

Trip Generation

In order to develop the trip generation characteristics of the project, trip generation data published by the Institute of Transportation Engineers (ITE) as part of the *Trip Generation Manual*² were reviewed. The ITE publishes trip generation for a number of Land Use Codes (LUCs) including LUC 210 – *Multifamily Housing (Low-Rise) Not Close to Rail Transit*, the most appropriate category for the proposed development. The trip generation estimates for the project are summarized in Table 5.

Table 5
Trip Generation Summary

Time Period	Vehicle Trips ^a
Weekday Daily	150
Weekday AM Peak Hour	
Enter	2
<u>Exit</u>	<u>8</u>
Total	10
Weekday PM Peak Hour	
Enter	7
<u>Exit</u>	<u>5</u>
Total	12

^a Based on trip generation data for ITE LUC 210 – *Multifamily Housing (Low-Rise) Not Close to Rail Transit*, applied to 24 units.

As summarized in Table 5, the proposed residential development is expected to generate 150 new vehicle trips (75 entering and 75 exiting) on a typical weekday, including 10 new vehicle trips (2 entering and 8 exiting) during the weekday AM peak hour, and 12 new vehicle trips (7 entering and 5 exiting) during the weekday PM peak hour.

Trip Distribution

Trip distribution patterns for the project were determined based on a review of existing area traffic patterns along area roadways serving the site and expected commuter patterns to the regional highway system. Given the location of the project site, approximately 1.5 miles west of the I-395 interchange with Route 44 (Exit 47) and approximately 1.3 miles north of the Heritage Road interchange with I-395 (Exit 46), it is expected that commuter related traffic oriented to points

² *Trip Generation Manual, 11th Edition*; Institute of Transportation Engineers; Washington, DC; 2021.

north on I-395 will travel Front Street to and from the east, with traffic destined to points south on I-395 utilizing Front Street to and from the west. For the purpose of this assessment, it is assumed that 60 percent of project-related traffic, or less, will be accommodated along any particular segment of Front Street, either east or west of its intersection with Oak Street.

Project-Related Traffic Increases

Based on the aforementioned trip generation projections and trip distribution patterns, it is expected that the largest increase in traffic along any given segment of Front Street (Route 12/44) will amount to only 4 to 7 vehicles per hour during peak hours of commuter traffic, or approximately one new vehicle trip every 9 to 15 minutes. This level of increase, particularly in relation to the existing level of traffic along the Front Street corridor is de minimis, and falls well within the typical daily fluctuation of traffic along the corridor.

Parking Demand Assessment

In order to ensure that the proposed parking supply for the project is adequate to meet the anticipated peak demand for the project, parking demand data published by the ITE were reviewed. Specifically, parking demand data for LUC 220 – *Multifamily Housing – Low-Rise* were reviewed. Based on this data, the peak parking demand for the project is expected to amount to 38 vehicles. The proposed project will provide a total of 52 parking spaces, which well exceeds the peak demand for the project.

CONCLUSIONS AND RECOMMENDATIONS

Existing and future traffic conditions within the study area intersections have been described, including the anticipated impact of the proposed residential development. Conclusions of this effort and recommendations are presented below.

- The project entails the construction of twenty-four (24) units of multifamily housing, with a total of fifty-two (52) parking spaces provided.
- Access to the project is proposed via two new driveways that will intersect the eastern side of Prospect Street. The northern driveway will serve two-way traffic, including all exiting traffic, while the southern driveway will serve entering traffic only.
- Based on the travel speeds along the Prospect Street corridor, available sight lines at the site access locations exceed the required sight distances to allow for safe access.

- The proposed residential development is expected to generate 150 new vehicle trips (75 entering and 75 exiting) on a typical weekday, including 10 new vehicle trips (2 entering and 8 exiting) during the weekday AM peak hour, and 12 new vehicle trips (7 entering and 5 exiting) during the weekday PM peak hour.
- It is expected that project-related traffic will primarily utilize Oak Street as a means to access Front Street, the primary commuter route serving the project site.
- The greatest increase in peak hour traffic on Front Street is expected to range from 4 to 7 peak hour trips, or approximately one new vehicle trip every 9 to 15 minutes. This level of increase is not expected to result in any notable impact to traffic operations within or beyond the study area.
- The proposed parking supply provides adequate capacity to accommodate the peak demand for the project.

In summary, the proposed residential development is expected to result in no notable impact to area traffic operations, with sufficient parking to accommodate the project. The proposed site access provides sufficient sight lines to ensure safe access under post-development conditions.

APPENDIX

Traffic Count Data
Seasonal Adjustment Data
Motor Vehicle Crash Data
Trip Generation Calculations
Parking Demand Calculations

Traffic Count Data



Location Map: 250782 Putnum, CT

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdillc.com



Client: Chappell	Engineer: S. Kelly	Site Code:	Date: Wed 9/10/2025	PDI Job # 250782	City, State: Putnum, CT
---------------------	-----------------------	------------	------------------------	---------------------	----------------------------

Prospect Street
south of Oak Street
City, State: Putnum, CT
Client: Chappell/ S. Kelly
Site Code: TBA



PDI File #: 250782 ATR-A

Count Date: Wednesday, September 10, 2025
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total	PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0	12:00 PM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	12:15 PM	0	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	12:30 PM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	12:45 PM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	1:00 PM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	1:15 PM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	1:30 PM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	1:45 PM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	2:00 PM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	2:15 PM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	2:30 PM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	2:45 PM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	3:00 PM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	3:15 PM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	3:30 PM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	3:45 PM	0	0	1	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	4:00 PM	0	0	1	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	4:15 PM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	4:30 PM	0	0	1	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	4:45 PM	0	0	0	0	0	0	0
5:00 AM	0	0	1	0	0	0	1	5:00 PM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	5:15 PM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	5:30 PM	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	5:45 PM	0	0	0	0	0	0	0
6:00 AM	0	0	1	0	0	0	1	6:00 PM	0	0	1	0	0	0	1
6:15 AM	0	0	1	0	0	0	1	6:15 PM	0	0	1	0	0	0	1
6:30 AM	0	0	3	0	0	0	3	6:30 PM	0	0	1	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	6:45 PM	0	0	0	0	0	0	0
7:00 AM	0	0	1	0	0	0	1	7:00 PM	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1	7:15 PM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	7:30 PM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	7:45 PM	0	0	1	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	8:00 PM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	8:15 PM	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	1	8:30 PM	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	1	8:45 PM	0	0	1	0	0	0	1
9:00 AM	0	0	0	0	1	0	1	9:00 PM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	9:15 PM	0	0	1	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	9:30 PM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	1	0	1	9:45 PM	0	0	1	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	10:00 PM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	10:15 PM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	10:30 PM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	10:45 PM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	11:00 PM	0	0	0	0	0	0	0
11:15 AM	0	0	1	0	0	0	1	11:15 PM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	11:30 PM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	11:45 PM	0	0	0	0	0	0	0
AM Total	0	0	11	0	2	0	13	PM Total	0	0	13	0	0	0	13
Percentage	0.00%	0.00%	84.62%	0.00%	15.38%	0.00%		Percentage	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
AM Peak	12:00 AM	12:00 AM	5:45 AM	12:00 AM	9:00 AM	12:00 AM	5:45 AM	PM Peak	12:00 PM	12:00 PM	3:45 PM	12:00 PM	12:00 PM	12:00 PM	3:45 PM
Volume	0	0	5	0	2	0	5	Volume	0	0	3	0	0	0	3
Day Total	0	0	24	0	2	0	26	Day Total	0	0	24	0	2	0	26
Percentage	0.00%	0.00%	92.31%	0.00%	7.69%	0.00%		Percentage	0.00%	0.00%	92.31%	0.00%	7.69%	0.00%	

Prospect Street
south of Oak Street
City, State: Putnum, CT
Client: Chappell/ S. Kelly
Site Code: TBA



PDI File #: 250782 ATR-A

Count Date: Wednesday, September 10, 2025
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total	PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0	12:00 PM	0	0	1	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	12:15 PM	0	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	12:30 PM	0	0	1	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	12:45 PM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	1:00 PM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	1:15 PM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	1:30 PM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	1:45 PM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	2:00 PM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	2:15 PM	0	0	1	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	2:30 PM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	2:45 PM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	3:00 PM	0	0	2	0	0	0	2
3:15 AM	0	0	0	0	0	0	0	3:15 PM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	3:30 PM	0	0	2	0	0	0	2
3:45 AM	0	0	0	0	0	0	0	3:45 PM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	4:00 PM	0	0	1	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	4:15 PM	0	0	1	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	4:30 PM	0	0	1	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	4:45 PM	0	0	1	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	5:00 PM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	5:15 PM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	5:30 PM	1	0	3	0	0	0	4
5:45 AM	0	0	0	0	0	0	0	5:45 PM	0	0	0	0	0	0	0
6:00 AM	0	0	1	0	0	0	1	6:00 PM	0	0	4	0	0	0	4
6:15 AM	0	0	0	0	0	0	0	6:15 PM	0	0	2	0	0	0	2
6:30 AM	0	0	0	0	0	0	0	6:30 PM	0	0	0	0	0	0	0
6:45 AM	0	0	2	0	0	0	2	6:45 PM	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	7:00 PM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	7:15 PM	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	1	7:30 PM	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	1	7:45 PM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	8:00 PM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	8:15 PM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	8:30 PM	0	0	0	0	0	0	0
8:45 AM	0	0	2	0	0	0	2	8:45 PM	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	1	0	1	9:00 PM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	9:15 PM	0	0	0	0	0	0	0
9:30 AM	0	0	1	0	0	0	1	9:30 PM	0	0	1	0	0	0	1
9:45 AM	0	0	1	0	0	0	1	9:45 PM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	1	0	1	10:00 PM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	10:15 PM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	10:30 PM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	10:45 PM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	11:00 PM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	11:15 PM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	11:30 PM	0	0	0	0	0	0	0
11:45 AM	0	0	2	0	0	0	2	11:45 PM	0	0	0	0	0	0	0
AM Total	0	0	11	0	2	0	13	PM Total	1	0	23	0	0	0	24
Percentage	0.00%	0.00%	84.62%	0.00%	15.38%	0.00%		Percentage	4.17%	0.00%	95.83%	0.00%	0.00%	0.00%	
AM Peak	12:00 AM	12:00 AM	6:00 AM	12:00 AM	8:15 AM	12:00 AM	8:45 AM	PM Peak	4:45 PM	12:00 PM	5:30 PM	12:00 PM	12:00 PM	12:00 PM	5:30 PM
Volume	0	0	3	0	1	0	4	Volume	1	0	9	0	0	0	10
Day Total								Day Total	1	0	34	0	2	0	37
Percentage								Percentage	2.70%	0.00%	91.89%	0.00%	5.41%	0.00%	

Prospect Street
south of Oak Street
City, State: Putnum, CT
Client: Chappell/ S. Kelly
Site Code: TBA



PDI File #: 250782 ATR-A (Speed)

Count Date
Wednesday, September 10, 2025

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16.0	16.0
6:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	18.8	17.0
7:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14.4	13.0
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18.7	18.0
9:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14.9	14.5
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19.0	19.0
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18.6	17.5
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17.0	17.0
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	20.0	20.0
4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	20.3	18.5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	18.7	18.0
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17.0	17.0
8:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	12.0	12.0
9:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	22.6	21.5
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Total	3	18	5	0	0	0	0	0	0	0	0	0	0	26	20.0	17.2
Percent	11.54%	69.23%	19.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	7:00 AM	6:00 AM	6:00 AM											6:00 AM
Volume	1	4	1	0	0	0	0	0	0	0	0	0	0	5
PM Peak	8:00 PM	6:00 PM	9:00 PM											6:00 PM
Volume	1	3	2	0	0	0	0	0	0	0	0	0	0	3

15th Percentile:	15.0 MPH	Average Speed:	17.2 MPH	Posted Speed Limit:	20 MPH
50th Percentile:	17.0 MPH	10 MPH Pace:	11 to 20 MPH	Number of Vehicles > 20 MPH:	2
85th Percentile:	20.0 MPH	Number in Pace:	24	Percent of Vehicles > 20 MPH:	7.7%
95th Percentile:	20.8 MPH	Percent in Pace:	92.3%		

Prospect Street
south of Oak Street
City, State: Putnum, CT
Client: Chappell/ S. Kelly
Site Code: TBA



PDI File #: 250782 ATR-A (Speed)

Count Date
Wednesday, September 10, 2025

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
6:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	19.7	19.0
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	27.4	23.5
8:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14.9	14.5
9:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	3	17.8	15.7
10:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	12.0	12.0
11:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2	17.4	16.0
12:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	21.3	18.8
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15.0	15.0
3:00 PM	1	2	1	0	0	0	0	0	0	0	0	0	0	4	18.9	16.5
4:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19.6	18.0
5:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	22.2	19.3
6:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	18.3	17.2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17.0	17.0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Total	5	25	5	1	0	0	0	0	0	0	0	0	0	36	19.8	17.5
Percent	13.89%	69.44%	13.89%	2.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	8:00 AM	6:00 AM	6:00 AM	7:00 AM											6:00 AM
Volume	1	2	1	1	0	0	0	0	0	0	0	0	0	0	3

PM Peak	3:00 PM	6:00 PM	12:00 PM												6:00 PM
Volume	1	6	1	0	0	0	0	0	0	0	0	0	0	0	6

15th Percentile:	15.0 MPH	Average Speed:	17.5 MPH	Posted Speed Limit:	20 MPH
50th Percentile:	17.0 MPH	10 MPH Pace:	11 to 20 MPH	Number of Vehicles > 20 MPH:	4
85th Percentile:	19.8 MPH	Number in Pace:	32	Percent of Vehicles > 20 MPH:	11.1%
95th Percentile:	24.0 MPH	Percent in Pace:	88.9%		

Prospect Street
 south of Oak Street
 City, State: Putnum, CT
 Client: Chappell/ S. Kelly
 Site Code: TBA



PDI File #: 250782 ATR-A (Speed)

Count Date
 Wednesday, September 10, 2025

Speed (60-minute)
Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16.0	16.0
6:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	20.0	17.8
7:00 AM	1	2	0	1	0	0	0	0	0	0	0	0	0	4	24.1	18.3
8:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	4	18.1	16.3
9:00 AM	2	3	0	0	0	0	0	0	0	0	0	0	0	5	16.6	15.2
10:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	12.0	12.0
11:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	3	18.7	17.0
12:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	20.3	18.3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16.7	16.0
3:00 PM	1	2	2	0	0	0	0	0	0	0	0	0	0	5	20.8	17.2
4:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6	20.3	18.2
5:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	22.2	19.3
6:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	18.8	17.4
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17.0	17.0
8:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	12.0	12.0
9:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3	22.1	20.0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Total	8	43	10	1	0	0	0	0	0	0	0	0	0	62	20.0	17.4
Percent	12.90%	69.35%	16.13%	1.61%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	9:00 AM	6:00 AM	6:00 AM	7:00 AM											6:00 AM
Volume	2	6	2	1	0	0	0	0	0	0	0	0	0	8	
PM Peak	3:00 PM	6:00 PM	3:00 PM												6:00 PM
Volume	1	9	2	0	0	0	0	0	0	0	0	0	0	9	

15th Percentile:	15.0 MPH	Average Speed:	17.4 MPH	Posted Speed Limit:	20 MPH
50th Percentile:	17.0 MPH	10 MPH Pace:	11 to 20 MPH	Number of Vehicles > 20 MPH:	6
85th Percentile:	20.0 MPH	Number in Pace:	56	Percent of Vehicles > 20 MPH:	9.7%
95th Percentile:	23.0 MPH	Percent in Pace:	90.3%		

Seasonal Adjustment Data

03/06/2019

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY & PLANNING - ROADWAY INFORMATION SYSTEMS
TRAFFIC DATA COLLECTION & VERIFICATION SECTION

FACTORS FOR EXPANDING 24-HOUR COUNTS TO
ANNUAL AVERAGE DAILY TRAFFIC VOLUMES
(BASED ON 2022 CONTINUOUS COUNT STATION DATA)

GROUP - 1 ** INTERSTATE **

2023

STATION(S): 7, 12, 24, 30, 31, 32, 53, 54

	AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY		1.13	1.03	1.24	1.44
FEBRUARY		1.05	0.96	1.14	1.44
MARCH		1.06	0.95	1.04	1.24
APRIL		0.99	0.91	1.03	1.14
MAY		0.96	0.85	0.95	1.04
JUNE		0.94	0.90	0.99	1.07
JULY		0.94	0.90	0.93	1.02
AUGUST		0.93	0.84	0.99	1.03
SEPTEMBER		0.97	0.85	0.99	1.09
OCTOBER		0.98	0.90	0.94	1.01
NOVEMBER		0.99	0.97	1.03	1.09
DECEMBER		1.05	0.96	1.04	1.16

GROUP - 2 ** RURAL **

2023

STATION(S): 4, 10, 16, 20, 50, 51

	AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY		1.12	1.08	1.17	1.48
FEBRUARY		1.13	1.05	1.16	1.55
MARCH		1.09	1.04	1.06	1.30
APRIL		1.06	0.96	0.96	1.29
MAY		0.96	0.86	0.95	1.04
JUNE		0.91	0.79	0.87	0.95
JULY		0.93	0.84	0.87	0.98
AUGUST		0.88	0.83	0.90	0.98
SEPTEMBER		0.96	0.83	0.91	1.02
OCTOBER		0.99	0.85	0.94	1.07
NOVEMBER		1.01	1.02	1.09	1.18
DECEMBER		1.07	1.04	1.11	1.25

GROUP - 3 ** INTERSTATE **

2023

STATION(S): 27 (I-84 FROM ROUTE 195 TO MASS. STATE LINE)

	AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY		1.02	1.10	1.25	0.99
FEBRUARY		0.86	0.81	1.02	1.22
MARCH		1.46	0.91	0.94	0.93
APRIL		1.25	0.96	1.00	1.00
MAY		1.07	0.73	0.99	0.90
JUNE		1.04	0.84	0.96	0.71
JULY		0.98	0.84	0.80	0.74
AUGUST		0.81	0.75	0.89	0.79
SEPTEMBER		1.11	1.09	1.13	0.81
OCTOBER		1.04	1.06	1.30	0.99
NOVEMBER		1.26	1.24	1.15	0.64
DECEMBER		1.14	0.33	0.43	0.79

03/06/2019

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY & PLANNING - ROADWAY INFORMATION SYSTEMS
TRAFFIC MONITORING & DATA ANALYSIS SECTION

FACTORS FOR EXPANDING 24-HOUR COUNTS TO
ANNUAL AVERAGE DAILY TRAFFIC VOLUMES
(BASED ON 2022 CONTINUOUS COUNT STATION DATA)

GROUP - 4 ** URBAN **

2023

STATION(S): 8, 9, 11, 15, 17, 22, 23, 28, 47, 48, 52

	AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY		1.05	1.00	1.18	1.52
FEBRUARY		1.11	0.95	1.12	1.22
MARCH		0.98	0.94	1.04	0.93
APRIL		0.99	0.91	1.03	1.00
MAY		0.92	0.84	1.01	0.90
JUNE		0.92	0.83	1.01	0.71
JULY		0.96	0.86	1.06	0.74
AUGUST		0.95	0.86	1.09	0.79
SEPTEMBER		0.96	0.88	1.03	0.81
OCTOBER		0.95	0.81	1.05	0.99
NOVEMBER		0.97	0.97	1.08	0.64
DECEMBER		0.98	0.97	1.06	0.79

GROUP - 5 ** NORTHWEST RECREATIONAL **

2023

STATION(S): 1 (Station 18 not available on 2018)

	AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY		1.29	1.18	1.05	1.21
FEBRUARY		1.24	1.10	1.02	1.22
MARCH		1.28	1.06	1.14	0.93
APRIL		1.04	0.88	0.96	1.00
MAY		1.00	0.83	0.78	0.90
JUNE		0.96	0.80	0.79	0.71
JULY		0.91	0.80	0.71	0.74
AUGUST		0.94	0.75	0.76	0.79
SEPTEMBER		0.99	0.85	0.69	0.81
OCTOBER		0.95	0.71	0.69	0.99
NOVEMBER		1.15	1.05	1.08	0.64
DECEMBER		1.13	1.11	1.09	0.79

GROUP - 6 ** SOUTHEAST RECREATIONAL ** 2023

STATION(S): 5, 33, 44, 46

	AVG.	WEEKDAY	FRIDAY	SATURDAY	SUNDAY
JANUARY		1.26	1.08	1.05	1.22
FEBRUARY		1.19	1.00	0.98	1.22
MARCH		1.15	0.96	0.97	0.93
APRIL		1.13	0.89	0.92	1.00
MAY		1.06	0.85	0.90	0.90
JUNE		0.99	0.79	0.81	0.71
JULY		0.90	0.77	0.75	0.74
AUGUST		0.92	0.73	0.75	0.79
SEPTEMBER		1.05	0.82	0.82	0.81
OCTOBER		1.10	0.83	0.90	0.99
NOVEMBER		1.14	0.93	0.91	0.64
DECEMBER		1.14	1.00	0.97	0.79

Motor Vehicle Crash Data

Crash Emphasis Areas

The story tab above contain tables and figures summarizing the crash data for the State of Connecticut. The tabs are organized topically, first focusing on crash variables, then vehicle variables, personal variables, and ending with dashboards about specific crash types. The data can be filtered by Year, Date of Crash, Crash Severity, COGs, MPOs, Town, Road Name, Intersecting Road Name, Route Class, and Route Number using the drop down menus on the right.

Crash report entries into the CTCDR are backlogged to May 2025. Figures from May 2025 to present will be affected because of this.

Total Crashes

Total Vehicles Involved

Total People Involved

Queries Selected: Emphasis Area All Crashes, Town(s) None, Date: 1/1/2022 to 12/31/2024, Severity All, Route Class: All, Road Number(s) None, Local Road Name(s): All

No Data Matches the Current Search Criteria

These data are exempt from discovery or admission under 23 U.S.C 409.
Data Extracted 9/3/2025

Note: Unknown mileposts are listed as -1

Emphasis Areas

☒ All Crashes

☐ Fatal Crashes

☐ DUI Crashes

☐ Young Drivers

☐ Crashes Involving Motorcycles

☐ Non-Motorist Crashes

☐ Pedestrian-involved Crashes

☐ Bicyclist-involved Crashes

☐ Work Zone Crashes

☐ Crashes Involving School Buses

Start Date

1/1/2022

End Date

12/31/2024

Crash Severity

(All)

Law Enforcement Agency Name

(All)

COGs

(All)

MPOs

(All)

Towns

Putnam

Vehicle Direction

(All)

Route Classification

(All)

Road Number

(None)

Local Road Name

PROSPECT ST

Roadway Ownership

(All)

Start Mile Marker

0

End Mile Marker

1

Trip Generation Calculations

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

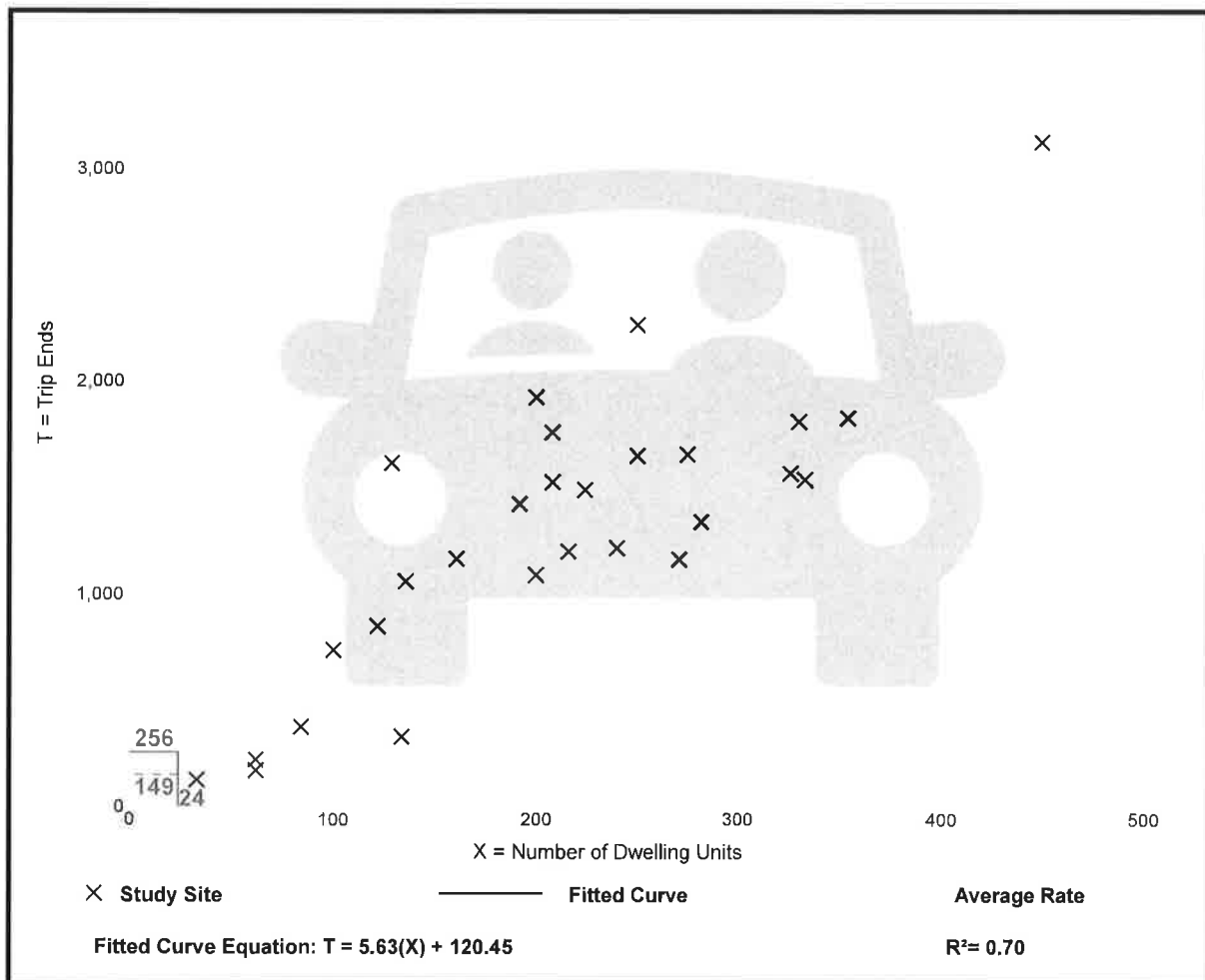
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. Num. of Dwelling Units: 208
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.21	2.46 - 12.50	1.87

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 51

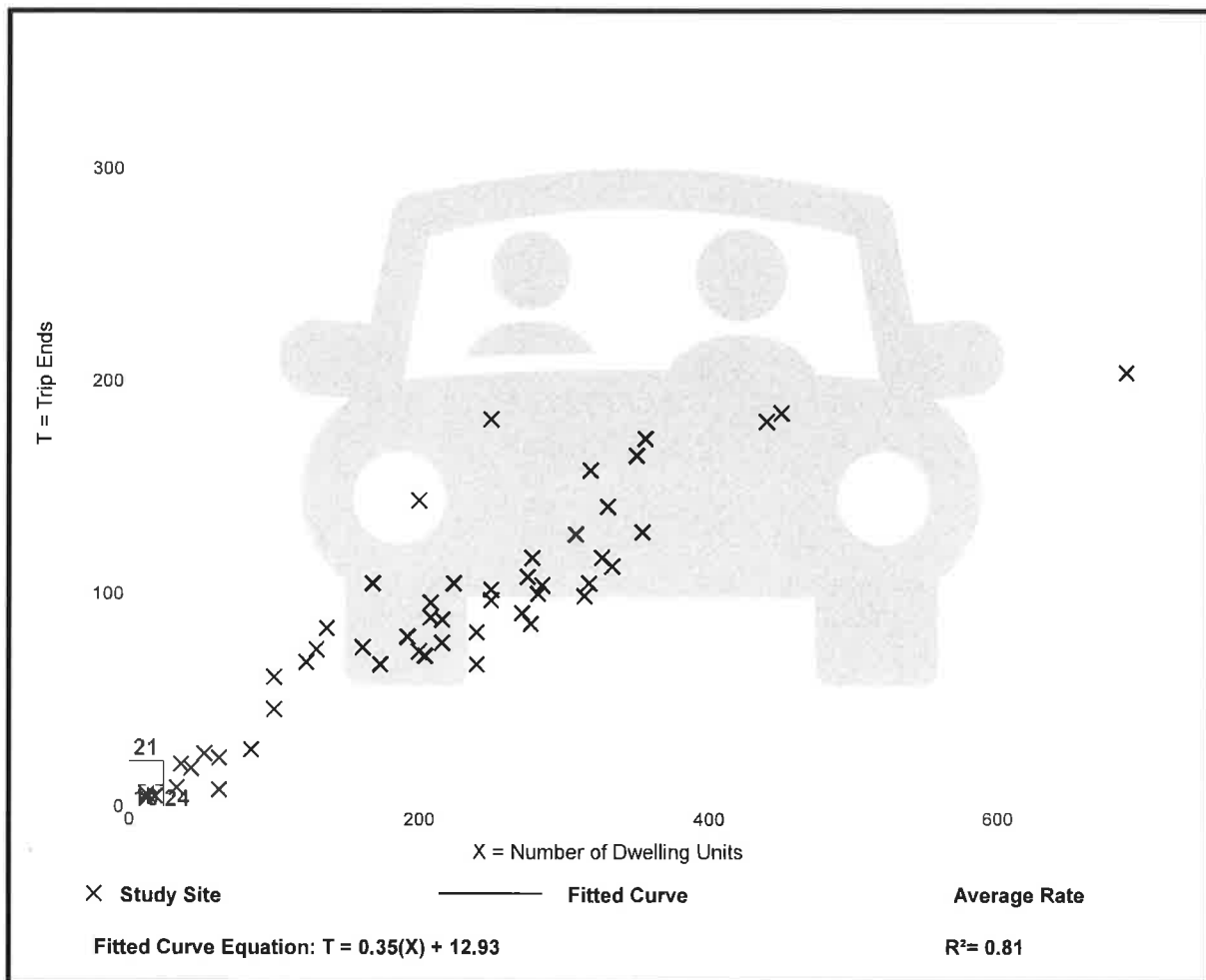
Avg. Num. of Dwelling Units: 219

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 61

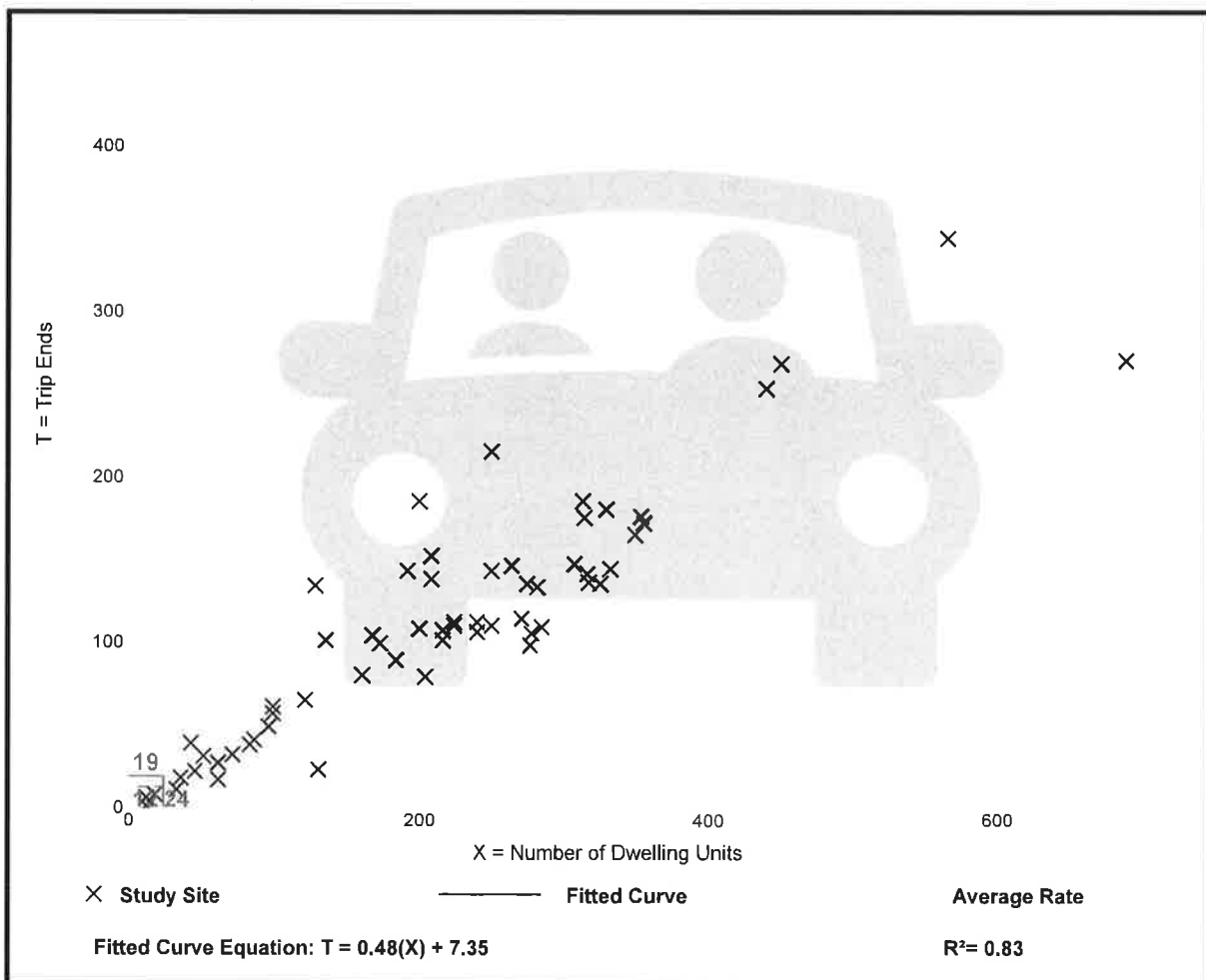
Avg. Num. of Dwelling Units: 215

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

Data Plot and Equation



Parking Demand Calculations

Multifamily Housing - 2+ BR (Low-Rise) - Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

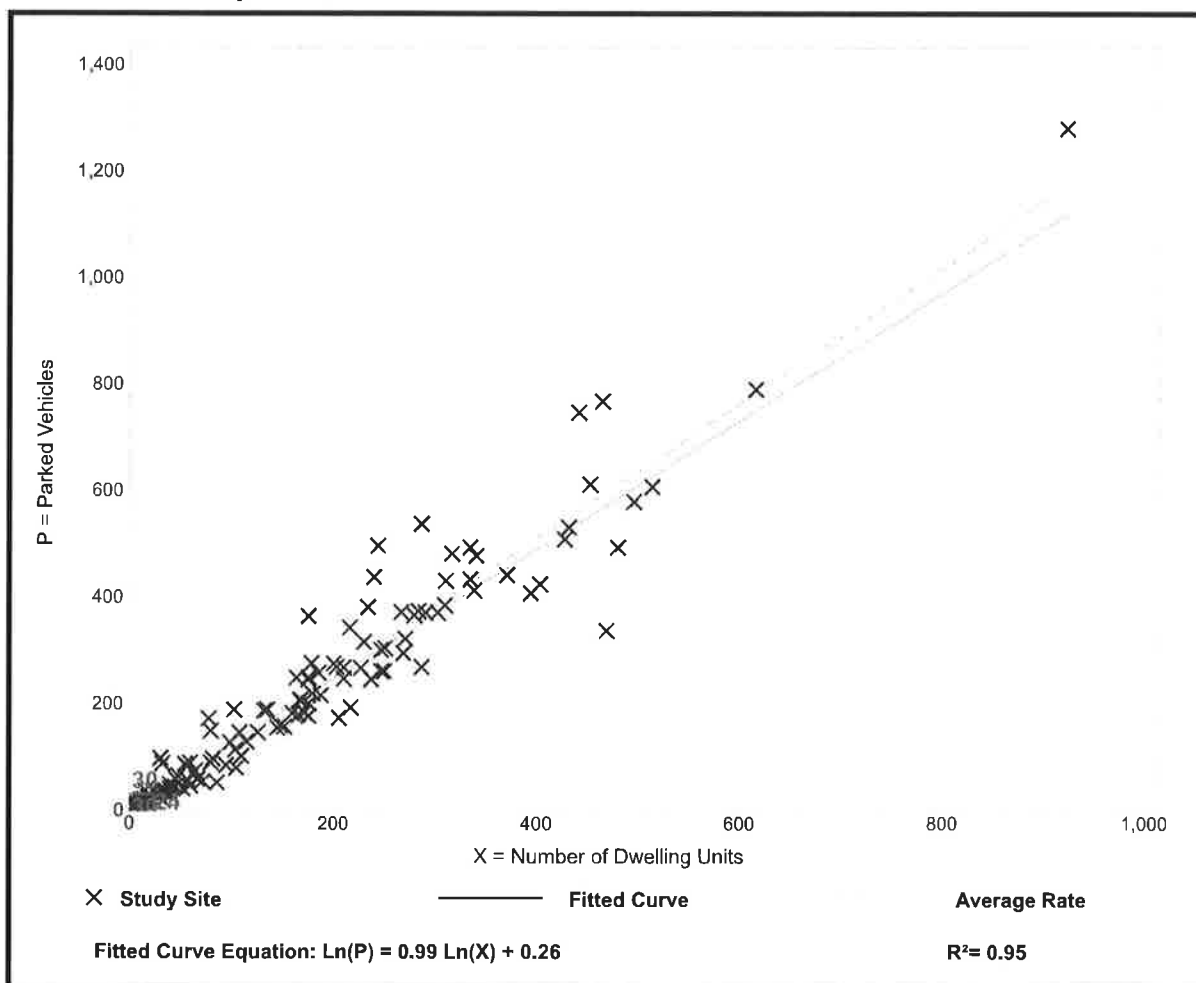
Number of Studies: 143

Avg. Num. of Dwelling Units: 154

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.27	0.58 - 3.16	1.07 / 1.59	1.22 - 1.32	0.29 (23%)

Data Plot and Equation

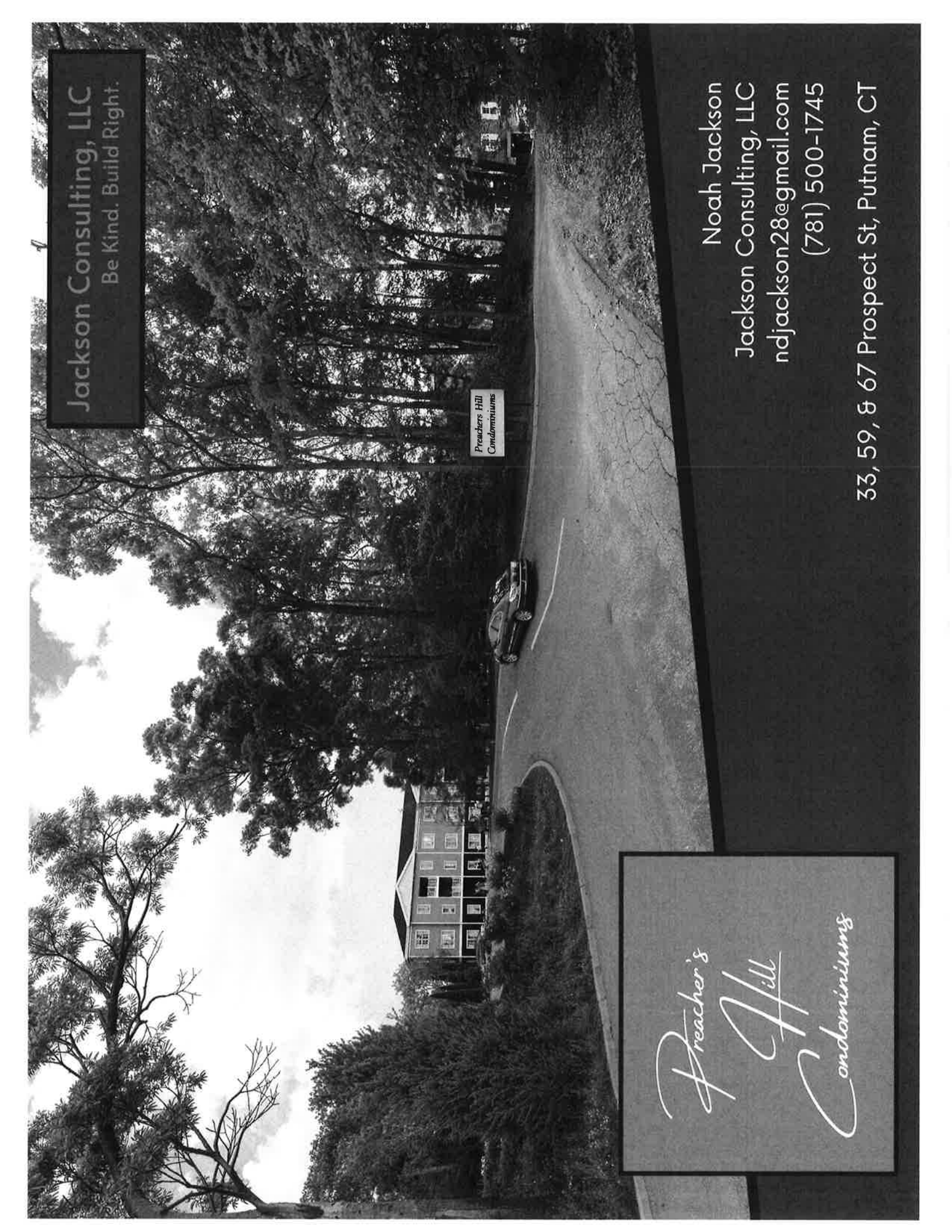


Jackson Consulting, LLC
Be Kind. Build Right

*Preacher's
Hill
Condominiums*

Noah Jackson
Jackson Consulting, LLC
ndjackson28@gmail.com
(781) 500-1745

33, 59, & 67 Prospect St, Putnam, CT



Jackson Consulting, LLC
Be Kind. Build Right.

Preacher's Hill
Condominiums

*Preacher's
Hill
Condominiums*

Noah Jackson
Jackson Consulting, LLC
ndjackson28@gmail.com
(781) 500-1745

33, 59, & 67 Prospect St, Putnam, CT