788
	04:00pm	839	823
	05:00pm	847	850
	06:00pm	683	672
	07:00pm	456	456
	08:00pm	274	308
	09:00pm	155	192
	10:00pm	131	161
	11:00pm	74	101
Totals	7641	10051	2192

Status: OK

North

Combined

South

Class

Speed

**WILT-179 - South**

Route 7 - 5.96 mi South of Route 33 (S Jct)

Collected during COVID-19 epoch		29-Jun	30-Jun	01-Jul
		Mon	Tue	Wed
Town.....	Wilton	12:00am	34	30
Station.....	179	01:00am	17	8
Location.....	41.180594,-73.416057	02:00am	17	13
Posted Speed Limit.....	40 MPH	03:00am	14	20
2015-Principal Arterial - Other	3...2015-Urban	04:00am	56	53
Start Report.....	29-Jun-2020 10:00AM	05:00am	389	356
End Report.....	01-Jul-2020 10:00AM	06:00am	606	595
Annualized ADT.....	9400	07:00am	684	756
24-Hour Count.....	10271 * G4(0.91) = 9346.6	08:00am	775	782
Day 1.....	+10377 * G4(0.91) = 18789.7	09:00am	x	725
UnRounded AADT.....	18789.7 / 2 = 9394.8	10:00am	687	x
OK 2020 Mon 29-Jun -this report-.....	18500	11:00am	677	699
OK 2017 Wed 15-Nov .....	25300	12:00pm	698	721
OK 2014 Mon 01-Dec .....	27900	01:00pm	677	689
REV 2011 Mon 14-Mar .....	26700	02:00pm	666	714
OK 2008 Wed 05-Mar .....	26900	03:00pm	711	699
		04:00pm	685	648
		05:00pm	678	611
		06:00pm	488	488
		07:00pm	341	397
		08:00pm	248	303
		09:00pm	191	191
		10:00pm	122	155
		11:00pm	81	85
		Totals	6950	10377
				3338

Status: OK

North

Combined

South

## WILT-179 - Combined - n/s

Route 7 - 5.96 mi South of Route 33 (S Jct)

Collected during COVID-19 epoch

Town.....Wilton  
 Station.....179  
 Location..... 41.180594,-73.416057  
 Posted Speed Limit.....40 MPH  
 2015-Principal Arterial - Other 3...2015-Urban  
 Start Report.....29-Jun-2020 10:00AM  
 End Report.....01-Jul-2020 10:00AM

All Vehicles Average Speed..... 39 MPH  
 Total Vehicles.....40549  
 Percentile Sampling Period..... 9AM to 4PM  
 Vehicle Too Close.....5 secs  
 Vehicle Too Slow..... < 25 MPH  
 Speed Lower Limit.....15 MPH below Posted

## All Report Days

85th Percentile Speed.....44.5 MPH  
 50th Percentile Speed.....39.5 MPH  
 10 MPH Pace (72%).....36-45 MPH  
 All Hours Total Vehicles.....40549  
 In-Period Total Vehicles.....19259  
 Omitted Vehicles Too Close (74%).....14331  
 Omitted Vehicles Too Slow ( 0%)......79  
 Sampled Vehicles (25%).....4849

## Monday 29-Jun-2020

85th Percentile Speed.....44.8 MPH  
 50th Percentile Speed.....40.0 MPH  
 10 MPH Pace (72%).....36-45 MPH  
 All Hours Total Vehicles.....14591  
 In-Period Total Vehicles.....8298  
 Omitted Vehicles Too Close (74%).....6165  
 Omitted Vehicles Too Slow ( 0%)......17  
 Sampled Vehicles (26%).....2116

## Tuesday 30-Jun-2020

85th Percentile Speed.....44.2 MPH  
 50th Percentile Speed.....39.0 MPH  
 10 MPH Pace (71%).....36-45 MPH  
 All Hours Total Vehicles.....20428  
 In-Period Total Vehicles.....9669  
 Omitted Vehicles Too Close (74%).....7200  
 Omitted Vehicles Too Slow ( 0%)......28  
 Sampled Vehicles (25%).....2441

## Wednesday 01-Jul-2020

85th Percentile Speed.....44.3 MPH  
 50th Percentile Speed.....39.5 MPH  
 10 MPH Pace (74%).....36-45 MPH  
 All Hours Total Vehicles.....5530  
 In-Period Total Vehicles.....1292  
 Omitted Vehicles Too Close (75%).....966  
 Omitted Vehicles Too Slow ( 3%)......34  
 Sampled Vehicles (23%).....292

Hour	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80
Monday 29-Jun														
12:00am														
01:00am														
02:00am														
03:00am														
04:00am														
05:00am														
06:00am														
07:00am														
08:00am														
09:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x
10:00am	3	11	13	50	239	477	352	96	19	1	.	.	.	.
11:00am	.	.	8	46	211	487	409	89	16	1	.	.	.	.
12:00pm	11	20	25	93	234	507	394	72	15	1	.	.	.	.
01:00pm	4	6	22	70	269	489	453	100	18	1	2	.	.	.
02:00pm	3	7	5	29	229	494	500	137	30	5	1	.	.	.
03:00pm	2	3	5	30	262	528	509	142	41	2	.	.	.	.
04:00pm	3	5	18	49	219	567	493	138	28	4	.	.	.	.
05:00pm	1	1	8	53	222	525	529	148	33	5	.	.	.	.
06:00pm	2	1	2	4	106	406	485	133	29	3	.	.	.	.
07:00pm	.	1	2	5	50	266	343	114	16	.	.	.	.	.
08:00pm	.	1	2	8	55	190	196	57	12	1	.	.	.	.
09:00pm	.	.	1	10	45	120	125	36	6	3	.	.	.	.
10:00pm	.	.	.	1	18	82	105	36	9	1	1	.	.	.
11:00pm	.	.	.	2	9	51	59	21	13	.	.	.	.	.
Totals	29	56	111	450	2168	5189	4952	1319	285	28	4	0	0	0
Percent	0.20	0.38	0.76	3.08	14.86	35.56	33.94	9.04	1.95	0.19	0.03	0.00	0.00	0.00
Tuesday 30-Jun														
12:00am	.	.	.	1	9	22	39	8	5	1	.	2	.	.
01:00am	1	1	.	.	3	8	13	6	1	.	.	.	.	.
02:00am	.	.	.	1	6	12	17	3	1	.	.	.	.	.
03:00am	1	.	.	.	5	10	21	4	1	.	.	.	.	.
04:00am	.	.	.	1	2	30	36	9	1	.	.	.	1	.
05:00am	.	.	1	12	23	126	265	78	17	2	.	.	.	.
06:00am	.	.	5	16	79	300	361	125	43	7	.	.	.	.
07:00am	1	13	19	42	205	395	388	107	37	6	2	.	.	.
08:00am	2	1	12	87	314	504	341	77	19	4	.	.	.	.
09:00am	3	9	19	77	250	479	346	77	21	1	.	.	.	.
10:00am	8	6	18	71	286	450	351	74	16	2	.	.	.	.
11:00am	2	5	32	101	275	479	317	82	12	2	1	.	.	.
12:00pm	2	8	37	90	313	500	408	78	10	.	.	.	.	.
01:00pm	.	3	4	51	336	540	404	68	14	.	.	.	.	.
02:00pm	4	12	23	79	262	441	451	138	28	5	1	.	.	.
03:00pm	3	4	19	80	250	509	488	103	29	2	.	.	.	.
04:00pm	.	2	24	55	207	464	547	138	31	2	1	.	.	.
05:00pm	1	.	8	37	238	473	529	144	23	8	.	.	.	.
06:00pm	.	1	6	23	142	382	457	118	26	4	1	.	.	.
07:00pm	.	2	1	3	51	264	368	129	27	8	.	.	.	.
08:00pm	.	.	2	3	55	210	239	78	20	2	2	.	.	.
09:00pm	.	.	1	8	46	117	159	42	9	1	.	.	.	.
10:00pm	.	1	.	1	21	101	136	48	6	2	.	.	.	.
11:00pm	.	.	.	.	13	52	79	30	10	2	.	.	.	.
Totals	28	68	231	839	3391	6868	6760	1764	407	61	8	2	1	0
Percent	0.14	0.33	1.13	4.11	16.60	33.62	33.09	8.64	1.99	0.30	0.04	0.01	0.00	0.00
Wednesday 01-Jul														
12:00am	.	.	.	1	8	32	23	7	3	.	1	.	.	.
01:00am	.	.	1	1	8	11	6	1	.	.	.	.	.	.
02:00am	.	.	.	1	11	15	5	1	.	.	.	.	.	.
03:00am	.	.	1	2	11	19	8	1	.	.	.	.	.	.
04:00am	.	.	.	3	20	37	20	4	1	.	.	.	.	.
05:00am	.	1	1	4	24	140	213	73	20	1	.	.	.	.
06:00am	.	1	.	13	84	269	350	142	31	5	3	.	.	.
07:00am	5	5	17	72	199	428	370	109	40	6	1	.	.	.
08:00am	.	4	12	87	322	491	330	80	19	3	.	.	.	.
09:00am	112	42	25	75	220	406	326	69	14	3	.	.	.	.
10:00am	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	117	53	57	259	907	1848	1651	487	128	18	5	0	0	0
Percent	2.12	0.96	1.03	4.68	16.40	33.42	29.86	8.81	2.31	0.33	0.09	0.00	0.00	0.00

Status: OK

North

Combined

South

## WILT-179 - North

Route 7 - 5.96 mi South of Route 33 (S Jct)

Collected during COVID-19 epoch

Town.....Wilton  
 Station.....179  
 Location..... 41.180594,-73.416057  
 Posted Speed Limit.....40 MPH  
 2015-Principal Arterial - Other 3...2015-Urban  
 Start Report.....29-Jun-2020 10:00AM  
 End Report.....01-Jul-2020 10:00AM

All Vehicles Average Speed..... 42 MPH  
 Total Vehicles.....19884  
 Percentile Sampling Period..... 9AM to 4PM  
 Vehicle Too Close.....5 secs  
 Vehicle Too Slow..... < 25 MPH  
 Speed Lower Limit.....15 MPH below Posted

## All Report Days

85th Percentile Speed.....45.5 MPH  
 50th Percentile Speed.....40.5 MPH  
 10 MPH Pace (71%).....36-45 MPH  
 All Hours Total Vehicles.....19884  
 In-Period Total Vehicles.....9511  
 Omitted Vehicles Too Close (71%).....6770  
 Omitted Vehicles Too Slow ( 0%).....18  
 Sampled Vehicles (29%).....2723

## Monday 29-Jun-2020

85th Percentile Speed.....46.1 MPH  
 50th Percentile Speed.....40.9 MPH  
 10 MPH Pace (72%).....36-45 MPH  
 All Hours Total Vehicles.....7641  
 In-Period Total Vehicles.....4182  
 Omitted Vehicles Too Close (72%).....3000  
 Omitted Vehicles Too Slow ( 0%).....2  
 Sampled Vehicles (28%).....1180

## Tuesday 30-Jun-2020

85th Percentile Speed.....45.3 MPH  
 50th Percentile Speed.....40.3 MPH  
 10 MPH Pace (71%).....36-45 MPH  
 All Hours Total Vehicles.....10051  
 In-Period Total Vehicles.....4762  
 Omitted Vehicles Too Close (71%).....3390  
 Omitted Vehicles Too Slow ( 0%).....12  
 Sampled Vehicles (29%).....1360

## Wednesday 01-Jul-2020

85th Percentile Speed.....44.6 MPH  
 50th Percentile Speed.....39.9 MPH  
 10 MPH Pace (72%).....36-45 MPH  
 All Hours Total Vehicles.....2192  
 In-Period Total Vehicles.....567  
 Omitted Vehicles Too Close (67%).....380  
 Omitted Vehicles Too Slow ( 1%).....4  
 Sampled Vehicles (32%).....183

Hour	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80
Monday 29-Jun														
12:00am														
01:00am														
02:00am														
03:00am														
04:00am														
05:00am														
06:00am														
07:00am														
08:00am														
09:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x
10:00am	.	.	.	5	57	189	238	69	15	1	.	.	.	.
11:00am	.	.	3	3	47	186	266	69	15	1	.	.	.	.
12:00pm	.	.	3	13	68	264	254	57	14	1	.	.	.	.
01:00pm	.	.	3	8	59	240	337	90	18	1	1	.	.	.
02:00pm	.	3	2	6	52	195	359	123	28	5	1	.	.	.
03:00pm	1	.	1	3	42	231	386	116	31	2	.	.	.	.
04:00pm	.	.	6	7	57	268	349	124	24	4	.	.	.	.
05:00pm	1	.	1	3	60	244	375	129	29	5	.	.	.	.
06:00pm	.	.	1	1	35	167	347	104	25	3	.	.	.	.
07:00pm	.	.	2	1	17	114	219	89	14	.	.	.	.	.
08:00pm	.	.	2	1	14	82	115	50	9	1	.	.	.	.
09:00pm	.	.	.	2	10	40	68	29	4	2	.	.	.	.
10:00pm	.	.	.	.	6	22	64	30	8	.	1	.	.	.
11:00pm	.	.	.	.	3	19	32	12	8	.	.	.	.	.
Totals	2	3	24	53	527	2261	3409	1091	242	26	3	0	0	0
Percent	0.03	0.04	0.31	0.69	6.90	29.59	44.61	14.28	3.17	0.34	0.04	0.00	0.00	0.00
Tuesday 30-Jun														
12:00am	.	.	.	1	5	10	22	8	4	1	.	2	.	.
01:00am	.	1	.	.	.	4	6	4	1	.	.	.	.	.
02:00am	.	.	.	.	2	5	14	2	.	.	.	.	.	.
03:00am	1	.	.	.	4	5	16	1	1	.	.	.	.	.
04:00am	.	.	.	1	1	10	8	2	1	.	.	.	1	.
05:00am	.	.	.	.	4	33	61	26	10	1	.	.	.	.
06:00am	.	.	.	.	6	47	151	83	38	5	.	.	.	.
07:00am	.	2	2	5	40	136	224	78	36	6	2	.	.	.
08:00am	.	.	1	10	63	220	214	61	13	4	.	.	.	.
09:00am	.	.	4	10	82	172	200	63	21	1	.	.	.	.
10:00am	.	1	5	12	88	208	234	61	16	1	.	.	.	.
11:00am	1	1	3	10	67	221	225	69	10	1	1	.	.	.
12:00pm	.	.	5	13	82	248	300	70	7	.	.	.	.	.
01:00pm	.	.	2	6	78	259	314	60	12	.	.	.	.	.
02:00pm	.	.	3	8	58	202	303	122	28	5	1	.	.	.
03:00pm	.	.	2	3	53	255	355	90	28	2	.	.	.	.
04:00pm	.	.	2	4	48	221	390	125	30	2	1	.	.	.
05:00pm	.	.	.	3	75	232	389	120	23	8	.	.	.	.
06:00pm	.	.	.	5	34	201	314	96	19	2	1	.	.	.
07:00pm	.	.	1	2	15	109	206	99	18	6	.	.	.	.
08:00pm	.	.	2	1	19	69	134	62	18	1	2	.	.	.
09:00pm	.	.	.	.	7	51	92	32	9	1	.	.	.	.
10:00pm	.	.	.	1	10	45	71	29	4	1	.	.	.	.
11:00pm	.	.	.	.	5	26	46	19	4	1	.	.	.	.
Totals	2	5	32	95	846	2989	4289	1382	351	49	8	2	1	0
Percent	0.02	0.05	0.32	0.95	8.42	29.74	42.67	13.75	3.49	0.49	0.08	0.02	0.01	0.00
Wednesday 01-Jul														
12:00am	.	.	.	.	3	14	17	7	3	.	1	.	.	.
01:00am	.	.	1	1	2	10	5	1	.	.	.	.	.	.
02:00am	.	.	.	.	4	12	3	1	.	.	.	.	.	.
03:00am	.	.	1	1	8	9	2	1	.	.	.	.	.	.
04:00am	.	.	.	.	5	16	9	2	.	.	.	.	.	.
05:00am	.	.	1	1	7	49	34	21	7	1	.	.	.	.
06:00am	.	.	.	1	6	42	134	85	28	4	3	.	.	.
07:00am	.	.	2	2	24	141	206	76	38	6	1	.	.	.
08:00am	.	.	3	9	76	185	210	63	17	3	.	.	.	.
09:00am	1	2	4	14	63	192	221	56	11	3	.	.	.	.
10:00am	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	1	2	12	29	198	670	841	313	104	17	5	0	0	0
Percent	0.05	0.09	0.55	1.32	9.03	30.57	38.37	14.28	4.74	0.78	0.23	0.00	0.00	0.00



Status: OK

North

Combined

South

## WILT-179 - South

Route 7 - 5.96 mi South of Route 33 (S Jct)

Collected during COVID-19 epoch

Town.....Wilton  
 Station.....179  
 Location..... 41.180594,-73.416057  
 Posted Speed Limit.....40 MPH  
 2015-Principal Arterial - Other 3...2015-Urban  
 Start Report.....29-Jun-2020 10:00AM  
 End Report.....01-Jul-2020 10:00AM

All Vehicles Average Speed..... 37 MPH  
 Total Vehicles.....20665  
 Percentile Sampling Period..... 9AM to 4PM  
 Vehicle Too Close.....5 secs  
 Vehicle Too Slow..... < 25 MPH  
 Speed Lower Limit.....15 MPH below Posted

## All Report Days

85th Percentile Speed.....43.1 MPH  
 50th Percentile Speed.....38.4 MPH  
 10 MPH Pace (73%).....34-43 MPH  
 All Hours Total Vehicles.....20665  
 In-Period Total Vehicles.....9748  
 Omitted Vehicles Too Close (78%).....7561  
 Omitted Vehicles Too Slow ( 1%)......61  
 Sampled Vehicles (22%).....2126

## Monday 29-Jun-2020

85th Percentile Speed.....43.4 MPH  
 50th Percentile Speed.....38.5 MPH  
 10 MPH Pace (74%).....34-43 MPH  
 All Hours Total Vehicles.....6950  
 In-Period Total Vehicles.....4116  
 Omitted Vehicles Too Close (77%).....3165  
 Omitted Vehicles Too Slow ( 0%)......15  
 Sampled Vehicles (23%).....936

## Tuesday 30-Jun-2020

85th Percentile Speed.....42.8 MPH  
 50th Percentile Speed.....38.2 MPH  
 10 MPH Pace (72%).....34-43 MPH  
 All Hours Total Vehicles.....10377  
 In-Period Total Vehicles.....4907  
 Omitted Vehicles Too Close (78%).....3810  
 Omitted Vehicles Too Slow ( 0%)......16  
 Sampled Vehicles (22%).....1081

## Wednesday 01-Jul-2020

85th Percentile Speed.....43.8 MPH  
 50th Percentile Speed.....39.0 MPH  
 10 MPH Pace (79%).....36-45 MPH  
 All Hours Total Vehicles.....3338  
 In-Period Total Vehicles.....725  
 Omitted Vehicles Too Close (81%).....586  
 Omitted Vehicles Too Slow ( 4%)......30  
 Sampled Vehicles (15%).....109

Hour	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80
Monday 29-Jun														
12:00am														
01:00am														
02:00am														
03:00am														
04:00am														
05:00am														
06:00am														
07:00am														
08:00am														
09:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x
10:00am	3	11	13	45	182	288	114	27	4	.	.	.	.	.
11:00am	.	.	5	43	164	301	143	20	1	.	.	.	.	.
12:00pm	11	20	22	80	166	243	140	15	1	.	.	.	.	.
01:00pm	4	6	19	62	210	249	116	10	.	.	1	.	.	.
02:00pm	3	4	3	23	177	299	141	14	2	.	.	.	.	.
03:00pm	1	3	4	27	220	297	123	26	10	.	.	.	.	.
04:00pm	3	5	12	42	162	299	144	14	4	.	.	.	.	.
05:00pm	.	1	7	50	162	281	154	19	4	.	.	.	.	.
06:00pm	2	1	1	3	71	239	138	29	4	.	.	.	.	.
07:00pm	.	1	.	4	33	152	124	25	2	.	.	.	.	.
08:00pm	.	1	.	7	41	108	81	7	3	.	.	.	.	.
09:00pm	.	.	1	8	35	80	57	7	2	1	.	.	.	.
10:00pm	.	.	.	1	12	60	41	6	1	1	.	.	.	.
11:00pm	.	.	.	2	6	32	27	9	5	.	.	.	.	.
Totals	27	53	87	397	1641	2928	1543	228	43	2	1	0	0	0
Percent	0.39	0.76	1.25	5.71	23.61	42.13	22.20	3.28	0.62	0.03	0.01	0.00	0.00	0.00
Tuesday 30-Jun														
12:00am	.	.	.	.	4	12	17	.	1	.	.	.	.	.
01:00am	1	.	.	.	3	4	7	2	.	.	.	.	.	.
02:00am	.	.	.	1	4	7	3	1	1	.	.	.	.	.
03:00am	.	.	.	.	1	5	5	3	.	.	.	.	.	.
04:00am	.	.	.	.	1	20	28	7	.	.	.	.	.	.
05:00am	.	.	1	12	19	93	204	52	7	1	.	.	.	.
06:00am	.	.	5	16	73	253	210	42	5	2	.	.	.	.
07:00am	1	11	17	37	165	259	164	29	1	.	.	.	.	.
08:00am	2	1	11	77	251	284	127	16	6	.	.	.	.	.
09:00am	3	9	15	67	168	307	146	14	.	.	.	.	.	.
10:00am	8	5	13	59	198	242	117	13	.	1	.	.	.	.
11:00am	1	4	29	91	208	258	92	13	2	1	.	.	.	.
12:00pm	2	8	32	77	231	252	108	8	3	.	.	.	.	.
01:00pm	.	3	2	45	258	281	90	8	2	.	.	.	.	.
02:00pm	4	12	20	71	204	239	148	16	.	.	.	.	.	.
03:00pm	3	4	17	77	197	254	133	13	1	.	.	.	.	.
04:00pm	.	2	22	51	159	243	157	13	1	.	.	.	.	.
05:00pm	.	1	.	3	17	91	179	52	13	.	.	.	.	.
06:00am	.	1	.	12	78	227	216	57	3	1	.	.	.	.
07:00am	5	5	15	70	175	287	164	33	2	.	.	.	.	.
08:00am	.	4	9	78	246	306	120	17	2	.	.	.	.	.
09:00am	111	40	21	61	157	214	105	13	3	.	.	.	.	.
10:00am	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	116	51	45	230	709	1178	810	174	24	1	0	0	0	0
Percent	3.48	1.53	1.35	6.89	21.24	35.29	24.27	5.21	0.72	0.03	0.00	0.00	0.00	0.00
Wednesday 01-Jul														
12:00am	.	.	.	1	5	18	6	.	.	.	.	.	.	.
01:00am	.	.	.	.	6	1	1	.	.	.	.	.	.	.
02:00am	.	.	.	1	7	3	2	.	.	.	.	.	.	.
03:00am	.	.	.	1	3	10	6	.	.	.	.	.	.	.
04:00am	.	.	.	3	15	21	11	2	1	.	.	.	.	.
05:00pm	.	1	.	3	17	91	179	52	13	.	.	.	.	.
06:00am	.	1	.	12	78	227	216	57	3	1	.	.	.	.
07:00am	5	5	15	70	175	287	164	33	2	.	.	.	.	.
08:00am	.	4	9	78	246	306	120	17	2	.	.	.	.	.
09:00am	111	40	21	61	157	214	105	13	3	.	.	.	.	.
10:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x
11:00pm	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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	116	51	45	230	709	1178	810	174	24	1	0	0	0	0
Percent	3.48	1.53	1.35	6.89	21.24	35.29	24.27	5.21	0.72	0.03	0.00	0.00	0.00	0.00

Status: OK

North

Combined

South

**WILT-179 - Combined - n/s**

Route 7 - 5.96 mi South of Route 33 (S Jct)

Collected during COVID-19 epoch

Town.....Wilton  
 Station.....179  
 Location..... 41.180594,-73.416057  
 Posted Speed Limit.....40 MPH  
 2015-Principal Arterial - Other 3....2015-Urban  
 Start Report.....29-Jun-2020 10:00AM  
 All Vehicle Peak Hour.....30-Jun-2020 03:00PM  
 End Report.....01-Jul-2020 10:00AM  
 Annualized ADT.....18500  
 24-Hour Count.....20191 \* G4(0.91) = 18373.8  
 Day 1.....+20428 \* G4(0.91) = 36963.3  
 Unrounded AADT.....36963.3 / 2 = 18481.6  
 OK 2020 Mon 29-Jun -this report-.....18500  
 OK 2017 Wed 15-Nov .....25300  
 OK 2014 Mon 01-Dec .....27900  
 REV 2011 Mon 14-Mar .....26700  
 OK 2008 Wed 05-Mar .....26900

	Count	Percent	Veh.Feet
Motorcycles.....	0	0.00%	0.0- 8.0
Passenger Cars.....	38209	94.23%	8.0-25.0
Single-Unit Trucks...	2019	4.98%	25.0-50.0
Combination Trucks...	321	0.79%	50.0 >
Total Vehicles.....	40549		

	Single	Combo
Peak Hour Truck Volume.....	60	8
% Total Peak Hour Volume.....	4.0%	0.5%
24 Hour Truck Volume.....	990	160
All-Vehicle Annualized ADT.....	18500	18500
24Hour T-Vol % of A-V AADT.....	5.4%	0.9%
PeakHr T-Vol % of A-V AADT.....	0.3%	0.0%
K-Factor (Peak/AADT).....	8.0%	8.0%
(AADT & Legacy AADT match)		

Hour	Motor Cycle	Pass Cars	Single Unit	Combo Unit	Day Total
29-Jun					
Mon					
12:00am					0
01:00am					0
02:00am					0
03:00am					0
04:00am					0
05:00am					0
06:00am					0
07:00am					0
08:00am					0
09:00am	x	x	x	x	0
10:00am	.	1165	81	15	1261
11:00am	.	1179	67	21	1267
12:00pm	.	1286	70	16	1372
01:00pm	.	1339	86	9	1434
02:00pm	.	1348	88	4	1440
03:00pm	.	1440	78	6	1524
04:00pm	.	1469	51	4	1524
05:00pm	.	1478	42	5	1525
06:00pm	.	1126	42	3	1171
07:00pm	.	771	26	.	797
08:00pm	.	515	7	.	522
09:00pm	.	332	10	4	346
10:00pm	.	247	5	1	253
11:00pm	.	154	1	.	155
Totals	0	13849	654	88	14591
Percent	0.00	94.91	4.48	0.60	
30-Jun					
Tue					
12:00am	.	82	5	.	87
01:00am	.	27	5	1	33
02:00am	.	31	6	3	40
03:00am	.	31	9	2	42
04:00am	.	65	9	6	80
05:00am	.	502	17	5	524
06:00am	.	885	45	6	936
07:00am	.	1123	81	11	1215
08:00am	.	1238	102	21	1361
09:00am	.	1198	70	14	1282
10:00am	.	1179	85	18	1282
11:00am	.	1234	66	8	1308
12:00pm	.	1365	69	12	1446
01:00pm	.	1336	77	7	1420
02:00pm	.	1363	71	10	1444
03:00pm	.	1419	60	8	1487
04:00pm	.	1411	55	5	1471
05:00pm	.	1399	57	5	1461
06:00pm	.	1117	39	4	1160
07:00pm	.	819	30	4	853
08:00pm	.	599	7	5	611
09:00pm	.	369	12	2	383
10:00pm	.	304	9	3	316
11:00pm	.	182	4	.	186
Totals	0	19278	990	160	20428
Percent	0.00	94.37	4.85	0.78	

## 2020 WILT-179 - Class

01-Jul

Wed

12:00am	.	66	9	.	75
01:00am	.	27	1	.	28
02:00am	.	23	9	1	33
03:00am	.	32	5	5	42
04:00am	.	77	6	2	85
05:00am	.	448	23	6	477
06:00am	.	849	40	9	898
07:00am	.	1152	86	14	1252
08:00am	.	1224	107	17	1348
09:00am	.	1184	89	19	1292
10:00am	x	x	x	x	0
11:00am					0
12:00pm					0
01:00pm					0
02:00pm					0
03:00pm					0
04:00pm					0
05:00pm					0
06:00pm					0
07:00pm					0
08:00pm					0
09:00pm					0
10:00pm					0
11:00pm					0
Totals	0	5082	375	73	5530
Percent	0.00	91.90	6.78	1.32	

Status: OK

North

Combined

South

**WILT-179 - North**

Route 7 - 5.96 mi South of Route 33 (S Jct)

Collected during COVID-19 epoch

Town.....Wilton  
 Station.....179  
 Location..... 41.180594,-73.416057  
 Posted Speed Limit.....40 MPH  
 2015-Principal Arterial - Other 3....2015-Urban  
 Start Report.....29-Jun-2020 10:00AM  
 All Vehicle Peak Hour.....30-Jun-2020 05:00PM  
 End Report.....01-Jul-2020 10:00AM  
 Annualized ADT.....9100  
 24-Hour Count..... 9920 \* G4(0.91) = 9027.2  
 Day 1.....+10051 \* G4(0.91) = 18173.6  
 UnRounded AADT.....18173.6 / 2 = 9086.8  
 OK 2020 Mon 29-Jun -this report-.....18500  
 OK 2017 Wed 15-Nov .....25300  
 OK 2014 Mon 01-Dec .....27900  
 REV 2011 Mon 14-Mar .....26700  
 OK 2008 Wed 05-Mar .....26900

	Count	Percent	Veh.Feet
Motorcycles.....	0	0.00%	0.0- 8.0
Passenger Cars.....	18529	93.19%	8.0-25.0
Single-Unit Trucks...	1185	5.96%	25.0-50.0
Combination Trucks...	170	0.85%	50.0 >
Total Vehicles.....	19884		

	Single	Combo
Peak Hour Truck Volume.....	44	2
% Total Peak Hour Volume.....	5.2%	0.2%
24 Hour Truck Volume.....	587	84
All-Vehicle Annualized ADT.....	9100	9100
24Hour T-Vol % of A-V AADT.....	6.5%	0.9%
PeakHr T-Vol % of A-V AADT.....	0.5%	0.0%
K-Factor (Peak/AADT).....	9.3%	9.3%
(AADT & Legacy AADT match)		

Hour	Motor Cycle	Pass Cars	Single Unit	Combo Unit	Day Total
29-Jun					
Mon					
12:00am					0
01:00am					0
02:00am					0
03:00am					0
04:00am					0
05:00am					0
06:00am					0
07:00am					0
08:00am					0
09:00am	x	x	x	x	0
10:00am	.	518	46	10	574
11:00am	.	546	37	7	590
12:00pm	.	620	44	10	674
01:00pm	.	704	50	3	757
02:00pm	.	715	57	2	774
03:00pm	.	765	44	4	813
04:00pm	.	801	36	2	839
05:00pm	.	816	28	3	847
06:00pm	.	650	31	2	683
07:00pm	.	435	21	.	456
08:00pm	.	271	3	.	274
09:00pm	.	152	3	.	155
10:00pm	.	127	4	.	131
11:00pm	.	74	.	.	74
Totals	0	7194	404	43	7641
Percent	0.00	94.15	5.29	0.56	
30-Jun					
Tue					
12:00am	.	49	4	.	53
01:00am	.	14	1	1	16
02:00am	.	18	2	3	23
03:00am	.	18	8	2	28
04:00am	.	19	3	2	24
05:00am	.	122	11	2	135
06:00am	.	300	28	2	330
07:00am	.	483	44	4	531
08:00am	.	519	54	13	586
09:00am	.	506	41	6	553
10:00am	.	572	43	11	626
11:00am	.	571	34	4	609
12:00pm	.	672	44	9	725
01:00pm	.	689	38	4	731
02:00pm	.	686	39	5	730
03:00pm	.	743	42	3	788
04:00pm	.	780	38	5	823
05:00pm	.	804	44	2	850
06:00pm	.	642	29	1	672
07:00pm	.	435	19	2	456
08:00pm	.	302	4	2	308
09:00pm	.	183	8	1	192
10:00pm	.	155	6	.	161
11:00pm	.	98	3	.	101
Totals	0	9380	587	84	10051
Percent	0.00	93.32	5.84	0.84	

01-Jul

Wed

12:00am	.	42	3	.	45
01:00am	.	19	1	.	20
02:00am	.	16	3	1	20
03:00am	.	15	4	3	22
04:00am	.	25	6	1	32
05:00am	.	105	11	5	121
06:00am	.	276	23	4	303
07:00am	.	443	42	11	496
08:00am	.	499	57	10	566
09:00am	.	515	44	8	567
10:00am	x	x	x	x	0
11:00am					0
12:00pm					0
01:00pm					0
02:00pm					0
03:00pm					0
04:00pm					0
05:00pm					0
06:00pm					0
07:00pm					0
08:00pm					0
09:00pm					0
10:00pm					0
11:00pm					0
Totals	0	1955	194	43	2192
Percent	0.00	89.19	8.85	1.96	

Status: OK

North

Combined

South

**WILT-179 - South**

Route 7 - 5.96 mi South of Route 33 (S Jct)

Collected during COVID-19 epoch

Town.....Wilton  
 Station.....179  
 Location..... 41.180594,-73.416057  
 Posted Speed Limit.....40 MPH  
 2015-Principal Arterial - Other 3....2015-Urban  
 Start Report.....29-Jun-2020 10:00AM  
 All Vehicle Peak Hour.....30-Jun-2020 08:00AM  
 End Report.....01-Jul-2020 10:00AM  
 Annualized ADT.....9400  
 24-Hour Count.....10271 \* G4(0.91) = 9346.6  
 Day 1.....+10377 \* G4(0.91) = 18789.7  
 UnRounded AADT.....18789.7 / 2 = 9394.8  
 OK 2020 Mon 29-Jun -this report-.....18500  
 OK 2017 Wed 15-Nov .....25300  
 OK 2014 Mon 01-Dec .....27900  
 REV 2011 Mon 14-Mar .....26700  
 OK 2008 Wed 05-Mar .....26900

	Count	Percent	Veh.Feet
Motorcycles.....	0	0.00%	0.0- 8.0
Passenger Cars.....	19680	95.23%	8.0-25.0
Single-Unit Trucks...	834	4.04%	25.0-50.0
Combination Trucks...	151	0.73%	50.0 >
Total Vehicles.....	20665		

	Single	Combo
Peak Hour Truck Volume.....	48	8
% Total Peak Hour Volume.....	6.2%	1.0%
24 Hour Truck Volume.....	403	76
All-Vehicle Annualized ADT.....	9400	9400
24Hour T-Vol % of A-V AADT.....	4.3%	0.8%
PeakHr T-Vol % of A-V AADT.....	0.5%	0.1%
K-Factor (Peak/AADT).....	8.2%	8.2%
(AADT & Legacy AADT match)		

Hour	Motor Cycle	Pass Cars	Single Unit	Combo Unit	Day Total
29-Jun					
Mon					
12:00am					0
01:00am					0
02:00am					0
03:00am					0
04:00am					0
05:00am					0
06:00am					0
07:00am					0
08:00am					0
09:00am	x	x	x	x	0
10:00am	.	647	35	5	687
11:00am	.	633	30	14	677
12:00pm	.	666	26	6	698
01:00pm	.	635	36	6	677
02:00pm	.	633	31	2	666
03:00pm	.	675	34	2	711
04:00pm	.	668	15	2	685
05:00pm	.	662	14	2	678
06:00pm	.	476	11	1	488
07:00pm	.	336	5	.	341
08:00pm	.	244	4	.	248
09:00pm	.	180	7	4	191
10:00pm	.	120	1	1	122
11:00pm	.	80	1	.	81
Totals	0	6655	250	45	6950
Percent	0.00	95.76	3.60	0.65	
30-Jun					
Tue					
12:00am	.	33	1	.	34
01:00am	.	13	4	.	17
02:00am	.	13	4	.	17
03:00am	.	13	1	.	14
04:00am	.	46	6	4	56
05:00am	.	380	6	3	389
06:00am	.	585	17	4	606
07:00am	.	640	37	7	684
08:00am	.	719	48	8	775
09:00am	.	692	29	8	729
10:00am	.	607	42	7	656
11:00am	.	663	32	4	699
12:00pm	.	693	25	3	721
01:00pm	.	647	39	3	689
02:00pm	.	677	32	5	714
03:00pm	.	676	18	5	699
04:00pm	.	631	17	.	648
05:00pm	.	595	13	3	611
06:00pm	.	475	10	3	488
07:00pm	.	384	11	2	397
08:00pm	.	297	3	3	303
09:00pm	.	186	4	1	191
10:00pm	.	149	3	3	155
11:00pm	.	84	1	.	85
Totals	0	9898	403	76	10377
Percent	0.00	95.38	3.88	0.73	

01-Jul

Wed

12:00am	.	24	6	.	30
01:00am	.	8	.	.	8
02:00am	.	7	6	.	13
03:00am	.	17	1	2	20
04:00am	.	52	.	1	53
05:00am	.	343	12	1	356
06:00am	.	573	17	5	595
07:00am	.	709	44	3	756
08:00am	.	725	50	7	782
09:00am	.	669	45	11	725
10:00am	x	x	x	x	0
11:00am					0
12:00pm					0
01:00pm					0
02:00pm					0
03:00pm					0
04:00pm					0
05:00pm					0
06:00pm					0
07:00pm					0
08:00pm					0
09:00pm					0
10:00pm					0
11:00pm					0
Totals	0	3127	181	30	3338
Percent	0.00	93.68	5.42	0.90	

Status: OK

**WILT-179 - North & South**

Route 7 - 5.96 mi South of Route 33 (S Jct)

Town.....	Wilton	15-Nov	16-Nov
Station.....	179	Wed	Thu
Location.....	41.180594,-73.416057		105
2015-Principal Arterial - Other	3...2015-Urban		59
Start Report.....	15-Nov-2017 10:00PM		57
End Report.....	16-Nov-2017 10:00PM		66
Axle Correction Factor.....	None		120
Annualized ADT.....	25300		565
24-Hour Count.....	27222 * G4(0.93) = 25316.5		1308
UnRounded AADT.....	25316.5 / 1 = 25316.5		2009
OK 2020 Mon 29-Jun .....	18500		2228
OK 2017 Wed 15-Nov -this report-.....	25300		1835
OK 2014 Mon 01-Dec .....	27900		1487
REV 2011 Mon 14-Mar .....	26700		1511
OK 2008 Wed 05-Mar .....	26900		1402
			1602
			1684
			1871
			1911
			2291
			1976
			1320
			894
			636
		52	
		233	
Totals	285	26937	



Status: OK

**WILT-179 - North & South**

Route 7 - 5.96 mi South of Route 33 (S Jct)

Town.....	Wilton	01-Dec	02-Dec
Station.....	179	Mon	Tue
Location.....	41.180594, -73.416057	12:00am	95
2015-Principal Arterial - Other	3...2015-Urban	01:00am	69
Start Report.....	01-Dec-2014 06:00AM	02:00am	37
End Report.....	02-Dec-2014 07:00AM	03:00am	64
Axle Correction Factor.....	None	04:00am	138
Annualized ADT.....	27900	05:00am	577
24-Hour Count.....	29113 * G4(0.96) = 27948.5	06:00am	1454
UnRounded AADT.....	27948.5 / 1 = 27948.5	07:00am	2134
OK 2020 Mon 29-Jun .....	18500	08:00am	2244
OK 2017 Wed 15-Nov .....	25300	09:00am	1995
OK 2014 Mon 01-Dec -this report-.....	27900	10:00am	1478
REV 2011 Mon 14-Mar .....	26700	11:00am	1620
OK 2008 Wed 05-Mar .....	26900	12:00pm	1797
		01:00pm	1700
		02:00pm	1853
		03:00pm	2017
		04:00pm	2038
		05:00pm	2250
		06:00pm	2031
		07:00pm	1490
		08:00pm	875
		09:00pm	560
		10:00pm	378
		11:00pm	219
		Totals	28133
			2463

Status: REV

North

Combined

South

**WILT-179 - Combined - n/s**

Route 7 - 5.96 mi South of Route 33 (S Jct)

Town.....	Wilton	14-Mar	15-Mar
Station.....	179	Mon	Tue
Location.....	41.180594,-73.416057		105
2015-Principal Arterial - Other	3...2015-Urban	12:00am	63
Start Report.....	14-Mar-2011 04:00AM	01:00am	44
End Report.....	15-Mar-2011 04:00AM	02:00am	51
Axle Correction Factor.....	None	03:00am	
Annualized ADT.....	26700	04:00am	154
24-Hour Count.....	27214 * G4(0.98) = 26669.7	05:00am	384
UnRounded AADT.....	26669.7 / 1 = 26669.7	06:00am	1238
OK 2020 Mon 29-Jun .....	18500	07:00am	2043
OK 2017 Wed 15-Nov .....	25300	08:00am	2281
OK 2014 Mon 01-Dec .....	27900	09:00am	1750
REV 2011 Mon 14-Mar -this report-.....	26700	10:00am	1396
OK 2008 Wed 05-Mar .....	26900	11:00am	1496
		12:00pm	1684
		01:00pm	1664
		02:00pm	1619
		03:00pm	1846
		04:00pm	1928
		05:00pm	2253
		06:00pm	2030
		07:00pm	1267
		08:00pm	798
		09:00pm	540
		10:00pm	354
		11:00pm	226
		Totals	26951
			263

Status: REV

North

Combined

South

**WILT-179 - North**

Route 7 - 5.96 mi South of Route 33 (S Jct)

Town.....	Wilton	14-Mar	15-Mar
Station.....	179	Mon	Tue
Location.....	41.180594,-73.416057	12:00am	61
2015-Principal Arterial - Other	3...2015-Urban	01:00am	35
Start Report.....	14-Mar-2011 04:00AM	02:00am	23
End Report.....	15-Mar-2011 04:00AM	03:00am	20
Axle Correction Factor.....	None	04:00am	54
Annualized ADT.....	13300	05:00am	120
24-Hour Count.....	13566 * G4(0.98) = 13294.7	06:00am	322
UnRounded AADT.....	13294.7 / 1 = 13294.7	07:00am	662
OK 2020 Mon 29-Jun .....	18500	08:00am	860
OK 2017 Wed 15-Nov .....	25300	09:00am	656
OK 2014 Mon 01-Dec .....	27900	10:00am	609
REV 2011 Mon 14-Mar -this report-.....	26700	11:00am	698
OK 2008 Wed 05-Mar .....	26900	12:00pm	862
		01:00pm	838
		02:00pm	851
		03:00pm	1026
		04:00pm	1156
		05:00pm	1376
		06:00pm	1368
		07:00pm	834
		08:00pm	477
		09:00pm	326
		10:00pm	201
		11:00pm	131
		Totals	13427
			139

Status: REV

North

Combined

South

**WILT-179 - South**

Route 7 - 5.96 mi South of Route 33 (S Jct)

Town.....	Wilton	14-Mar	15-Mar
Station.....	179	Mon	Tue
Location.....	41.180594,-73.416057	12:00am	44
2015-Principal Arterial - Other	3...2015-Urban	01:00am	28
Start Report.....	14-Mar-2011 04:00AM	02:00am	21
End Report.....	15-Mar-2011 04:00AM	03:00am	31
Axle Correction Factor.....	None	04:00am	100
Annualized ADT.....	13400	05:00am	264
24-Hour Count.....	13648 * G4(0.98) = 13375.0	06:00am	916
UnRounded AADT.....	13375.0 / 1 = 13375.0	07:00am	1381
OK 2020 Mon 29-Jun .....	18500	08:00am	1421
OK 2017 Wed 15-Nov .....	25300	09:00am	1094
OK 2014 Mon 01-Dec .....	27900	10:00am	787
REV 2011 Mon 14-Mar -this report-.....	26700	11:00am	798
OK 2008 Wed 05-Mar .....	26900	12:00pm	822
		01:00pm	826
		02:00pm	768
		03:00pm	820
		04:00pm	772
		05:00pm	877
		06:00pm	662
		07:00pm	433
		08:00pm	321
		09:00pm	214
		10:00pm	153
		11:00pm	95
		Totals	13524
			124

Status: OK

North

Combined

South

**WILT-179 - Combined - n/s**

Route 7 - 5.96 mi South of Route 33 (S Jct)

Town.....	Wilton	05-Mar	06-Mar
Station.....	179	Wed	Thu
Location.....	41.180594,-73.416057		99
2015-Principal Arterial - Other	3...2015-Urban		77
Start Report.....	05-Mar-2008 03:00AM		42
End Report.....	06-Mar-2008 03:00AM		
Axle Correction Factor.....	None	56	
Annualized ADT.....	26900	114	
24-Hour Count.....	27178 * G4(0.99) = 26906.2	318	
UnRounded AADT.....	26906.2 / 1 = 26906.2	1144	
OK 2020 Mon 29-Jun .....	18500	1897	
OK 2017 Wed 15-Nov .....	25300	2193	
OK 2014 Mon 01-Dec .....	27900	1803	
REV 2011 Mon 14-Mar .....	26700	1440	
OK 2008 Wed 05-Mar -this report-.....	26900	1562	
		1747	
		1688	
		1691	
		1791	
		1922	
		2234	
		1920	
		1281	
		845	
		688	
		380	
		246	
		Totals	218
		26960	

Status: OK

North

Combined

South

**WILT-179 - North**

Route 7 - 5.96 mi South of Route 33 (S Jct)

Town.....	Wilton	05-Mar	06-Mar
Station.....	179	Wed	Thu
Location.....	41.180594,-73.416057		59
2015-Principal Arterial - Other	3...2015-Urban		43
Start Report.....	05-Mar-2008 03:00AM		17
End Report.....	06-Mar-2008 03:00AM		
Axle Correction Factor.....	None	23	
Annualized ADT.....	13700	52	
24-Hour Count.....	13872 * G4(0.99) = 13733.3	87	
UnRounded AADT.....	13733.3 / 1 = 13733.3	327	
OK 2020 Mon 29-Jun .....	18500	745	
OK 2017 Wed 15-Nov .....	25300	891	
OK 2014 Mon 01-Dec .....	27900	716	
REV 2011 Mon 14-Mar .....	26700	630	
OK 2008 Wed 05-Mar -this report-.....	26900	764	
		853	
		870	
		902	
		1028	
		1142	
		1388	
		1226	
		798	
		541	
		403	
		214	
		153	
		Totals	13753
			119

Status: OK

North

Combined

South

**WILT-179 - South**

Route 7 - 5.96 mi South of Route 33 (S Jct)

Town.....	Wilton	05-Mar	06-Mar
Station.....	179	Wed	Thu
Location.....	41.180594,-73.416057		40
2015-Principal Arterial - Other	3...2015-Urban		34
Start Report.....	05-Mar-2008 03:00AM		25
End Report.....	06-Mar-2008 03:00AM		
Axle Correction Factor.....	None	03:00am	33
Annualized ADT.....	13200	04:00am	62
24-Hour Count.....	13306 * G4(0.99) = 13172.9	05:00am	231
UnRounded AADT.....	13172.9 / 1 = 13172.9	06:00am	817
OK 2020 Mon 29-Jun .....	18500	07:00am	1152
OK 2017 Wed 15-Nov .....	25300	08:00am	1302
OK 2014 Mon 01-Dec .....	27900	09:00am	1087
REV 2011 Mon 14-Mar .....	26700	10:00am	810
OK 2008 Wed 05-Mar -this report-.....	26900	11:00am	798
		12:00pm	894
		01:00pm	818
		02:00pm	789
		03:00pm	763
		04:00pm	780
		05:00pm	846
		06:00pm	694
		07:00pm	483
		08:00pm	304
		09:00pm	285
		10:00pm	166
		11:00pm	93
		Totals	13207
			99

**APPENDIX B**

CTDOT Traffic Volumes Approval



## Jianhong Wang

---

**From:** Craig D. Yannes  
**Sent:** Friday, April 30, 2021 2:52 PM  
**To:** Hiller, Todd  
**Cc:** Sojka, Gary J; Jacobson, Richard C  
**Subject:** RE: Traffic Volume Review Request: Wilton

Todd,

Thank you for the feedback. We will use Option 1 and include the updated net new trips as directed.

Have a great weekend!

Craig

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

**Tighe&Bond** | 1000 Bridgeport Avenue, Suite 320 | Shelton, CT 06484 | 203.712.1114 | Cell 203.530.1753

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---

**From:** Hiller, Todd <Todd.Hiller@ct.gov>  
**Sent:** Friday, April 30, 2021 2:03 PM  
**To:** Craig D. Yannes <CDYannes@tigheBond.com>  
**Cc:** Sojka, Gary J <Gary.Sojka@ct.gov>; Jacobson, Richard C <Richard.Jacobson@ct.gov>  
**Subject:** RE: Traffic Volume Review Request: Wilton

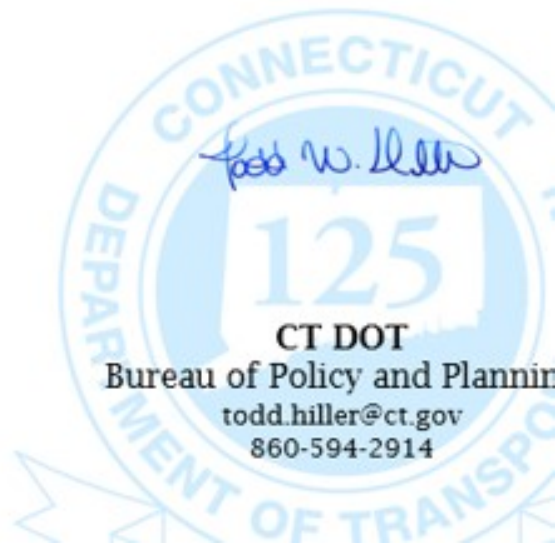
[ Caution - External Sender ]

Craig,

Your submission is acceptable. Please use "Option 1-2017 ATR Data" for your submission. In regard to your question about whether or not to consider all the trips as "new" trips since there is no existing OSTA Certificate, I think it is helpful to provide the trip generation tables for both land uses and the net "new" trips just as you did in your original email to our office. Your directional assignment and growth rate are also acceptable. There are no other MTGs in the area that would impact your volumes. One minor adjustment to make, on your "Table 1", the Afternoon Peak hour is labeled as the morning peak hour. If you have any questions, feel free to contact our office.

Have a great weekend!

Todd



*Currently Teleworking-Please reach me via email or Microsoft Teams.*

---

**From:** Sojka, Gary J <[Gary.Sojka@ct.gov](mailto:Gary.Sojka@ct.gov)>  
**Sent:** Thursday, April 29, 2021 1:37 PM  
**To:** Hiller, Todd <[Todd.Hiller@ct.gov](mailto:Todd.Hiller@ct.gov)>  
**Cc:** Jacobson, Richard C <[Richard.Jacobson@ct.gov](mailto:Richard.Jacobson@ct.gov)>  
**Subject:** FW: Traffic Volume Review Request: Wilton

**Gary J. Sojka**

*Transportation Supervising Planner  
Connecticut Department of Transportation  
Bureau of Policy and Planning  
2800 Berlin Turnpike  
Newington, CT 06111  
Email: [gary.sojka@ct.gov](mailto:gary.sojka@ct.gov)  
telephone: (860) 594-2025*

---

**From:** Craig Yannes <[CDYannes@tigheBond.com](mailto:CDYannes@tigheBond.com)>  
**Date:** Friday, April 23, 2021 at 9:57 AM  
**To:** "Sojka, Gary J" <[Gary.Sojka@ct.gov](mailto:Gary.Sojka@ct.gov)>  
**Cc:** Jianhong Wang <[JWang@TigheBond.com](mailto:JWang@TigheBond.com)>  
**Subject:** Traffic Volume Review Request: Wilton

EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Gary,

Tighe & Bond is working on a project at 141 Danbury Road (on U.S. Route 7) in Wilton. The project will replace the existing ~47,040 square foot general office building with ~173 residential units in a 4-story building and ~319 parking spaces. Due to the proposed size of the development, an OSTA AD approval will be required. The driveway will remain in the existing location and no changes to Route 7 are proposed. The site is not currently certified by OSTA.

Based on the project information, we request a review of the following documents attached to facilitate the OSTA AD submission and traffic study of the area:

- A. Trip Generation and Net New Trips: Site generated traffic estimates for the existing office building and proposed residential development are provided in the attached table. Please let us know if you have any comments on the estimates. Also, as a general question, are we to consider all trips from the proposed residential development to be new since the site is not currently certified or can net, new traffic be included within the AD?
- B. Existing Volumes: Local Town approval will require a traffic study for the development and we are hoping that you could offer your advice on the existing/background traffic volumes for Route 7 in this area. Due to the impact of the pandemic on the existing office use and traffic on Route 7, we are proposing to utilize historical CTDOT ATR data and the trip generation estimates to establish the 2021 Existing Traffic Volumes at the site driveway intersection with Route 7. We have attached the available data, along with two options for the existing traffic volumes that we have calculated as follows:

Option 1 – 2021 Volumes Based on 2014 ATR Data: This option assumes 2021 volumes are equal to the 2014 ATR data, the peak data collected in the last 12 years.

Option 2 – 2021 Volumes Based on 2017 ATR Data: This option utilized the 2017 ATR data with a 0.6% growth rate to 2021. The growth rate was the same provided for the recent Wilton Corporate Park (60 Danbury Road, Wilton) OSTA AD 711 (OSTA No. 161-2004-01).

Both options are likely overly conservative and assume a significant rebound of traffic volumes by the end of 2021. Please let us know if you agree with one of the options or if you have an alternative that could more accurately represent existing conditions.

Note: The 2014 and 2017 ATR data were not collected by direction so the directional flows were estimated based on the 2011 and 2020 data that shows approximately 40% NB/60% SB during the weekday AM and 60% NB/40% SB during the weekday PM. And, the existing site generated traffic from the office use was split with 60% to/from the north and 40% to/from the south.

- C. Growth Rate: – as mentioned above, an approximate 0.6% annual growth rate was utilized in previous projects in the area. Please let us know if that is sufficient for projection of the existing traffic volumes to a project opening year of 2023.
- D. Other Developments: – based on our review of OSTA records, we do not see any recently approved/pending developments that would add significant traffic to the area. Please let us know if you agree.

Please let us know if you have any questions and have a nice weekend!

Craig

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

**Tighe&Bond** | 1000 Bridgeport Avenue, Suite 320 | Shelton, CT 06484 | 203.712.1114 | Cell 203.530.1753

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## **APPENDIX C**

### Capacity Analysis Methodology

## CAPACITY ANALYSIS METHODOLOGY

A primary result of capacity analysis is the assignment of levels of service to traffic facilities under various traffic flow conditions. The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM).<sup>1</sup> The concept of level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year. A description of the operating condition under each level of service is provided below:

- *LOS A* describes conditions with little to no delay to motorists.
- *LOS B* represents a desirable level with relatively low delay to motorists.
- *LOS C* describes conditions with average delays to motorists.
- *LOS D* describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.
- *LOS E* represents operating conditions with high delay values. This level is considered by many agencies to be the limit of acceptable delay.
- *LOS F* is considered to be unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.

## Signalized Intersections

Levels of service for signalized intersections are also calculated using the operational analysis methodology of the HCM. The methodology for signalized intersections assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on average *control* delay. Control delay is used to establish the operating characteristics for an intersection or an approach to an intersection. Volume-to-capacity (v/c) ratios are also used to help signify the utilization of a lane group's capacity at an intersection. A v/c ratio of  $\geq 1.00$  represents conditions when the traffic signal cycle capacity is fully utilized and indicates a capacity failure. The level-of-service criteria for signalized intersections are shown in Table A-1.

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<sup>1</sup>*Highway Capacity Manual, 6<sup>TH</sup> Edition: A Guide for Multimodal Mobility Analysis*. Washington, D.C.: Transportation Research Board, 2016.

## Unsignalized Intersections

Levels of service for unsignalized intersections are calculated using the operational analysis methodology of the HCM. The procedure accounts for lane configuration on both the minor and major street approaches, conflicting traffic stream volumes, and the type of intersection control (STOP, YIELD, or all-way STOP control). The definition of level of service for unsignalized intersections is a function of average *control* delay. Control delay at an unsignalized intersection is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. This time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position.

Volume-to-capacity (v/c) ratios are also used to help signify the utilization of a movement's capacity at an intersection. A v/c ratio of  $\geq 1.00$  represents conditions when the movement is fully utilized and indicates a capacity failure. The capacity of the movements is based on the distribution of gaps in the major street traffic stream, the selection of gaps to complete the desired movement, and the follow-up headways for each driver in the queue. When an unsignalized intersection is located within 0.25 miles of a signalized intersection, traffic flows may not be random and some platoon structure may exist, thereby affecting the minor street operations. The level-of-service criteria for unsignalized intersections are shown in Table A-1.

**TABLE A-1**  
Level-of-Service Criteria for Intersections

Level of Service	Signalized Intersection Criteria	Unsignalized Intersection Criteria	V/C Ratio $> 1.00^a$
	Average Control Delay (Seconds per Vehicle)	Average Control Delay (Seconds per Vehicle)	
A	$\leq 10$	$\leq 10$	F
B	$> 10$ and $\leq 20$	$> 10$ and $\leq 15$	F
C	$> 20$ and $\leq 35$	$> 15$ and $\leq 25$	F
D	$> 35$ and $\leq 55$	$> 25$ and $\leq 35$	F
E	$> 55$ and $\leq 80$	$> 35$ and $\leq 50$	F
F	$> 80$	$> 50$	F





Note: <sup>a</sup>For approach-based and intersection-wide assessments, LOS is defined solely by control delay.

Source: *Highway Capacity Manual, 6<sup>th</sup> Edition: A Guide for Multimodal Mobility Analysis*. Washington, D.C.: Transportation Research Board, 2016. Exhibit 19-8, Pg. 19-16.

For signalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to the entire intersection. For unsignalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups on the minor street approaches or to the left turns from the major street approaches.

**APPENDIX D**  
Capacity Analysis Worksheets

101: Danbury Road (U.S. Route 7) & 141 Danbury Road Driveway  
2021 Existing Conditions Weekday AM Peak

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	3	19	908	1341	28
Future Vol, veh/h	5	3	19	908	1341	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	5	3	21	987	1458	30

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2009	1473	1488	0	-	0
Stage 1	1473	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Critical Hdwy	6.69	6.29	4.19	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.89	-	-	-	-	-
Follow-up Hdwy	3.557	3.357	2.257	-	-	-
Pot Cap-1 Maneuver	56	150	434	-	-	-
Stage 1	203	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	50	150	434	-	-	-
Mov Cap-2 Maneuver	50	-	-	-	-	-
Stage 1	181	-	-	-	-	-
Stage 2	542	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	66.6	1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	434	-	67	-	-
HCM Lane V/C Ratio	0.048	-	0.13	-	-
HCM Control Delay (s)	13.7	0.7	66.6	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



101: Danbury Road (U.S. Route 7) & 141 Danbury Road Driveway  
2021 Existing Conditions Weekday PM Peak

Intersection

Int Delay, s/veh 1.4

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 28 19 4 1380 934 5

Future Vol, veh/h 28 19 4 1380 934 5

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 6 6 6 6 6 6

Mvmt Flow 30 21 4 1500 1015 5

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1776 1018 1020 0 - 0

Stage 1 1018 - - - - -

Stage 2 758 - - - - -

Critical Hdwy 6.69 6.29 4.19 - - -

Critical Hdwy Stg 1 5.49 - - - - -

Critical Hdwy Stg 2 5.89 - - - - -

Follow-up Hdwy 3.557 3.357 2.257 - - -

Pot Cap-1 Maneuver 79 280 659 - - -

Stage 1 340 - - - - -

Stage 2 416 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 76 280 659 - - -

Mov Cap-2 Maneuver 76 - - - - -

Stage 1 328 - - - - -

Stage 2 416 - - - - -

Approach EB NB SB

HCM Control Delay, s 65.2 0.2 0

HCM LOS F

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 659 - 108 - -




HCM Lane V/C Ratio 0.007 - 0.473 - -

HCM Control Delay (s) 10.5 0.2 65.2 - -




HCM Lane LOS B A F - -

HCM 95th %tile Q(veh) 0 - 2.1 - -






101: Danbury Road (U.S. Route 7) & 141 Danbury Road Driveway  
2023 Background Conditions Weekday AM Peak

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	3	19	919	1357	28
Future Vol, veh/h	5	3	19	919	1357	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	5	3	21	999	1475	30
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2032	1490	1505	0	-	0
Stage 1	1490	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Critical Hdwy	6.69	6.29	4.19	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.89	-	-	-	-	-
Follow-up Hdwy	3.557	3.357	2.257	-	-	-
Pot Cap-1 Maneuver	54	147	427	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	48	147	427	-	-	-
Mov Cap-2 Maneuver	48	-	-	-	-	-
Stage 1	177	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	69.9	1		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	427	-	64	-	-	
HCM Lane V/C Ratio	0.048	-	0.136	-	-	
HCM Control Delay (s)	13.9	0.7	69.9	-	-	
HCM Lane LOS	B	A	F	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-	






101: Danbury Road (U.S. Route 7) & 141 Danbury Road Driveway  
2023 Background Conditions Weekday PM Peak

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	19	4	1397	945	5
Future Vol, veh/h	28	19	4	1397	945	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	30	21	4	1518	1027	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1797	1030	1032	0	-	0
Stage 1	1030	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Critical Hdwy	6.69	6.29	4.19	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.89	-	-	-	-	-
Follow-up Hdwy	3.557	3.357	2.257	-	-	-
Pot Cap-1 Maneuver	77	276	652	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	74	276	652	-	-	-
Mov Cap-2 Maneuver	74	-	-	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	68.2	0.2		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	652	-	105	-	-	
HCM Lane V/C Ratio	0.007	-	0.487	-	-	
HCM Control Delay (s)	10.6	0.2	68.2	-	-	
HCM Lane LOS	B	A	F	-	-	
HCM 95th %tile Q(veh)	0	-	2.2	-	-	

101: Danbury Road (U.S. Route 7) & 141 Danbury Road Driveway  
2023 Combined Conditions Weekday AM Peak

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	28	10	919	1357	6
Future Vol, veh/h	18	28	10	919	1357	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	20	30	11	999	1475	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2001	1479	1482	0	-	0
Stage 1	1479	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	6.69	6.29	4.19	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.89	-	-	-	-	-
Follow-up Hdwy	3.557	3.357	2.257	-	-	-
Pot Cap-1 Maneuver	56	149	436	-	-	-
Stage 1	202	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	149	436	-	-	-
Mov Cap-2 Maneuver	53	-	-	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	63.9	0.5		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	436	-	53	149	-	-
HCM Lane V/C Ratio	0.025	-	0.369	0.204	-	-
HCM Control Delay (s)	13.5	0.4	108.3	35.3	-	-
HCM Lane LOS	B	A	F	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	0.7	-	-

101: Danbury Road (U.S. Route 7) & 141 Danbury Road Driveway  
2023 Combined Conditions Weekday PM Peak

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	18	28	1397	945	18
Future Vol, veh/h	12	18	28	1397	945	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	13	20	30	1518	1027	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1856	1037	1047	0	-	0
Stage 1	1037	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Critical Hdwy	6.69	6.29	4.19	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.89	-	-	-	-	-
Follow-up Hdwy	3.557	3.357	2.257	-	-	-
Pot Cap-1 Maneuver	70	273	643	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	273	643	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	234	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	52.8	1.8		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	643	-	49	273	-	-
HCM Lane V/C Ratio	0.047	-	0.266	0.072	-	-
HCM Control Delay (s)	10.9	1.6	103.3	19.2	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	0.2	-	-