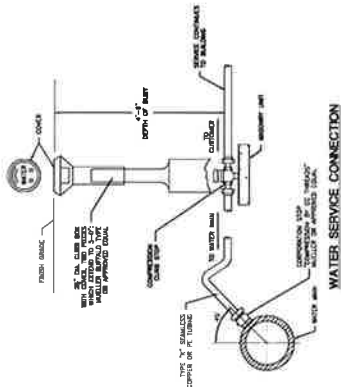
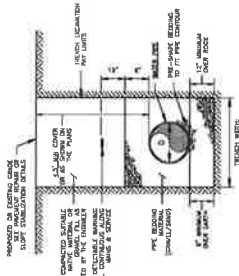
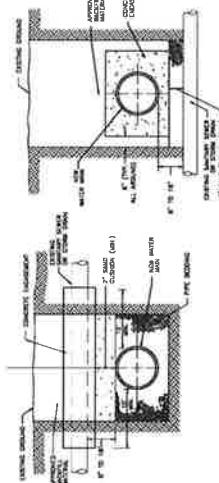




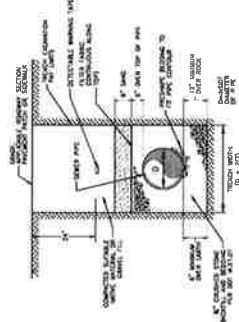
WATER SERVICE CONNECTION
NOT TO SCALE



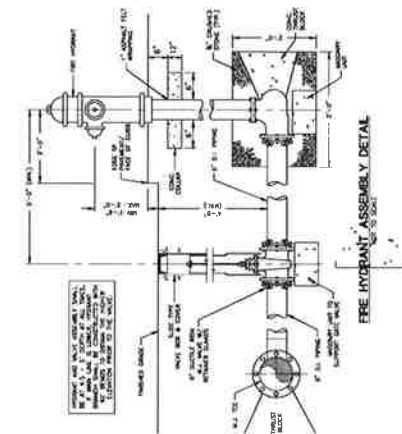
TRENCH DETAIL: WATER MAIN & SERVICE
NOT TO SCALE



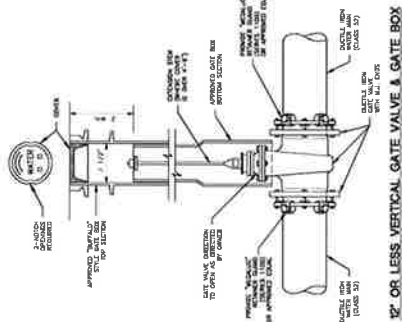
CONCRETE ENCASUREMENT DETAIL
NOT TO SCALE



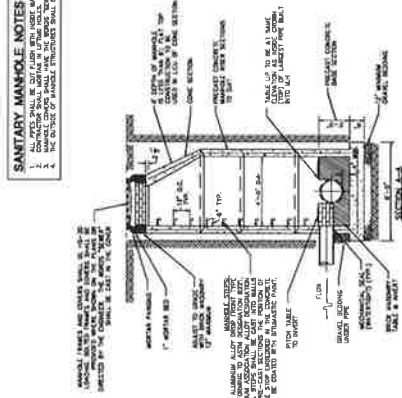
TRENCH DETAIL: SANITARY SEWER PIPE
NOT TO SCALE



FIRE HYDRANT ASSEMBLY DETAIL
NOT TO SCALE



12' OR LESS VERTICAL GATE VALVE & GATE BOX
NOT TO SCALE



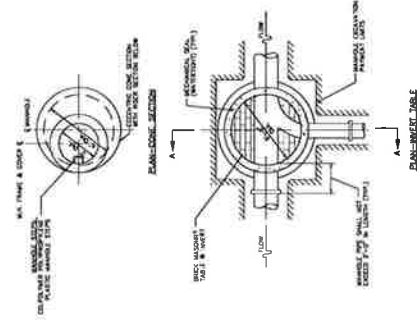
SANITARY MANHOLE NOTES

1. ALL PIPES SHALL BE 12\"/>
- 2. THE TOP OF MANHOLE STRUCTURE SHALL BE 1\"/>

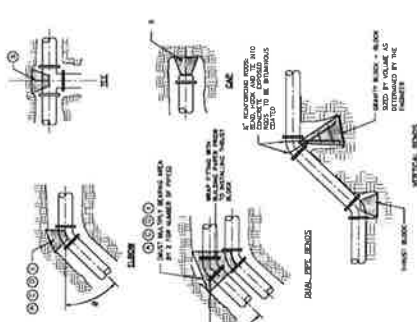
TABLE 1: VOLUME FEET OF CONCRETE, WATER BLOCKING BEAMING

BLOCK TYPE	12\"/>				18\"/>				24\"/>			
	1\"/>	1\"/>	1\"/>	1\"/>	1\"/>	1\"/>	1\"/>	1\"/>	1\"/>	1\"/>	1\"/>	1\"/>
NO. 1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2
NO. 2	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2
NO. 3	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2
NO. 4	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2
NO. 5	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2
NO. 6	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2
NO. 7	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2
NO. 8	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2
NO. 9	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2
NO. 10	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2
NO. 11	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2
NO. 12	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2

1. ALL PIPES SHALL BE 12\"/>
- 2. THE TOP OF MANHOLE STRUCTURE SHALL BE 1\"/>
- 3. THE TOP OF GATE VALVE SHALL BE 1\"/>
- 4. THE TOP OF GATE BOX SHALL BE 1\"/>
- 5. THE TOP OF GATE VALVE AND GATE BOX SHALL BE 1\"/>



DUAL-BLOCK THRUST BLOCK INserter DETAIL
NOT TO SCALE



THRUST BLOCK DETAILS & DIMENSIONS
NOT TO SCALE

CLA Engineers, Inc.
CIVIL-STRUCTURAL-SURVEYING

317 Main Street, Norwich, CT 06250
(860) 881-1800 Fax (860) 881-9165

33, 35 & 37 Prospect Street
Norwich, CT 06250

Prepared for
Preacher's Hill Condominiums
Jackson Consulting, LLC

Walter & Bethany Deane

10

CLA Engineers, Inc.

Civil • Structural • Survey

317 MAIN STREET

NORWICH, CT 06360

(860) 886-1966

(860) 886-9165 FAX

August 13, 2025

Mr. Bruce Fitzback, LS, CZEO
Land Use Director, ZEO
Town of Putnam
200 School St
Putnam, CT 06260

RE: Preacher's Hill Condominiums
33, 59, & 67 Prospect Street
CLA-8010

Dear Bruce,

In response to your comments, please see below:

- 1) *The Peacher Hill map is certified to Class D, a zoning certification map needs to be a Class A-2. No map in the set shows bearings and distances.*
Attached is recent property survey map on file that we are now referencing on sheet 1.
- 2) *The Sewer line from the north bldg. must go around the south bldg.*
Plans revised accordingly.
- 3) *There is no information for SMH 3 & 4, grades on plan, and not shown on the cross section*
Plans revised accordingly.
- 4) *Water volume should be good; water pressure should be tested. May require a pump.*
Noted, no revision necessary.
- 5) *WPCA wants water connections, meters and shut offs for each unit in a separate room access from exterior by the water co.*
Note added to plan accordingly.
- 6) *Proposed landscape buffer is in a proposed drainage swale west side of drive sta. 3+50-5+50*
As discussed, swale is minimal depth and will not affect plantings.
- 7) *Southerly stormwater basin needs contour labels*
Plan revised accordingly.
- 8) *No Stormwater basin details*
Provided.
- 9) *No rock outcropping or slopes greater than 15% labeled*
Slopes greater than 15% added to sheet 1. After observation of area to be developed, no clear rock outcroppings were distinguishable from surface boulders.
- 10) *Test pits and soil types are not shown*
Test pits are shown on Sheet 5. Soil types added to sheet 1.
- 11) *The project has no recreation area.*
Gazebo and observation benches added.
- 12) *Define common area for association*

Will be identified in Condominium documents. We will request a waiver to provide Condominium documents as a condition of approval.

13) *Plant landscape buffer along Brooks property line*

Landscaping was added accordingly in addition to maintaining existing vegetation in this area.

14) *Vehicle turn around area near One Way/Do Not Enter signs*

Added to plan.

15) *Sec 703 C. 9. d. Density computations*

Will be identified in Condominium documents. We will request a waiver to provide Condominium documents as a condition of approval.

g. Open space and recreation

Will be identified in Condominium documents. We will request a waiver to provide Condominium documents as a condition of approval.

k. Documents and details

Will be identified in Condominium documents. We will request a waiver to provide Condominium documents as a condition of approval.

l. Ownership areas

Will be identified in Condominium documents. We will request a waiver to provide Condominium documents as a condition of approval.

m. Condo. Docs.

Will be identified in Condominium documents. We will request a waiver to provide Condominium documents as a condition of approval.

Other:

- 1) Based on our conversation, additional parking was added to make a total of 52 spaces.
- 2) We formally request a waiver from Section 703 C.9.d, g, k, l and m to allow condominium documents to be provided as a condition of approval.

Please contact me with any questions.

Sincerely,



Robert A. DeLuca, P.E.

Parcel Number	GIS Number	Cama Number	Property Address	Owner Name	Co-Owner Name	Owner Address	Owner City	Owner State	Owner Zip
015-083	015-083	015-083-000	36 PROSPECT ST	YOUNG THOMAS		36 PROSPECT ST	PUTNAM	CT	06260
015-094	015-094	015-094-000	32 PROSPECT ST	MICHAEL SMITH WITHERSPOO N JORDAHN C & WITHERSPOO N PRISCILL TOWN OF		32 PROSPECT ST	PUTNAM	CT	06260
015-100	015-100	015-100-000	43 PROSPECT ST		FORMER WATER TANK	WPCA	PUTNAM	CT	06260
015-110	015-110	015-110-000	28 PROSPECT ST	REESE JULIAN		28 PROSPECT ST APT 2	PUTNAM	CT	06260
015-113	015-113	015-113-000	29 PROSPECT ST	29 PROSPECT STREET CONDOMINIUMS		29 PROSPECT ST	PUTNAM	CT	06260
015-113	015-113	015-113-00A	29 PROSPECT ST #A	JEW INVESTMENTS LLC		31 BERRYFIELD RD	YARMOUTH	ME	04096
015-113	015-113	015-113-00B	29 PROSPECT ST #B	MEADOW VIEW LLC		190 EAST MEADOW RD	MIDDLETOWN	RI	02842
015-121	015-121	015-121-000	25 PROSPECT ST	BAXTER MATTHEW M & ASHLEY N		25 PROSPECT ST	PUTNAM	CT	06260
015-134	015-134	015-134-000	17 PROSPECT ST	53 PROSPECT STREET LLC		PO BOX 191	PLAINFIELD	CT	06374
015-147	015-147	015-147-000	28 RING ST	PRICE JOHN M & KERRILL		28 RING ST	PUTNAM	CT	062660
016-031	016-031	016-031-000	58 PROSPECT ST	53 PROSPECT STREET LLC		PO BOX 191	PLAINFIELD	CT	06374
016-032	016-032	016-032-000	67 PROSPECT ST	53 PROSPECT STREET LLC		PO BOX 191	PLAINFIELD	CT	06374
016-035	016-035	016-035-000	59 PROSPECT ST	53 PROSPECT STREET LLC		PO BOX 191	PLAINFIELD	CT	06374
016-041	016-041	016-041-000	53-55 PROSPECT ST	BROOKS BENJAMIN		53 PROSPECT ST	PUTNAM	CT	06260
016-056	016-056	016-056-000	22 FARROWS ST	ANDREWS GERARD C & KATHLEEN J		22 FARROWS ST	PUTNAM	CT	06260
016-059	016-059	016-059-000	18 FARROWS ST	PICARD CLAUDETTE M & DAVID R		18 FARROWS ST	PUTNAM	CT	06260
016-062	016-062	016-062-000	14 FARROWS ST	LAPROVA CATHERINE M & MARIO TR		14 FARROWS ST	PUTNAM	CT	06260
016-065	016-065	016-065-000	8 BELLEVUE ST	NEAL RICHARD C JR & NANCY E		10 FARROWS ST	PUTNAM	CT	06260
016-069	016-069	016-069-000	10 FARROWS ST	NEAL NANCY E & RICHARD C JR		10 FARROWS ST	PUTNAM	CT	06260
016-078	016-078	016-078-000	34 RING ST	VITALE DAVID J & MARY E & PETER D		227 RIVER RD	PUTNAM	CT	06260
016-079	016-079	016-079-000	4 FARROWS ST	BEDARD BERNARD G JR		4 FARROWS ST	PUTNAM	CT	06260

Parcel Number	GIS Number	Cama Number	Property Address	Owner Name	Co-Owner Name	Owner Address	Owner Address 2	Owner City	Owner State	Owner Zip
016-023	016-023	016-023-000	86 PROSPECT ST	CRACCO ELIZABETH J & MORRILL MICHAEL		86 PROSPECT ST		PUTNAM	CT	06260-
016-026	016-026	016-026-000	97 PROSPECT ST	DUFFY DONNA M		56 MARK TWAIN LN		ROTONDA WEST	FL	33947
016-029	016-029	016-029-000	49 GENEVIEVE ST	LARKIN KENNETH P		PO BOX 19898		JOHNSTON	RI	02919
016-031	016-031	016-031-000	58 PROSPECT ST	53 PROSPECT STREET LLC		PO BOX 191		PLAINFIELD	CT	06374
016-032	016-032	016-032-000	67 PROSPECT ST	53 PROSPECT STREET LLC		PO BOX 191		PLAINFIELD	CT	06374
016-038	016-038	016-038-000	63 HILLSIDE ST	TETREAULT DANIELLE S		73 PROSPECT ST		PUTNAM	CT	06260
016-041	016-041	016-041-000	53-55 PROSPECT ST	BROOKS BENJAMIN		53 PROSPECT ST		PUTNAM	CT	06260
016-044	016-044	016-044-000	73 PROSPECT ST	TETREAULT DANIELLE S		73 PROSPECT ST		PUTNAM	CT	06260
016-046	016-046	016-046-000	44-48 FARROWS ST	LOPEZ FRANCISCO R		34 JOHN WILLIAMS ST		ATTLEBORO	MA	02703
016-047	016-047	016-047-000	40 FARROWS ST	VANISAVATH SAM		40 FARROWS ST		PUTNAM	CT	06260
016-048	016-048	016-048-000	33 PROSPECT ST	SOMSANUK 53 PROSPECT STREET LLC		PO BOX 191		PLAINFIELD	CT	06374
016-050	016-050	016-050-000	85 FARROWS ST	LAMONDY DENNIS R		8070 RACHEL WYND RD NE		LELAND	NC	28451-7583
016-051	016-051	016-051-000	28 FARROWS ST	LOOMIS WILLIAM		35 MCINTYRE RD		CHARLTON	MA	01507-5125
016-053	016-053	016-053-000	26 FARROWS ST	LOOMIS TIMOTHY D		26 FARROWS ST		PUTNAM	CT	06260
016-054	016-054	016-054-000	29 FARROWS ST	FETRAS DIANE M LIFE USE		29 FARROWS ST		PUTNAM	CT	06260
016-055	016-055	016-055-000	8 FLORENCE ST	K&G PROPERTY MANAGEMENT LLC		2 MARCY LANE		NORTH GROSVENORD ALE	CT	06255
016-056	016-056	016-056-000	22 FARROWS ST	ANDREWS GERARD C & KATHLEEN J		22 FARROWS ST		PUTNAM	CT	06260

LETTER OF TRANSMITTAL

CLA Engineers, Inc.

Civil • Structural • Surveying
317 MAIN STREET
NORWICH, CT 06360
860-886-1966 Fax 860-886-9165

DATE: 7-16-25
JOB NO: CLA-8010
FROM: Robert DeLuca, P.E.
RE: 33, 59 & 67 Prospect Street
Putnam, CT

To: Bruce Fitzback, L.S., Land Use Director/ZEO
Town of Putnam
200 School Street
Putnam, CT 06260

WE ARE SENDING YOU THE FOLLOWING ITEMS BY HAND:

☐ Shop drawings ☐ Prints ☒ Plans ☐ Specifications
☐ Copy of letter ☐ Change order ☒ Other:

COPIES	DATE	NO.	DESCRIPTION
1			Waiver Letter
1			Construction Schedule

THESE ARE TRANSMITTED AS CHECKED BELOW:

☒ For approval ☐ Approved as submitted ☐ Resubmit ____ copies for approval
☐ **For your use** ☐ Approved as noted ☐ Submit ____ copies for distribution
☐ As requested ☐ Returned ☐ Return ____ corrected prints
☐ For review and comment

REMARKS:

COPY TO:

SIGNED: _____



Robert DeLuca, P.E.

If enclosures are not as noted, kindly notify us at once.

CLA Engineers, Inc.

Civil • Structural • Survey

317 MAIN STREET

NORWICH, CT 06360

(860) 886-1966

(860) 886-9165 FAX

July 16, 2025

Mr. Bruce Fitzback, LS, CZEO
Land Use Director, ZEO
Town of Putnam
200 School St
Putnam, CT 06260

RE: Special Permit Criteria Statement
33, 59, & 67 Prospect Street
CLA-8010

Dear Bruce,

On behalf of the applicant for the above referenced application, we are requesting a waiver from Section 114.C.2.a – traffic report – for the following reason:

Due to the low density of build-out in the surrounding neighborhood, observable vehicular traffic is not significant or near capacity. The proposed development would potentially increase peak hour traffic by 40-50 trips based on the proposed number of units and parking spaces available. This would have a negligible impact on existing street traffic capacity.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Robert A. DeLuca, P.E.

Project start: Tue, 7/15/2025

Jackson Consulting, LLC

Display week: 1

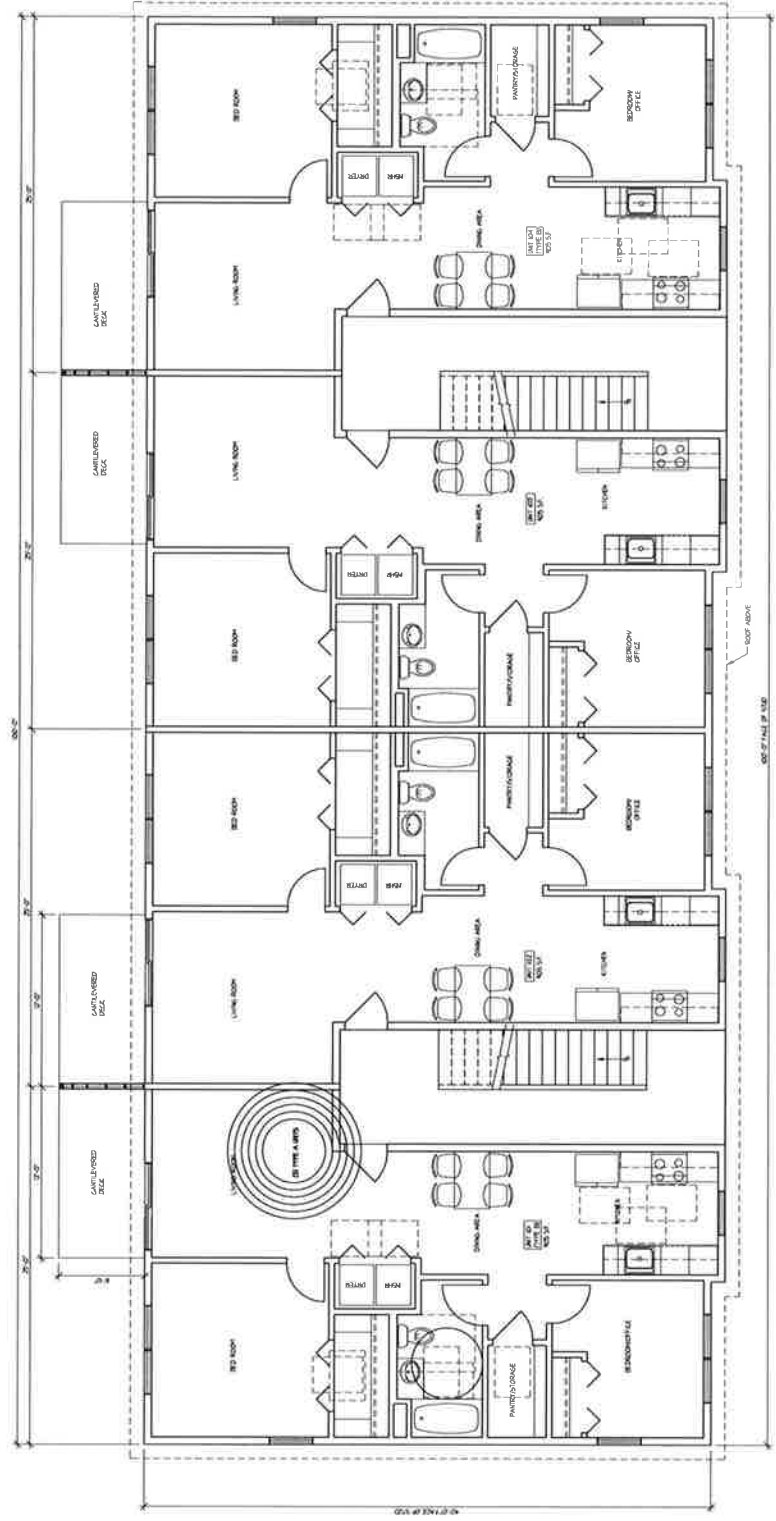
[illegible]

A-101

DATE: 01/11/2017
BY: JACOB
CHECKED: JACOB
APPROVED: JACOB

FIRST FLOOR PLAN
PREACHERS HILL CONDOMINIUMS
JACKSON CONSULTING
P.O. BOX 617
JACKSON, MS 39208

FOR ZONING APPROVAL
NOT FOR CONSTRUCTION

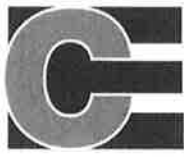


FIRST FLOOR PLAN
SCALE: 1/4" = 1'-0"
ONE AND ONE HALF ELEVATION, NORTH SHOWN

PLS Architecture & Planning, Inc. 112 Pioneer St., 18th Floor, New York, NY 10038
Tel: (212) 691-1122 Fax: (212) 691-1123
www.plsarch.com

Figure 10-1: LAND USE PLAN MAP





**CHAPPELL
ENGINEERING
ASSOCIATES, LLC**

*Civil • Environmental • Land Surveying
Structural • Telecom • Traffic • Transportation*

201 Boston Post Rd. West, Ste 205
Marlborough, MA 01752
Tel.: (508) 481-7400
Fax: (508) 481-7406
www.chappellengineering.com

Traffic Assessment

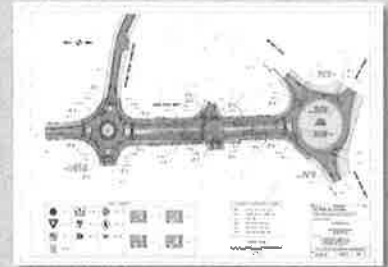
**Residential Development
39, 59 & 67 Prospect Street
Putnam, CT**

Prepared for:

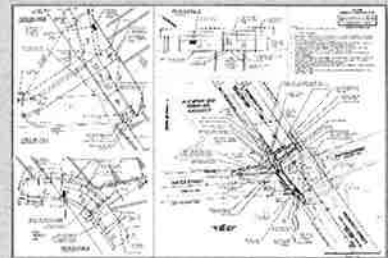
**Jackson Consulting, LLC
Marshfield, MA 02050**

September 16, 2025

Quality



Accuracy



Integrity



Traffic Assessment

To: Mr. Noah Jackson
Jackson Consulting, LLC
150 Quincy Avenue
Marshfield, MA 02050

Reg: Residential Development
39, 59 & 67 Prospect Street
Putnam, CT 06260

From: Shaun P. Kelly, Sr. Project Manager
Ashley Ryan, Traffic Engineer

Date: September 16, 2025
Project #: 25085

INTRODUCTION

Chappell Engineering Associates, LLC (CEA) has conducted this Traffic Assessment to evaluate the traffic impacts and access requirements associated with the development of a 24-unit residential condominium development at 33, 59 & 67 Prospect Street in Putnam, Connecticut. The project would provide a total of fifty-two (52) parking spaces, including four (4) handicap accessible parking spaces. Access to the project is proposed via two driveways that would intersect the eastern side of Prospect Street, south of Oak Street. The northern driveway would accommodate two-way entering and exiting traffic flows, while the southern driveway would accommodate entering traffic only.

This study was conducted in accordance with Connecticut Department of Transportation (CTDOT) and Town of Putnam guidelines for preparation of traffic assessments. This study evaluates the safety of the proposed site access locations, reviews current traffic conditions within the study area, provides an estimate of the expected traffic generation and distribution characteristics of the project, and identifies the level of traffic increase expected on primary area commuter routes.

As documented in this report, project-related traffic increases are expected to result in minimal increases to area traffic, particularly during peak hours of commuter traffic. During peak commuter hours, it is expected that the project will generate between 10 and 12 peak hour trips, or approximately one new vehicle trip every 5 to 6 minutes. This level of traffic increase does not represent a notable increase to area traffic and is not expected to result in a notable impact to area traffic operations. A review of the available sight lines at the proposed site access locations indicates that available sight lines will allow for safe operation.

PROJECT DESCRIPTION

The project involves the development of twenty-four (24) units of detached residential housing on an approximate 5.5± acre site located at 33, 59 & 67 Prospect Street in Putnam, Connecticut. The project includes two three-story buildings that would provide four residential units per floor. The project proposes a total of fifty-two (52) parking spaces, including four (4) handicap accessible parking spaces. Access to the project is proposed via two driveways that would intersect the eastern side of Prospect Street, south of Oak Street. The northern primary driveway, located approximately 140 feet south of Oak Street, would provide a 24-foot-wide approach, accommodating a 12-foot entering and 12-foot exiting travel lane that would operate under STOP-sign control. The southern driveway, located approximately 550 feet south of Oak Street, would provide a 14-foot-wide driveway and would accommodate entering traffic only.

The general location of the project site, relative to the surrounding transportation network, is displayed on Figure 1.

Figure 1
Site Location Map



EXISTING CONDITIONS

Study Area

Evaluation of the impact of project-related traffic requires an examination of existing and future traffic volumes along area roadways and intersections that will serve the project. The study area scope for this assessment includes the Prospect Street corridor.

The following provides a description of the study area roadways and intersections.

Prospect Street is classified as a local roadway under the jurisdiction of the Town of Putnam. The corridor traverses the study area in a general north-south orientation between the Oak Street corridor to the north and Bellevue Street to the south. The corridor accommodates a single lane of travel in each direction, with approximately 33 feet of travel width provided in the vicinity of the primary northern site driveway location. The speed limit on Prospect Street is not posted, and as such the statewide 25 mile per hour (mph) speed limit for residential roadways has been utilized. Land use along the corridor consists of residential uses.

Prospect Street intersects Oak Street from the south, to form a three-way intersection that operates under stop control. Both the eastbound and westbound Oak Street approaches and northbound Prospect Street approach provide a single general purpose travel lane, with traffic on Prospect Street yielding the right of way to traffic on Oak Street. Land use in the vicinity of the intersection consists of residential uses.

Prospect Street intersects Bellevue Street from the north, to form a three-way intersection that operates under stop control. The Bellevue Street eastbound approach turns north and continues to Prospect Street, with the dead-end portion of Bellevue Street, east of Prospect Street, yielding to traffic between Bellevue Street and Prospect Street. Land use in the vicinity of the intersection consists of residential uses.

Traffic Volumes

Base traffic conditions within the study area were developed by conducting an automatic traffic recorder (ATR) count along Prospect Street in September 2025, to identify prevailing traffic volumes along the corridor over an extended period. All traffic count data are provided in the Appendix.

To determine if the count data needed to be adjusted to represent peak month conditions consistent with CTDOT guidelines for traffic impact assessments, expansion factors provided by the department were reviewed. Based on a review of these data, September traffic volumes are approximately 8 percent lower than peak month (August) conditions. As such, collected traffic

volumes were adjusted upwards by approximately 8 percent in accordance with state requirements to reflect peak month conditions. The CTDOT expansion factor data are provided in the Appendix. The count data indicate that along Prospect Street, peak month daily traffic amounts to only 28 vehicles per day (vpd), with peak hourly volumes ranging from 3 to 5 vehicles per hour.

Existing 2025 traffic volumes are summarized in Table 1.

Table 1
Existing Traffic Volume Summary

Location/Time Period	Weekday Daily Volume ^a	Peak Hour Volume ^b	K Factor ^c	Directional Distribution ^d
Prospect Street:	68	Weekday AM: 6 Weekday PM: 13	8.8% 19.1%	83% NB 83% SB

^a In vehicles per day.

^b In vehicles per hour.

^c Percentage of daily traffic occurring during the peak hour.

^d NB = eastbound; SB = southbound.

As summarized in Table 1, during peak month conditions Prospect Street currently accommodates approximately 68 vehicles per day (vpd), including 6 vehicles per hour (vph) during the weekday AM peak hour and 13 vph during the weekday PM peak hour. Traffic volumes along the corridor are split 83 percent in the northbound direction during the weekday AM peak hour and 83 percent southbound during the weekday PM peak hour. Approximately 8.8 to 19.1 percent of the daily traffic on the corridor occurs during the weekday AM and weekday PM peak hours, respectively.

It is noted that based on a review of traffic volume data published by CTDOT, traffic volumes along Front Street (Route 12/44 – Station PUTN-022), the primary commuter route that will serve the project which is located within 0.2 miles of the project access, currently accommodates approximately 6,300 vpd, with peak hour flows in excess of 500 vph during peak hours of commuter traffic.

Motor Vehicle Crash History

Crash data for the study intersections were reviewed from the Connecticut Department of Transportation (CTDOT) crash database for the three-year period between 2022 and 2024. The data were reviewed and summarized by severity, crash type, and roadway surface under which the crash occurred, as summarized in Table 2.

Table 2
Crash Summary

Location	Number of Accidents		Severity ^a		Accident Type ^b						% During Wet/Icy Conditions
	Total	Avg./Year	PD	PI	CM	RE	SS	HO	SV	U	
Prospect Street at Oak Street	0	0.0	0	0	0	0	0	0	0	0	0%
Prospect Street at Bellevue Street	0	0.0	0	0	0	0	0	0	0	0	0%

Source: CTDOT Crash Database – 2022 through 2024 data.

^a PD = property damage only; PI = personal injury; NR = Not Reported.

^b CM = cross movement/angle; RE = rear end; SS = sideswipe; HO = head-on; SV= single vehicle; U= unknown.

As summarized in Table 2, over the three-year review period no crashes were reported along Prospect Street, including at the intersections with Oak Street and Bellevue Street.

Vehicle Speeds

Vehicle speed measurements were conducted along Prospect Street in conjunction with the ATR over an extended period. The results of the speed measurements are summarized in Table 3.

Table 3
Observed Travel Speeds ^a

Location/Direction	Regulatory Speed Limit	Average Speed	85 th Percentile Speed ^b
Prospect Street:			
Northbound	25	17	20
Southbound	25	17	20

^a In miles per hour (mph).

^b Speed at, or below which 85 percent of all observed vehicles travel.

As shown in Table 3, average travel speeds along Prospect Street in the vicinity of the project site were determined to be 17 mph in both the northbound and southbound directions. The calculated 85th percentile travel speeds were determined to be 20 mph in both the northbound and southbound

directions. In order to provide a conservative assessment, the higher 25 mph regulatory speed for unposted residential roadways was utilized in the calculation of minimum sight distance requirements, as discussed below.

Sight Distance

To ensure that the proposed site driveway location will allow for safe access and egress, the required minimum required sight distances in each direction have been determined to ensure that approaching motorists in each direction on Prospect Street are able to safely stop. The required sight distance is established by the American Association of State Highway and Transportation Officials (AASHTO).¹ AASHTO is the national standard by which vehicle sight distance is calculated, measured, and reported. CTDOT requires the use of AASHTO sight distance standards when preparing traffic impact assessments and studies, as stated in their guidelines for traffic impact assessments.

Sight distance is the length of roadway ahead that is visible to the driver. Stopping Sight Distance (SSD) is the minimum distance required for a vehicle traveling at a certain speed to safely stop before reaching a stationary object in its path. The values are based on a driver perception and reaction time of 2.5 seconds and a braking distance calculated for wet, level pavements. When the roadway is either on an upgrade or downgrade, grade correction factors are applied. Stopping sight distance is measured from an eye height of 3.5 feet to an object height of 2 feet above street level, equivalent to the taillight height of a passenger car. The SSD is measured along the centerline of the traveled way of the major road.

Intersection sight distance (ISD) is provided on minor street approaches to allow the drivers of stopped vehicles a sufficient view of the major roadway to decide when to enter the major roadway. By definition, ISD is the minimum distance required for a motorist exiting a minor street to turn onto the major street, without being overtaken by an approaching vehicle reducing its speed from the design speed to 70 percent of the design speed. ISD is measured from an eye height of 3.5 feet to an object height of 3.5 feet above street level. The use of an object height equal to the driver eye height makes intersection sight distances reciprocal (i.e., if one driver can see another vehicle, then the driver of that vehicle can also see the first vehicle). When the minor street is on an upgrade that exceeds 3 percent, grade correction factors are applied.

SSD is generally more important as it represents the minimum distance required for safe stopping while ISD is based only upon acceptable speed reductions to the approaching traffic stream. However, the ISD must be equal to or greater than the minimum required SSD in order to provide safe operations at the intersection. In accordance with the AASHTO manual, *"If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. However, in some cases, this may require a major-road vehicle to stop or slow to*

¹A Policy on Geometric Design of Highways and Streets, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018.

accommodate the maneuver by a minor-road vehicle. To enhance traffic operations, intersection sight distances that exceed stopping sight distances are desirable along the major road.” Accordingly, ISD should be at least equal to the distance required to allow a driver approaching the minor road to safely stop.

The minimum required sight distances at the proposed site access driveway were determined based on the regulatory travel speeds. The required minimum sight distances and available sight lines at both locations are summarized in Table 4.

Table 4
Sight Distance Summary

Location/Direction	Available Sight Lines ^a	Required (SSD) ^b
Prospect Street at North Site Driveway		
North of intersection	170	155
South of intersection	230	155
Prospect Street at South Site Driveway		
North of intersection	195	155
South of intersection	215	155

^a Reflects the removal of existing vegetation to the adjacent to the site driveway.

^b Values based on AASHTO SSD requirements for regulatory 25 mph travel speed.

As shown in Table 4, the minimum required sight distances at the proposed site driveways exceed the minimum required sight distance in both directions for the more conservative regulatory speed limit, which was 5 mph higher than the observed 85th percentile travel speeds along the corridor.

FUTURE CONDITIONS

In order to determine the anticipated impact of project related traffic to area traffic operations, the additional traffic expected to be generated by the project, as well as the anticipated traffic patterns that this traffic will travel to arrive and depart the site were reviewed, as summarized below.